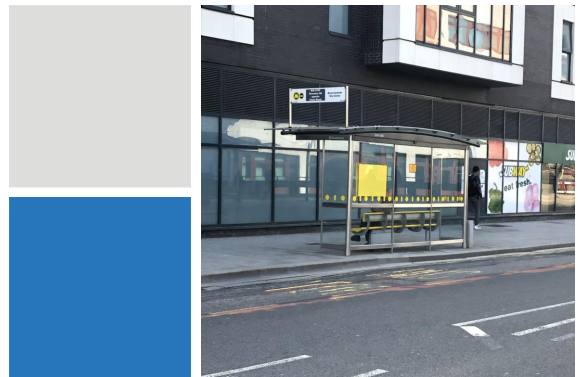
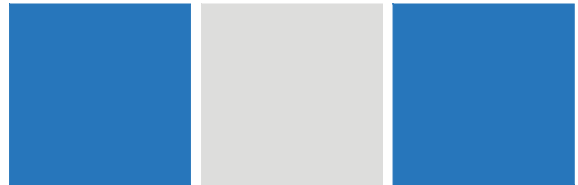
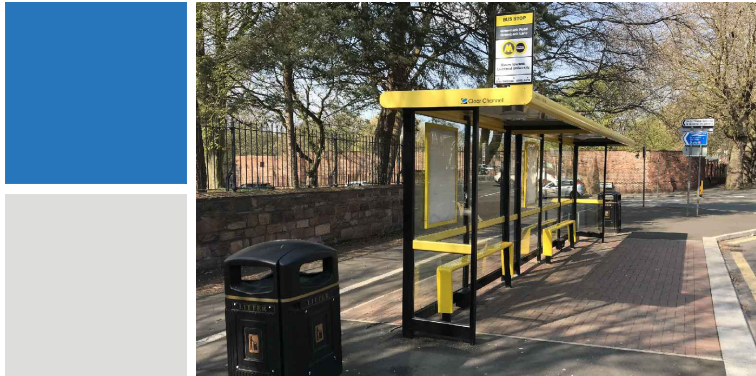




UNIVERSITY OF  
LIVERPOOL



# University of Liverpool Travel Plan

2019-2023



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# University of Liverpool Travel Plan

2019-2023

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# Contents

Executive Summary	1
<b>1 Introduction</b>	<b>11</b>
1.1 Background and Context	11
1.2 What is a Travel Plan?	14
1.3 Travel Plan Objectives	14
1.4 BREEAM Assessment	14
1.5 Structure of the Travel Plan	15
<b>2 Policy and Strategic Context</b>	<b>16</b>
2.1 National Policy and Strategic Context	16
2.2 Regional Policy and Local Context	17
2.3 University Policy and Context	21
2.4 Summary	22
<b>3 The University</b>	<b>23</b>
3.1 Campus Overview	23
3.2 Main Campus Accessibility	24
3.3 Other Sites	39
3.4 Site Audits	40
3.5 Disabled Access	43
3.6 Student and Staff Accessibility	44
3.7 Summary	48
4.2 Student Travel Survey Results	54
4.3 Future Travel Patterns	55
4.4 Summary	55
<b>5 Travel Plan Targets</b>	<b>56</b>
5.1 Progress	56
5.2 Revised Targets	56
5.3 Monitoring	57
5.4 Summary	57
<b>6 Travel Plan Action Plan 2019-2023 &amp; Review</b>	<b>58</b>
<b>7 Travel Plan Delivery &amp; Communication Strategy</b>	<b>64</b>
7.1 Travel Plan Monitoring and Review	64

8	Conclusions	67
	Appendices	68
A.	Travel Survey 2018 Questions	69
	Figures	
	Figure 1: University of Liverpool Network and Campus Locations	11
	Figure 2: Liverpool LCWIP Objectives	18
	Figure 3: LCWIP New Cycling and Walking Corridors	18
	Figure 4: KQ Transport Vision	19
	Figure 5: Brownlow Hill Concept Design	20
	Figure 6: Location of University Campuses	23
	Figure 7: University of Liverpool Main Campus Map	24
	Figure 8: Strategic Routes to the Main Campus	25
	Figure 9: Location of Main Campus Parking	26
	Figure 10: Parking Notice	27
	Figure 11: Mount Pleasant Visitor Car Park at Capacity	28
	Figure 12: Car Park Locations	31
	Figure 13: Local Cycle Network	35
	Figure 14: High Quality Public Realm at University Place	35
	Figure 15: Citybike Locations	36
	Figure 16: University of Liverpool, Guild of Students Citybike Station	37
	Figure 17: Secure Cycle Parking, Guild of Students	37
	Figure 18: Location of Cycle Parking at the main University Campus	38
	Figure 19: Disabled Parking Bays at Greenbank Student Village	43
	Figure 20: Staff Post Code Distance Buffers	44
	Figure 21: Student Post Code Distance Buffers	45
	Figure 22: Staff Post Code Travel Time	46
	Figure 23: Student Post Code Travel Time	47
	Figure 24: Staff Survey Mode Share Results 2018/19	49
	Figure 25: Do any of the following factors dictate why you usually travel to work using the mode you indicated?	50
	Figure 26: How far do you travel to work?	51
	Figure 27: Which of the following measures would encourage you to use public transport, or use it more frequently to work?	52
	Figure 28: Which of the following measures would most encourage you to cycle or walk to work?	53
	Figure 29: Which of the following would make Car Sharing more attractive to you?	53
	Figure 30: Frequency of Use of Various Modes	54

# Executive Summary

## Introduction

This document is the fourth Travel Plan for all of University of Liverpool's UK sites located within Liverpool city centre and Wirral, covering the period 2019-2023. This document supersedes the previous Travel Plan that covered the period 2014-2018.

The main benefits that can be expected from the Travel Plan are as follows:

- Ensuring that University of Liverpool is an environmentally responsible institution and satisfies planning requirements.
- University services are easier to access by all forms of transport, particularly non-car modes, reducing anxiety and frustration associated with driving to work.
- Increased availability of parking spaces for those who cannot use alternative modes.
- Reducing CO<sub>2</sub> emissions to deliver on sustainability commitments.
- Health benefits to staff, students and visitors, through an increase in exercise and reduced conflicts between traffic and pedestrians.

The key objectives for this Travel Plan are as follows:

- To make a positive contribution to the University's Carbon Management Plan by reducing the University's transport carbon footprint (from commuting, business and fleet vehicle journeys).
- To implement a package of initiatives which improve 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 the Main Campus and Leahurst.
- To support the University's Estates Strategy, Capital Programme and emerging Masterplan Estate Strategy through managing access to campus facilities and between campus sites.
- To meet Liverpool City Council's sustainable travel requirements for future planning permissions.
- 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.

This Travel Plan has also been developed to align with the latest BREEAM's Transport Criteria, specifically for 'Credit TRA05 Travel Plan'.

## Policy and Strategic Context

The Travel Plan has been developed to align with key local, regional and national policies including the University's own policies and strategies which the Travel Plan aims to support. These include the National Planning Policy Framework and compliance with the CRC (Carbon Reduction Commitment) Energy Efficiency Scheme.



There are also a number of current strategies and developments planned or underway in proximity to the University sites which will support measures identified in the Travel Plan such as local investment into walking and cycling infrastructure and improvements to cycle routes across the LCR.

## The University

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; Greenbank and Carnatic halls of residence are located 3 miles southeast of the Main Campus, and Veterinary courses take place 12 miles from the Main Campus at the Leahurst campus on the Wirral.

### Main Campus Accessibility

#### *Vehicular Access*

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.

#### *Existing Car Parking*

At the Main Campus there are currently approximately 1,400 car park spaces for staff (including 64 disabled spaces) and 120 spaces for visitors. Under the current car parking system, all University staff (over 5,000 staff members) are eligible to park in these spaces with staff able to apply for a parking permit at any point throughout the year.

The availability of car parking spaces at the Main Campus is one of the key accessibility issues amongst staff. As a city centre location, local planning restrictions also mean that there are not enough parking spaces to meet existing demand. Development around the city centre such as within the Knowledge Quarter, and within the University Campus as identified in the Estates Strategy is also likely to further increase pressures.

#### *Future Car Parking*

Increasing pressure and demand for University car parking spaces is likely to continue and be exacerbated by current and planned development both within the University and in the surrounding city centre areas.

To address this issue, the University have carried out a number of interlinked studies to determine the best solution for car park management. A subgroup of the Campus Accessibility Group has considered potential car parking management system options available to the University and has recommended the introduction of a needs based car parking management system, where individuals would apply for a parking permit and are assessed against key eligibility criteria to determine if and where they should be allocated a permit. A needs based parking system is a parking system based upon a predetermined hierarchy of 'needs' where applicants receive car park access for satisfying criteria based upon needs such as:

- Work based need - Disability/Blue badge holder
- Work based need - those required to use their vehicle externally for University of Liverpool (UoL) business
- Social need - caring responsibility for child, spouse or relative
- Social need - accessibility e.g. those that live more than a certain distance or time away from campus (includes a 1-2 km exclusion zone)

The University plans to implement this system between Spring 2019 and early 2021.

### *Access by Rail*

Liverpool Central Station is situated approximately 900m or approximately an 11-minute walk from University Square. Liverpool Lime Street is approximately 1km from University Square which is approximately a 12-minute walk. Lime Street Station is a main line station providing frequent services for long distance journeys including destinations such as London, Manchester and Newcastle. It also provides direct services to Wigan, Warrington, Widnes and Runcorn.

### *Access by Bus*

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 699 service operated by Arriva is a dedicated University service serving both the Carnatic and Greenbank Halls of residence with regular services to and from the Main Campus.

### *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 throughout 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.

Walking and cycling facilities to, from and around the Main Campus are likely to further improve as a result planned investment into infrastructure such as the improvements to Brownlow Hill and the potential for a 600km key network of cycling and walking routes. Knowledge Quarter proposals which aim to create a 'green grid' of walking and cyclic links in this area will also support modes of active travel to the site.

Table 1 provides an overview of accessibility by all modes to the other University of Liverpool sites outside of the Main Campus.

**Table 1: Accessibility of Sites outside of the Main Campus**

Site	Accessibility
Leahurst Campus	<ul style="list-style-type: none"> <li>• Located off the A540 Chester High Road</li> <li>• M53 and A41 within 4 miles of the campus</li> <li>• Approximately 300 car park spaces for use by staff and students</li> <li>• Two hourly bus services between Chester and Moreton/West Kirby (Service 22) and Ellesmere Port and Neston (Service 272)</li> <li>• The campus is located 2 miles from Neston Station and 3 miles from Hooton Station</li> <li>• No bus service runs between Hooton rail station and the campus</li> <li>• Limited footpaths and crossing points in the vicinity of the campus due to the rural location</li> <li>• Cycling is a popular mode of travel to the campus, particularly during the warmer months</li> </ul>

Site	Accessibility
Carnatic Halls of Residence	<ul style="list-style-type: none"> <li>Well connected to the city via the A561, A562, A5048, A561 and the B5175</li> <li>Vehicular access to the site is good and can be gained via the M62 and the A5058</li> <li>Around 150 car parking spaces available</li> <li>Footways and lighting on both sides of the carriageway of Rose Lane/Elmswood Road and a pelican crossing linking the halls</li> <li>Good access to University Cycle Route which provides access to the city centre and Main Campus</li> <li>699 runs from Carnatic Halls to outside the main entrance of Derby and Rathbone Hall before continuing to the city centre and Main Campus</li> </ul>
Greenbank Halls of Residence	<ul style="list-style-type: none"> <li>Well connected to the city via the A5058, A5089, A562 and B5175</li> <li>Limited car parking available on site</li> <li>Availability of car parking may be subject to change due to construction which is currently underway across the site</li> <li>Directly served by the 699 bus service operated by Arriva</li> <li>Secure bicycle storage is provided on site alongside lockers for bicycle equipment</li> </ul>
Wyncote Sports Ground	<ul style="list-style-type: none"> <li>Accessed via Mather Avenue B5180</li> <li>Good connection to the A562 providing links the city centre and the Main Campus</li> <li>Limited free car parking is available at Wyncote</li> <li>Located on a major bus route</li> <li>Visitors are well served with numerous services operating at a frequency of 15 minutes or better</li> <li>20 cycle parking spaces available</li> <li>Pedestrian access is off the B5108 Mather Avenue with good pedestrian crossing facilities at the junction with the main carriageway</li> </ul>
Ness Gardens	<ul style="list-style-type: none"> <li>Located off Neston Road, around 2km south of the village of Little Neston and 2km north of Burton</li> <li>M53 and A41 are key vehicle distributors connecting Chester to Birkenhead and Liverpool via the Kingsway tunnel</li> <li>100 parking spaces for the public, along with 12 staff parking spaces, 3 coach spaces and a 100-space overflow car park</li> <li>Hourly bus service operates from these stops which run between Arrowe Park Hospital and Neston</li> <li>Poor pedestrian facilities with only one footway and an un controlled pedestrian crossing available to access site</li> <li>Two Sheffield cycle stands are located in the main car park</li> </ul>

Source: Mott MacDonald

## Site Audits

Site audits were undertaken in April 2019 in order to review and provide an update on the findings outlined within the 2014-2018 Travel Plan. This found a number of improvements from the previous Travel Plan including improved bus stop and cycle storage facilities at Greenbank halls of residence and the implementation of cycle parking facilities at Wyncote Sports Centre. Further details on available infrastructure can be found within Appendix A of the 2014-2018 Travel Plan.

## Disabled Access

The University has good provision for disabled access across all sites for both staff and students. The 'Staff Guide to Accessible Parking' has been produced and is readily available to all staff. This provides information on accessible parking bays across campus and information for Blue Badge Permit holders on how to register their permit.

The 'AccessAble', formerly 'DisabledGo', online platform is also available to support disabled access to all sites for all users. This provides access detailed access guides for various key locations across the University. The purpose of these access guides is to inform people what access will be like when they visit somewhere looking at available routes and is available inside.

## Student and Staff Accessibility

Analysis of staff and student postcodes demonstrates a significant proportion of students and staff that live within reasonable walking and cycling distance with 82% of students living within 2 and 5km of the University. The biggest opportunities for public transport travel to the University are amongst students and the majority (64%) live within just 20 minutes public transport travel time of the site.

These opportunities for using public transport and active travel as a main mode of travel to the site have been considered when developing the Travel Plan measures and targets which aim to produce an increase walking and cycling mode share amongst staff and students.

## Existing Travel Behaviour

### Staff Travel Survey Results

The University has undertaken a staff travel survey to monitor how staff travel to work and provide a baseline upon which mode share targets can be set. The most recent survey was undertaken for the 2018/19 academic year.

The survey results reveal some positive modal shifts including an increase in public transport use. Rail travel has increased by around 5% despite significant disruption and closures to parts of the network between 2014 and 2018 such as the Lime Street improvement works and the works carried out across the City Region in preparation for the new Merseyrail rolling stock in 2020.

However, action is required to reduce travel by single occupancy vehicles and increase the use of active travel modes.

### Student Travel Survey Results

Research was conducted in 2016 by Merseytravel into transport related needs for students in the Liverpool City Region including University of Liverpool students as well as students from other Universities such as John Moores and Liverpool Hope. The results indicate that students use bus, car and foot more regularly than any other mode. Over 72% of students noted that they travel on foot every day and over 30% stated they cycle at least 5 times per week. This demonstrates the need to ensure that the University provides a good standard of walking and cycling routes to the campus from key student residential areas.

## Travel Plan Targets

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.

Table 25 below sets out the staff mode share targets for the period 2019-2023.

**Table 2: Staff Mode Share Targets 2019-2023**

Mode	2018/19 Survey Result	2023 Target
Car alone	37%	25%
Car share	8%	13%
Walking	7%	10%
Cycling	7%	12%
Bus	15%	15%
Train	25%	24%
Motorbike	1%	1%

Source: Mott MacDonald

## Travel Plan Action Plan 2019-2023 & Review

The previous Travel Plan was completed in 2014 for the period 2014 to 2018 (inclusive). Over this period the University has made much progress in implementing the Travel Plan measures set within the action plan. The following table outlines progress made since the development of the previous Travel Plan.

**Table 3: Travel Plan Action Plan Review**

Item	Action	Progress to date
<b>Establish Student Travel Patterns &amp; Monitoring</b>		
1	Student travel survey - undertake web-based travel survey of all University students to enable travel mode share targets to be identified. Repeat every two years as part of monitoring exercise	Action ongoing
2	Staff travel survey - repeat every two years as part of monitoring exercise	Action ongoing
<b>Promotion/Marketing/Communications</b>		
3	Produce third edition of Staff and Student Travel Plan Guide, to include details of new initiatives and transport links with Leahurst, Ness Gardens, Wyncote and the Halls of Residences	Travelwise are currently involved in producing version 2 of the Travel Plan Guide.
4	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
5	Participation in annual events such as cycle and walk to work week and Travelwise week / Green week	Action ongoing
6 *NEW*	Work with partners across the Knowledge Quarter on area wide sustainable travel marketing	Action underway
<b>Public Transport</b>		
7	Implement a salary sacrifice scheme for the purchase of Mersey Travel bus season tickets by staff	Salary sacrifice scheme implemented
8	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 travel guide for the Main Campus which will be available to staff and students
9	Upgrade all bus stops at the Main Campus, Carnatic Halls and Leahurst identified as being of poor quality	Bus stops at Greenbank Halls of Residence have now been upgraded and are of high quality and capacity
<b>Cycling/Walking/Motorcycle</b>		
10	Promote a cycle mileage allowance for staff business trips undertaken by cycle.	Action completed
11	Update the Main Campus camps and wayfinding boards to show all cycle storage facilities	Action ongoing. Updates to include new cycle storage and locker facilities at Greenbank Halls of Residence
12	Continue operating the existing Cycle to Work scheme with P&MM	Action ongoing

Item	Action	Progress to date
13	To manage the movements of cyclists on campus through the development of key cycle routes	Masterplan Estate Strategy 2026+ articulates the principles for a new <i>Cycling Strategy</i> for the University, focusing on the need to tie together routes, storage and facilities
14	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 planning applications for new buildings must adhere to.
15	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
16 *NEW*	Implement Bike buddies system	To be completed
17 *NEW*	Activity/ Step challenge to support walking	To be completed
18 *NEW*	Provide staff cycle training and bike maintenance sessions	To be completed
19 *NEW*	Promote the Liverpool Citybike cycle hire scheme	Action ongoing
<b>Car Parking Management</b>		
20 *NEW*	Introduce a needs based parking management system	A needs based parking recommendations report has been produced which appraised a number of car park management solutions
21 *NEW*	Develop costs and scope for real time car park signage (VMS) and new barriers	None to date
22 *NEW*	Develop new on-site car parks to replace any spaces lost to development	A business case for a new MSCP is currently being prepared (one of three potential new MSCPs being explored by the University)
23 *NEW*	Introduce remote car parking options to reduce pressure on on-site facilities	Discussions underway with Cathedral and Taskers in relation to leasing spaces
24 *NEW*	Install electric car charging points (ensuring that numbers of spaces meet minimum requirements) in all new University car parks	To be completed
<b>Car Sharing Clubs</b>		
25	Further incentivise car sharing through prize draws and other methods proposed	N/A
26 *NEW*	Promote Liftshare car sharing platform	Liftshare system now successfully set up but to be further expanded
<b>Business Travel</b>		
27	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
28	Promote a cycle mileage allowance for staff business trips undertaken by cycle	Action ongoing
<b>Fleet Deliveries</b>		
29	Undertake audit of all fleet operations	To be completed.
30	Policy on fleet vehicle procurement – linked to CO2 emissions	Low emission vehicles favoured in procurement process but there is no official fleet procurement policy
31 *NEW*	Work with Knowledge Quarter Partners on an integrated last mile delivery network	Action not yet started

Based on the progress made since 2014 the updated Action Plan for the period 2019-2023 is as follows:

**Table 4: 2019-2023 Action Plan Summary**

Item	Action	Timescale	Responsibility
<b>Establish Student Travel Patterns &amp; Monitoring</b>			
1	Undertake student travel survey every 2 years to enable travel mode share targets to be identified	Ongoing (2020 and 2022)	Sustainability/Communications
2	Continue to undertake staff travel survey every two years	Ongoing (2020 and 2022)	Sustainability/Communications
<b>Promotion/Marketing/Communications</b>			
3	Produce and promote the third 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	Ongoing	Sustainability
4	Ensure sustainable travel is a regular feature in the monthly team brief staff newsletter	Ongoing	Sustainability
5	Continue to participate in sustainable travel events such as cycle and walk to work week and Travelwise week / Green week	Ongoing	Sustainability
6	Commission Knowledge Quarter walking and Cycling Strategy	Autumn 2020	Sustainability
<b>Public Transport</b>			
7	Continued provision and promotion of salary sacrifice scheme for the purchase of Merseytravel bus season tickets by staff.	Ongoing	Sustainability/HR/Finance
8	Provide Travelwise with web links to University Travel Plan pages to promote the revised Travelwise 'How to get to guide' to staff and students	Summer 2019	Sustainability/Communications/TravelWise
9	Liaise with Merseytravel and Travelwise regarding available grant funding to upgrade poor quality bus stops to a similar standard to those at Greenbank and Brownlow Hill	Summer 2019	Sustainability/Merseytravel /Travelwise
<b>Cycling/Walking/Motorcycle</b>			
10	Continue to promote cycle mileage allowance for staff business trips undertaken by cycle	Ongoing	Sustainability/HR
11	Update Main Campus maps and wayfinding boards to include new cycle storage and locker facilities at Greenbank Halls of Residence	Autumn 2019	Sustainability/Signage
12	Continue provision and promotion of Cycle to Work scheme with P&MM	Ongoing	Sustainability
13	Lobby Merseytravel to ensure LCWIP investment brings improvements to University cycle routes		Sustainability/Merseytravel
14	Continue to provide appropriately located cycle parking for new buildings	Ongoing	Sustainability/Capital Projects/Masterplan
15	Ensure showers, equipment lockers and secure cycle storage facilities are included within the new Masterplan proposals and building design of all new capital projects.	Ongoing	Sustainability/Capital Projects/Masterplan
16	Implement Bike buddies system- Utilise keen cyclists to support new members of staff to build confidence to cycle as part of their commute	Autumn 2019	Sustainability
17	Launch an activity challenge to enthuse staff about the health and well-being benefits of walking from public transport interchanges to University	Summer 2019	Sustainability
18	Engage an external provider to undertake lunchtime staff cycle training sessions	Autumn 2019	Sustainability
19	Continue to promote Liverpool Citybike cycle hire scheme and available locations across University sites	Ongoing	Sustainability
<b>Car Parking Management</b>			

Item	Action	Timescale	Responsibility
20	Introduce a needs based parking management system	Spring 2019- Winter 2021	Sustainability
21	Undertake feasibility study and implement infrastructure for real time car park signage (VMS) and new barriers	Winter 2019	Facilities Management
22	Progress business case for MSCP to develop new on-site car parks in order to replace any spaces lost to development	Spring 2019	Facilities Management
23	Finalise negotiations to lease spaces from third party car parks in proximity to Main Campus	Summer 2019	Facilities Management
24	Develop costs and scope to install electric car charging points in all new MSCPs	Autumn 2021	Facilities Management/Sustainability
<b>Car Sharing Clubs</b>			
25	Hold awareness raising events and disseminate articles to staff to incentivise car sharing through prize draws and other methods proposed	Ongoing	Sustainability /Communications
26	Expand Liftshare car sharing platform to become a pan-Knowledge Quarter car share network and further promote amongst staff	Autumn 2021	Sustainability/ Knowledge Quarter Partners
<b>Business Travel</b>			
27	Consider undertaking a business travel audit to review baseline 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)	Ongoing	Sustainability /Finance/Procurement
28	Continue to promote the cycle mileage allowance for staff business trips undertaken by cycle	Ongoing	Sustainability/HR
<b>Fleet Deliveries</b>			
29	Consider undertaking an audit of fleet operations	Winter 2019/2020	Sustainability /Pool Car Manager
20	Consider the implementation of a formal fleet procurement policy linked to CO <sub>2</sub> emissions	Spring 2020	Sustainability
31	Work with Knowledge Quarter Partners on an integrated last mile delivery network	Autumn 2021	Sustainability/ Knowledge Quarter Partners

## Travel Plan Delivery and Communication Strategy

This Travel Plan is designed to be a 'living document', continually evolving and updated as the Masterplan Estate Strategy and surrounding proposals are developed.

### Travel Plan Monitoring and Review

It is recommended that a period of 5 years be allowed for the Travel Plan to become firmly entrenched and for benefits, both economic and sustainable, to become fully measurable. It is proposed that the progress of the Travel Plan towards achieving mode-share targets should be monitored on an annual basis. To this end, it is recommended that full surveys be undertaken in year 3 and 5 and smaller snapshot travel surveys be undertaken in Years 2 and 4.

In addition to travel surveys monitoring will also be undertaken in the form of reviewing usage of car parking, cycling parking and motorcycle parking, monitoring of business mileage and the take up of policies and promotions.

### Communication Strategy

This document sets out the suggested engagement plan to ensure the Travel Plan measures are communicated amongst staff and students. The aims of the Communication Strategy are as follows:



- To provide feedback to staff on how their comments in the Travel Survey have informed the recommendations of the Travel Plan
- To ensure an open, equitable approach to managing staff and student travel to all sites
- To ensure staff and student retention/attraction

The suggested approach to achieving the above aims is summarised in the table below.

**Table 5: Communication Plan: Proposed Activity**

Activity	Method and Format	Timescales
Staff Focus Groups	<ul style="list-style-type: none"> <li>• Host 5 workshops with each of the three University faculties in relation to the needs based parking strategy and produce summary report of the key findings.</li> </ul>	Summer 2019
Communication of a holding statement to staff via email/ social media.	<ul style="list-style-type: none"> <li>• Communicate to staff the strategy to support staff travel to the site by providing a small amount of car parking (at a higher cost) based on an assessment of need, park and ride and funded travel tickets in lieu of travel protection payments. This will be supported by policies and negotiation with providers to provide discounted public transport. Statement to include a timetable for further detailed plans to be provided.</li> </ul>	Autumn 2019
Travel Expo	<ul style="list-style-type: none"> <li>• Invite transport providers including Merseytravel, Arriva, Stagecoach, to allow staff to consider best options for travel/tickets and personalised journey planning.</li> </ul>	Summer 2019
Consultation with key groups	<ul style="list-style-type: none"> <li>• Work with Trade Unions and Equality and Diversity representatives to assess and agree proposals and application processes.</li> </ul>	Autumn 2019
Production of a Staff Guide to Travel Benefits	<p>Develop a policy guide detailing the following aspects:</p> <ul style="list-style-type: none"> <li>• Staff Payment Protection Eligibility</li> <li>• Staff Parking numbers and permit allocation/ application system</li> <li>• Staff Parking Cost</li> <li>• Park and Ride location, service schedule, eligibility and cost</li> <li>• Opt-out option for staff to receive an annual public transport tickets in place of payment protection</li> <li>• Policies implemented including interest free loans to reduce the cost of travel tickets for staff</li> <li>• Discounted tickets available for staff through signing up to Merseytravel purchase voucher scheme and Arriva and Stagecoach Employer Travel clubs</li> </ul>	Spring 2020
Knowledge Quarte Joint Transport Accessibility Group	<ul style="list-style-type: none"> <li>• Continue to organise bi-annual meetings to share best practice and discuss cross Knowledge Quarter initiatives.</li> </ul>	June 2019 - December 2019
Application Window Advertisement	<ul style="list-style-type: none"> <li>• Communicate in advance and during of opportunity to apply for car parking and annual public transport tickets.</li> </ul>	Summer 2019

Source: Mott MacDonald

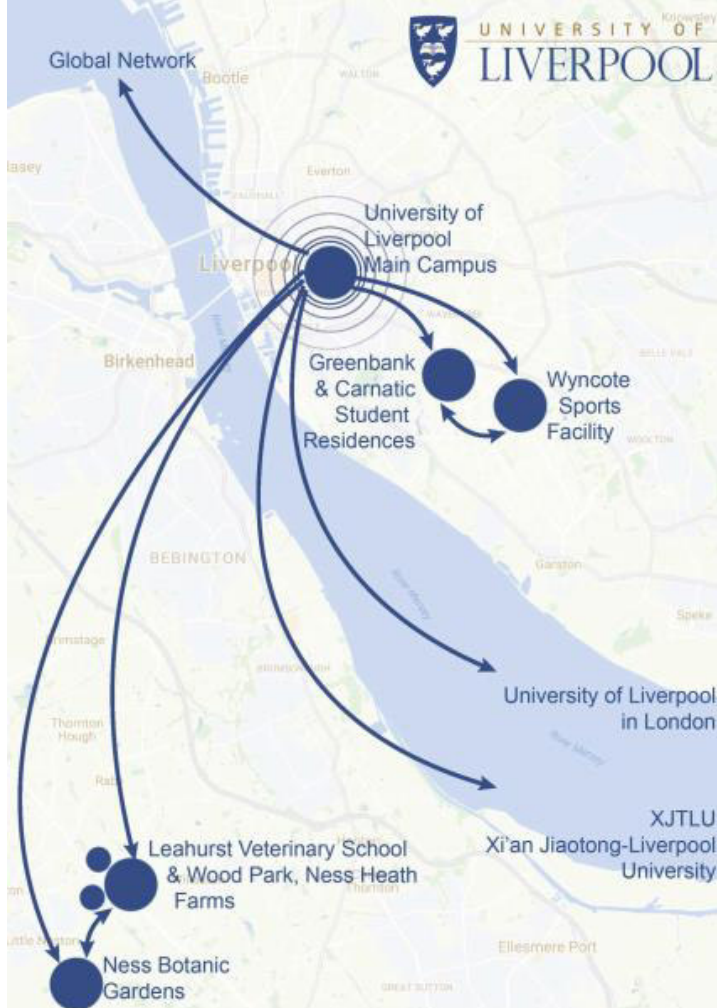
# 1 Introduction

A Travel Plan is a package of measures designed to reduce the number and length of unsustainable trips generated by an organisation. This document is the fourth Travel Plan for all of the University of Liverpool's UK sites, covering the period 2019-2023. This document supersedes the previous Travel Plan that covered the period 2014-2018.

## 1.1 Background and Context

The University of Liverpool is a teaching and research University with over 33,000 student and staff FTEs<sup>1</sup>. The University is a global institution with two UK campuses located within Liverpool city centre and Leahurst on the Wirral Peninsula.

**Figure 1: University of Liverpool Network and Campus Locations**



Source: UoL Estates Strategy

Further details of each of these sites is provided in Table 6.

<sup>1</sup> This figure is based on growth assumptions as identified in ES2026+

**Table 6: Breakdown of University Campuses**

Site	Purpose / Details	Location
<b>Main Liverpool Campus</b>	<ul style="list-style-type: none"> <li>• Located in the heart of Liverpool city centre within the Knowledge Quarter</li> <li>• Approximately 5,000 staff and 20,000 students are based at the Liverpool campus</li> <li>• Approximately 4,000 students staying in University owned accommodation</li> <li>• Over 400 courses are taught in 54 subject areas</li> <li>• Spread over 100 acres</li> </ul>	
<b>Leahurst Campus</b>	<ul style="list-style-type: none"> <li>• Veterinary campus located on the Wirral Peninsula, approximately 12 miles from Liverpool city centre and 9 miles from Chester</li> <li>• Approximately 450 staff are based at the campus</li> <li>• Provides practical experience for 340 4th and 5th year veterinary students</li> <li>• Small Hospital with approximately 10,000 referrals per year</li> <li>• Students are expected to live within close proximity to the campus as they are required to be 'on-call' for parts of their training</li> </ul>	
<b>Carnatic Halls of Residence</b>	<ul style="list-style-type: none"> <li>• Carnatic Halls of Residence is set within its own grounds in the suburban area of Mossley Hill</li> <li>• The site consists of five residences; Rankin Hall, Lady Mountford House, Salisbury Hall, Morton House, McNair Hall</li> <li>• Houses approximately 1,100 students</li> <li>• Each of the residences surround a communal building, Carnatic House, which houses a restaurant, bar, shops and a student health care centre</li> </ul>	

Site	Purpose / Details	Location
<b>Greenbank Halls of Residence</b>	<ul style="list-style-type: none"> <li>• Located close by to Carnatic and is also situated within Mossley Hill</li> <li>• Houses approximately 1,350 1<sup>st</sup> year undergraduate students</li> <li>• Development is currently underway at this site to renovate and build new student accommodation due for completion in September 2019</li> </ul>	
<b>Wyncote Sports Ground</b>	<ul style="list-style-type: none"> <li>• Located in Mossley Hill, off Mather Avenue</li> <li>• Houses some of the best University sports facilities in the country</li> <li>• Facilities include; 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</li> <li>• Attracts a high number of users</li> <li>• 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</li> </ul>	
<b>Ness Gardens</b>	<ul style="list-style-type: none"> <li>• Located on the Wirral Peninsula in close proximity to the Leahurst Campus</li> <li>• Presented to the University in 1948 to be kept as botanical gardens available to the public</li> <li>• Renowned across the UK for its botanical research, conservation and education</li> <li>• 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</li> </ul>	

Source: Mott MacDonald

## 1.2 What is a Travel Plan?

A Travel Plan is a package of measures designed to improve access to a site by all modes of travel. It can reduce the number and length of car trips generated by an organisation and address a range of travel types. The main benefits that can be expected from the Travel Plan are as follows:

- Being an environmentally responsible institution and satisfying planning requirements.
- Services are easier to access by all forms of transport, reducing anxiety and frustration.
- Increased availability of parking spaces for those who cannot use alternative modes.
- Reducing CO<sub>2</sub> emissions to deliver on sustainability commitments.
- Health benefits to staff, students and visitors, through an increase in exercise and reduced conflicts between traffic and pedestrians.

## 1.3 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 key objectives for this Travel Plan 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.
- 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.

## 1.4 BREEAM Assessment

This Travel Plan has been developed to align with the latest BREEAM's Transport Criteria, specifically for Credit TRA05 Travel Plan. Table 7 below provides details of the criteria which constitute TRA05 and how these have been met within the development of this Travel Plan.

**Table 7: BREEAM TRA05 Criteria**

Criteria Ref	Details	Evidence
1	A Travel Plan has been developed as part of the feasibility and design stages.	N/A

Criteria Ref	Details	Evidence
2	<p>A site-specific travel assessment/statement has been undertaken to ensure the Travel Plan is structured to meet the needs of the particular site and covers the following (as a minimum):</p> <ul style="list-style-type: none"> <li>• Where relevant, existing travel patterns and opinions of existing building or site users towards cycling and walking so that constraints and opportunities can be identified</li> <li>• Travel patterns and transport impact of future building users.</li> <li>• Current local environment for walkers and cyclists (accounting for visitors who may be accompanied by young children)</li> <li>• Disabled access (accounting for varying levels of disability and visual impairment)</li> <li>• Public transport links serving the site</li> <li>• Current facilities for cyclists</li> </ul>	<ul style="list-style-type: none"> <li>• This Travel Plan assesses the accessibility of each individual University of Liverpool site to ensure that measures are site specific (see Sections 3.2 and 3.3).</li> <li>• A Travel Survey has been undertaken which asks specific questions to identify barriers to walking and cycling and gain insight into how walking and cycling to the site could be encouraged; the survey results are analysed in Section 4.1.</li> <li>• The Travel Patterns of future building users have been considered and a summary is provided in Section 4.3.</li> <li>• Current environments for pedestrians and cyclists and facilities for cyclists are set out within Sections 3.2.7 and 3.3; these facilities were also reviewed as part of the April 2019 site audits as per Section 3.4; young children have been accounted for in relation to walking and cycling infrastructure which is noted in Section 3.2.7.</li> <li>• Disabled access has been considered within all areas of this Travel Plan including the provision of disabled parking spaces and infrastructure such as tactile paving and dropped kerbs to support movements to, from and around sites.</li> <li>• Disabled access considered for staff, students and visitors and is also explicitly discussed in Section 3.5.</li> <li>• Details of public transport links serving each site are set out in Sections 3.2.5, 3.2.6 and 3.3.</li> </ul>
3	<p>The Travel Plan includes a package of measures to encourage the use of sustainable modes of transport and movement of people and goods during the building's operation and use.</p>	<p>Section 7 provides a detailed Action Plan of a number of measures which encourage use of public transport and active travel modes to and from the University's campuses.</p>
4	<p>If the occupier is known, they must be involved in the development of the Travel Plan and they must confirm that the Travel Plan will be implemented post construction and be supported by the building's management in operation.</p>	<p>Although this criterion is more relevant to new sites under construction, this Travel Plan has been developed in consultation with staff and students via the 2018 Travel Survey and with key inputs from the Campus Accessibility Group and Sustainability Department at the University to ensure all information is up to date and accurate.</p>

Source: Mott MacDonald

## 1.5 Structure of the Travel Plan

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

- **Section 2 Policy and Strategic Context** provides an overview of policy documents and strategic developments which will support and be supported by the Travel Plan.
- **Section 3 The University** sets the context of the University in relation to the accessibility of all sites summarising the results of site audits.
- **Section 4 Existing Travel Behaviour** summarises the results of most recent travel survey including an analysis of mode share.
- **Section 5 Travel Plan Targets** assesses progress towards the previous Travel Plan targets against results of the most recent travel survey.
- **Section 6 Travel Plan Action Plan and Review** identifies what actions have been carried out since the production of the previous Travel Plan and outlines key actions to be undertaken over the next four years and beyond to help the University meet its modal share targets.
- **Section 7 Travel Plan Delivery and Communications Strategy** outlines the key methods to be used to ensure the Travel Plan is effectively communicated to staff and students and how the Travel Plan will be delivered and monitored.
- **Section 8 Conclusion** summarises the key points highlighted within the Travel Plan.

## 2 Policy and Strategic Context

This section contains a review of relevant national, local and University policies and strategies to clarify the context within which this Travel Plan has been developed and identify current developments around the city centre which may support or be supported by this Travel Plan.

### 2.1 National Policy and Strategic Context

#### 2.1.1 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. This Travel Plan supports the following NPPF guidelines:

- 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.
- 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.

#### 2.1.2 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. 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 and requires all large businesses in the UK to undertake comprehensive assessments of energy use and efficiency. 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
- Identify cost-effective energy efficiency recommendations for areas of significant energy consumption

Evidence of compliance is to be submitted to the Environment Agency.

### 2.1.3 BREEAM Criteria

The aim of the transport-related issues in BREEAM is to encourage access to sustainable means of transport for users of non-residential development. The latest BREEAM Technical Manual identifies certain criteria to assess the development of Travel Plans. This Travel Plan has been developed to align with this criterion as identified in Section 1.4.

## 2.2 Regional Policy and Local Context

### 2.2.1 Liverpool City Region Combined Authority: A Transport Plan for Growth

A Transport Plan for Growth provides a single strategic framework and delivery plan for transport in the Liverpool City Region. A Transport Plan for Growth builds on the vision and aims set out in the Merseyside and Halton LTPs and highlights the following priorities:

- **'Growth'**- reflects our plans and aspiration for economic growth in the City Region
- **'Low Carbon'**- describes our desire to see a clean, low emission and sustainable transport network
- **'Access to Opportunity'**- refers to our work in supporting those who wish to access training, education and further learning and employment opportunities

This Travel Plan supports these priorities by improving travel to the University to increase access to opportunities and enable sustainable growth and continued development of all University sectors.

### 2.2.2 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.

### 2.2.3 Local Cycling and Walking Investment Plan (LCWIP)

The Liverpool City Region Transport Partnership is leading the development of the Liverpool City Region Local Cycling and Walking Infrastructure Plan (LCWIP), an ambitious strategy that sets out the long-term vision for cycling and walking in the City Region.

This 10-year plan aims to create a better, safer, more enjoyable network of paths and pavements to help everyone become an active traveller. The plan includes proposals for a 600km cycling and walking network based on upgrades to around 31 key routes across the Liverpool City Region.



**Figure 2: Liverpool LCWIP Objectives**



Source: Arrive Happy

The network will be planned on a whole city region basis, both improving links to the public transport network and between residential areas, employment, training and retail sites.

£8.3m worth of funding has been approved to develop the first phase of works. Figure 3 below illustrates the approximate locations of potential cycle and walking routes identified in the LCWIP. These plans will help support the aims and objectives of the Travel Plan and should be considered when developing actions to ensure a consistent approach across the city centre and creation of more seamless journeys.

**Figure 3: LCWIP New Cycling and Walking Corridors**



Source: Arrive Happy

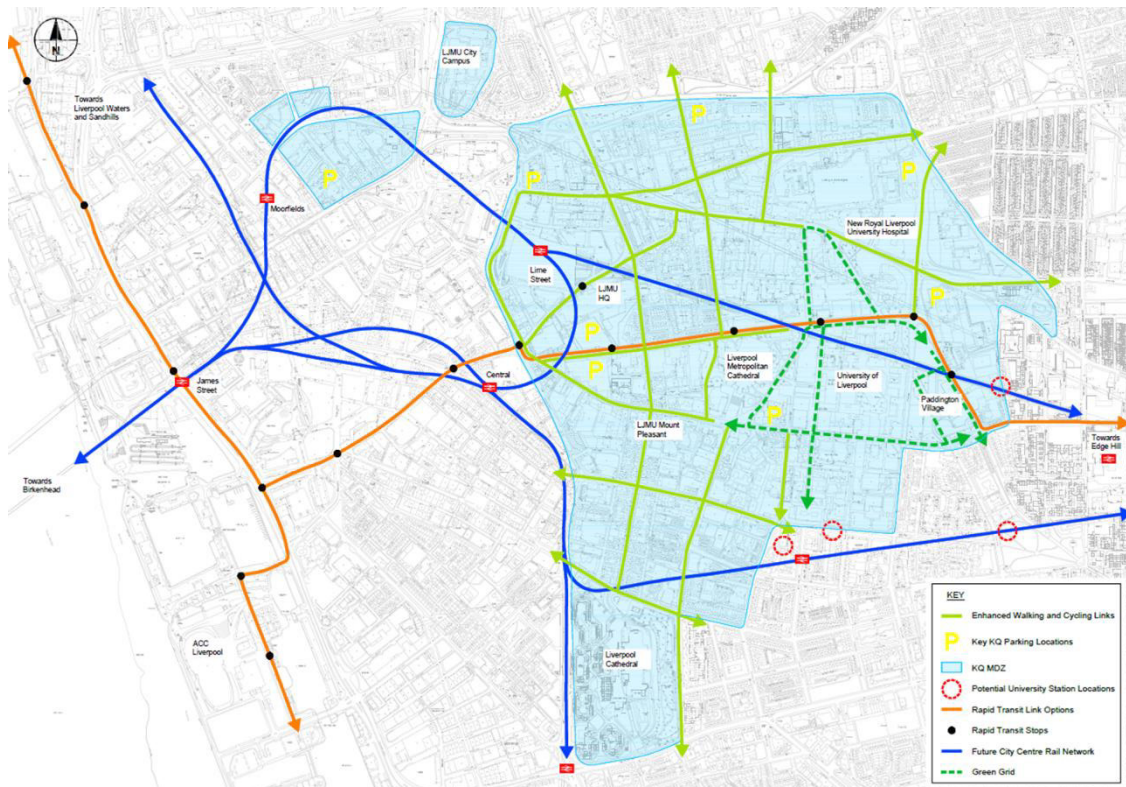
## 2.2.4 Knowledge Quarter Transport Vision

There are a number of wider proposals to enhance connectivity across the city centre which will contribute towards enhancing access to the University. The Knowledge Quarter (KQ) Transport Vision, launched in October 2016 emphasised the importance of transport connectivity to achieving the overall vision of THE Knowledge Quarter as a world leading innovation district.

Since then, key Knowledge Quarter stakeholders have been meeting on a regular basis to understand and assess the current and future transport needs of key user groups in the area including students, academics, clinicians, patients, tourists, visitors, businesses and residents. The key transport priorities for KQ Liverpool which would support sustainable travel to the University, as set out in Figure 4 include the following:

- Development of a new KQ Liverpool rail station
- Delivering enhanced walking and cycling links to create a 'green grid' at the heart of the Knowledge Quarter
- Working towards a futuristic transit system to better connect people and place

**Figure 4: KQ Transport Vision**



Source: Mott MacDonald

## 2.2.5 Liverpool City Centre Connectivity Scheme (Phase 1)

Liverpool City Council have recently developed a scheme which focuses on making walking and cycling the first choice for short journeys in the city centre and supports movements of people visiting, living and working in Liverpool's city centre which is expected to grow 25% by 2023.

Phase 1 began in Autumn/Winter 2018 and is due for completion in Autumn/Winter 2021.

Phase One of the scheme is made up of eight projects in the following areas:

- **Lime Street:** Creating a new gateway into the city from Liverpool Lime Street Station and a new events space for St George's Plateau
- **Victoria Street and Tithebarn Street:** Enhancing the area for public use and improving connectivity through the city by introducing a new cycle link between Lime Street and the Waterfront
- **Brownlow Hill:** Enhancing the area for public use and introducing of new cycle link from Liverpool Lime Street to the Knowledge Quarter
- **Moorfields:** Improving the footways and introducing new trees to enhance the area and the entrance into Moorfields Station
- **City Bus Hub:** Creating a new bus layover with welfare facilities in Old Haymarket for buses leaving Queen Square bus station so reducing congestion and pollution in the city centre
- **City Coach Park:** Building an off-street parking facility and rest area for coach drivers
- **Canning Dock Bridges:** Building four new bridges to link Salthouse Quay with Mann Island and opening up land for future development
- **The Strand:** Improving links for pedestrians and cyclists between the city centre shopping areas and the waterfront leisure district by reassigning existing road space along The Strand

The Brownlow Hill scheme noted above includes proposals to construct a new cycle link and carry out public realm improvements to enhance the area for pedestrians and cyclists. This directly supports the University of Liverpool Travel Plan by supporting walking and cycling on a key route towards the Main Campus from transport hubs such as Liverpool Lime Street. This scheme is due for construction between April and October 2019.

**Figure 5: Brownlow Hill Concept Design**



Source: Liverpool City Council

However, whilst the overall 'look and feel' of Brownlow Hill will be significantly improved there are key issues in relation to conflict between buses and cyclists as cycle paths have not been routed behind bus stops. This is particularly an issue as the street forms a key route for buses serving the main University campus. Therefore, there will be future opportunities for Liverpool City Council in 5-10 years to deliver a complete re-design of the corridor incorporating better design for the continued provision of bus services.

## 2.3 University Policy and Context

### 2.3.1 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.

### 2.3.2 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.

### 2.3.3 University Estates Strategy (October 2016)

The University of Liverpool Estates Strategy provides a masterplan framework to enable the University to deliver an ambitious programme of capital investment to support teaching, research and staff/student experience over the next 15 years.

This Travel Plan supports the University Estates Strategy in terms of ensuring the development of a sustainable travel environment through the wise use of all resources and adoption of a framework by which environmental, social and economic factors can be considered. The University 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
- Following the City Council's planning guidelines relating to travel for future developments

### 2.3.4 Masterplan Estate Strategy 2026+ (2018)

In April 2019, University of Liverpool launched its £1 billion 15-year masterplan for consultation. The masterplan includes a number of transformational proposals including a new School of Architecture and Electrical Engineering and Electronics facility as well as proposals for new multi-storey car parks at Crown Street, Bedford House and Myrtle Street. Plans also include introduction of a central green within the campus, and proposals to improve existing public space. As well as the Main Liverpool Campus, there are also proposals for significant investment in the Leahurst Campus which will include major developments for equine care, expanded research facilities, and a redeveloped student skills zone.

Supporting investment in public space, enhancing provision for sustainable travel options is also proposed through the new masterplan and overall therefore this Travel Plan will become increasingly important as the number of students and staff travelling to the site will increase and sustainable access will be central to the success of the strategy.

## 2.4 Summary

This section has outlined how the Travel Plan has been developed to align with key local, regional and national policies including the Universities own policies and strategies which the Travel Plan aims to support. There are also a number of current strategies and developments planned or underway in proximity to the University sites which will support measures identified later in the Travel Plan document.

## 3 The University

The purpose of this section is to review the accessibility of each site and summarise findings of the site audit undertaken in April 2019 to update the details provided in the previous Travel Plan and identify the key issues and opportunities. This section will therefore be used to inform the Action Plan measures set out in Section 6.

### 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 facilities and departments are located.

Greenbank and Carnatic halls of residence are located 3 miles southeast of the Main Campus, near to the University's main outdoor sports facilities location at Wyncote.

Veterinary courses take place 12 miles from the Main 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.

This section provides a review of the accessibility of each of these highlighting the key issues and opportunities. The location of each site is illustrated in Figure 6 below.

**Figure 6: Location of University Campuses**



Source: UoL Estates Strategy

### 3.2 Main Campus Accessibility

The main University of Liverpool campus is located approximately 1km southeast of Liverpool city centre. The layout of the Main Campus and a summary of current facilities is illustrated in Figure 7.

Figure 7: University of Liverpool Main Campus Map



Source: Place North West

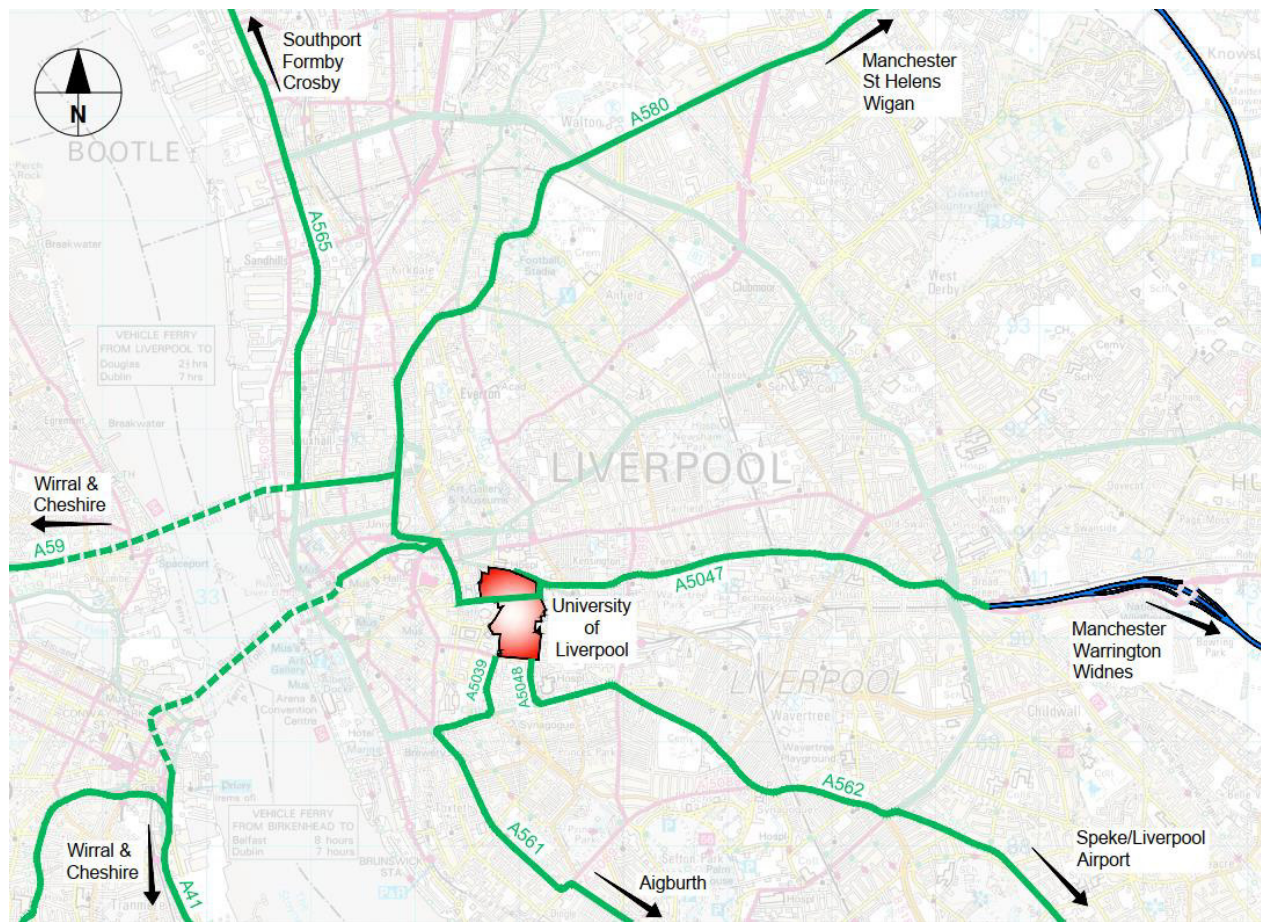
#### 3.2.1 Vehicular Access

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.

The location of the main camps in relation to strategic road network is illustrated in Figure 8.

**Figure 8: Strategic Routes to the Main Campus**



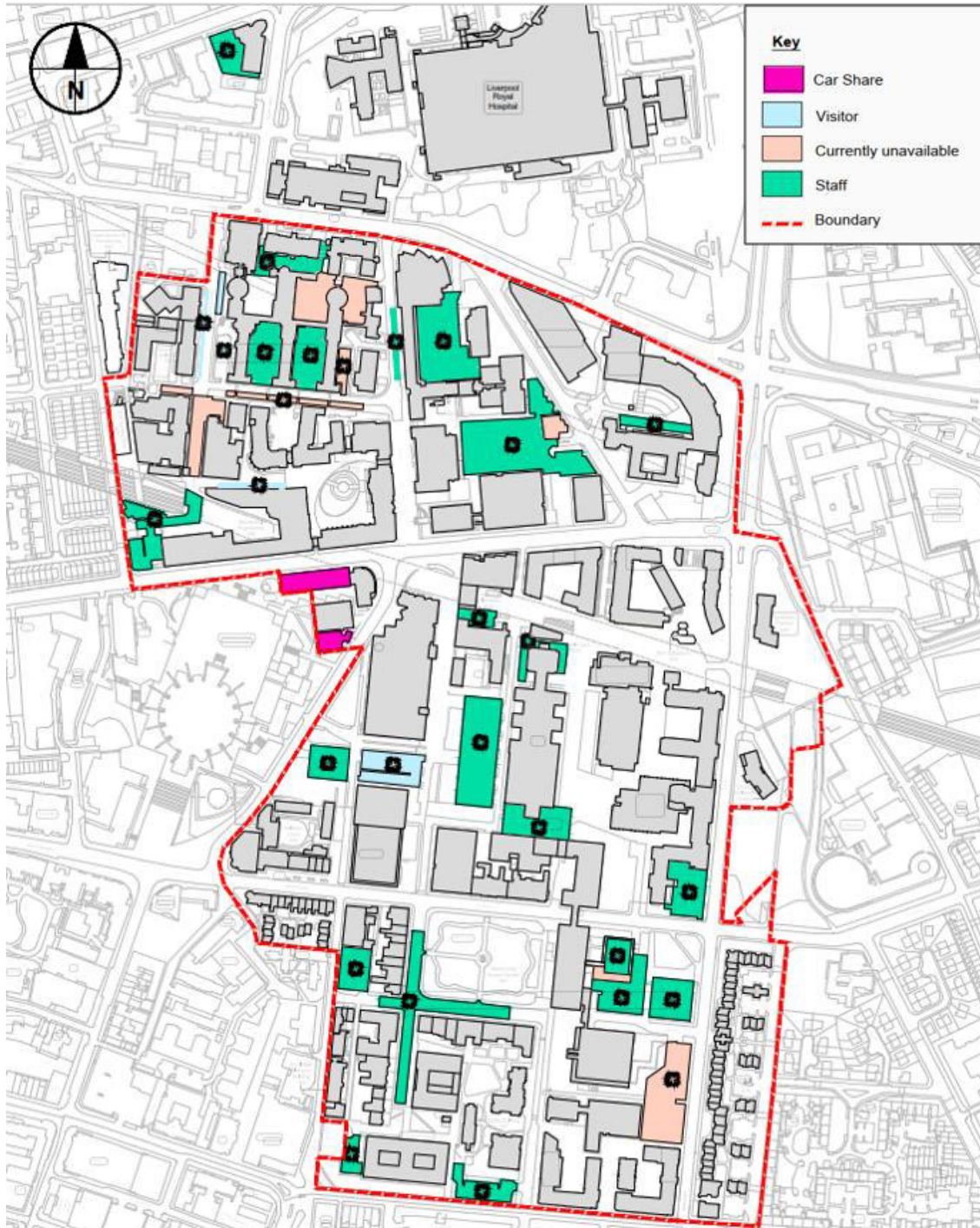
Source: Mott MacDonald

### 3.2.2 Existing Car Parking

At the Main Campus there are currently approximately 1,400 car park spaces for staff (including 64 disabled spaces) and 120 spaces for visitors. Under the current car parking system, all University staff (over 5,000) are eligible to park in these spaces with staff able to apply at any point throughout the year. The location of current car parks across the main University Campus is illustrated in Figure 9.



**Figure 9: Location of Main Campus Parking**



Source: Mott MacDonald

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. Table 8 provides a breakdown of parking charges on the Main Campus.

**Table 8: Main 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

Source: Mott MacDonald

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. A typical parking notice is shown in Figure 10.

**Figure 10: Parking Notice**



Source: Mott MacDonald

In addition to University staff, car park access is provided to approximately 300 affiliate organisation staff and 800 honorary staff. Visitor car parks are located at Brownlow Street and Mount Pleasant (opposite the Catholic Cathedral) and operate a ‘pay on exit’ barrier system. Visitor car parks at the main University campus are charged at the following rates:

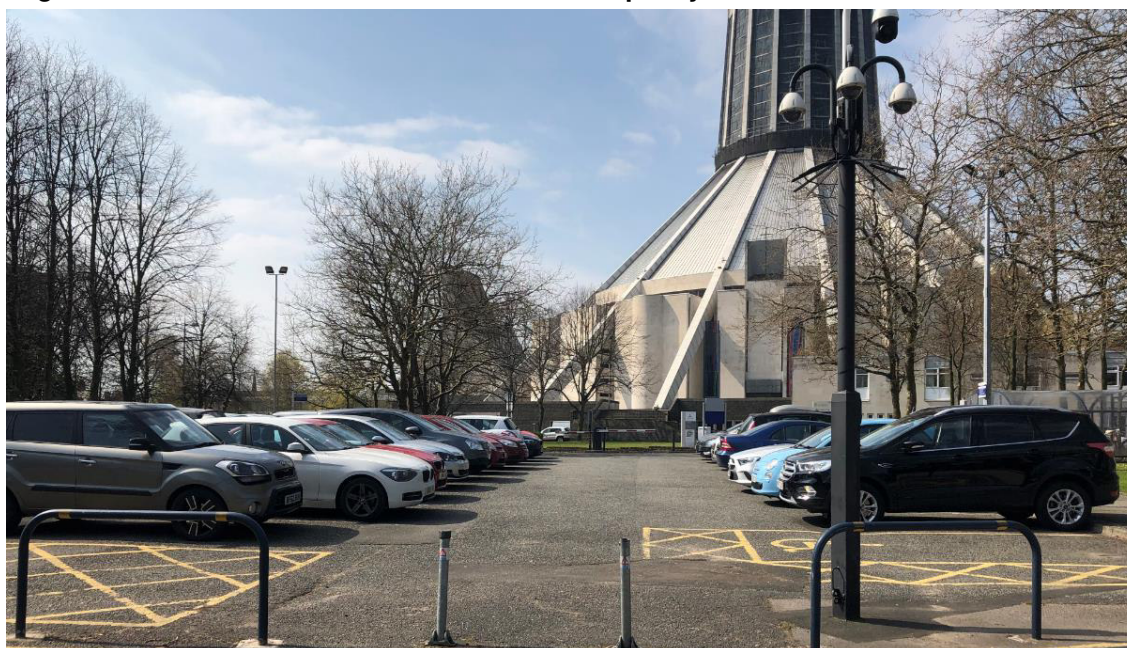
**Table 9: Visitor Car Parking Tariffs**

Length of Stay	Price
<b>Peak (Weekdays from 7.30am until 5.30pm)</b>	
Up to 1 hour	£2.00
Up to 2 hours	£3.00
Up to 3 hours	£4.00
Up to 4 hours	£5.00
Over 4 hours	£6.00
<b>Off Peak (Weekdays from 5.30pm until 7.30am and all day weekends)</b>	
Up to 1 hour	£1.00
Up to 3 hours	£2.00
Over 3 hours	£3.00

Source: [www.liverpool.ac.uk](http://www.liverpool.ac.uk)

All revenue generated by parking at the University contributes towards funding car park management and maintenance.

**Figure 11: Mount Pleasant Visitor Car Park at Capacity**



Source: Mott MacDonald

The availability of car parking spaces at the Main Campus is one of the key accessibility issues amongst staff. This was highlighted within the travel survey where staff raised concerns over the availability of spaces, particularly after 8.00am, and the stressful impact this had on their journey to work.

As a city centre location, local planning restrictions also mean that there are not enough parking spaces to meet existing demand. Development around the city centre such as the Knowledge Quarter, and within the University Campus as identified in the Estates Strategy is also likely to further increase pressures.

The University is however committed to developing solutions to address issues experienced by staff in relation to car parking to ensure staff wellbeing. This Travel Plan will be central to developing solutions which reduce staff car reliance and improve access to the University by alternative modes.

### 3.2.3 Future Car Parking

As noted above the University is experiencing increasing pressures in relation to available car park spaces which is likely to continue and be exacerbated by current and planned development both within the University and in the surrounding city centre areas.

To address this issue, the University has carried out a number of parking studies to determine the best solution to car park management. The following key issues for parking at the University were considered when developing a recommended car park management system:

- The existing and projected demand for car parking at the University exceeds the existing car parking capacity on campus. The availability of space to meet the demand is not available regardless of the car park management system implemented.
- Parking policy set by Liverpool City Council Planning Department will not allow for the provision of a parking space for every member of staff that wishes to drive to the University.
- All car parking solutions should be aligned with the University of Liverpool Sustainability Strategy and congruent with Higher Education Funding Council for England (HEFCE) Sustainable Development Framework which promotes living within environmental limits and encourages sustainable travel options.
- Parking solutions need to recognise the award winning commitment of University of Liverpool (UoL) to Diversity and Equality and its commitments as a member of the Athena SWAN Charter. A subgroup of the Campus Accessibility Group has considered a number of potential car parking management system options available to UoL and their relative merits and has recommended the introduction of a needs based car parking management system where individuals apply for a parking permit and are assessed against key eligibility criteria in addition to the continued designation of certain car parking spaces by user type e.g. carers.

#### 3.2.3.1 Recommended Approach

The proposed vision for car parking has been developed as follows:

“To ensure that car parking supports both the current operational need and the future development need of the University.”

To achieve the vision above the University wishes to create a parking system that adheres to the following principles:

- Is equitable
- Is open and transparent
- Supports the needs of staff, students, and external research partners
- Promotes sustainable travel to the University
- Does not undermine health and wellbeing policy
- Allows the University to further develop world class facilities

A subgroup of the Campus Accessibility Group has considered the potential car parking management system options available to the University in align with this vision and has

recommended the introduction of a needs based car parking management system, where individuals apply for a parking permit and are assessed against key eligibility criteria.

In addition to this it is suggested that the designation of certain car parking spaces by user type is maintained.

A need based parking system is a parking system based upon a predetermined hierarchy of 'needs'. Applicants receive car park access for satisfying criteria based upon needs such as:

- Work based need - Disability/Blue badge holder
- Work based need - those required to use their vehicle externally for UoL business
- Social need - caring responsibility for child, spouse or relative
- Social need - accessibility e.g. those that live more than a certain distance or time away from campus (includes a 1-2 km exclusion zone)

Some administration would be required to develop policy and processes with an annual application window and ongoing maintenance to accommodate turnover of staff and changes to eligibility.

The University plans to implement this system between Spring 2019 and January 2021. The first steps to delivery of this system is a period of consultation and engagement which is planned to take place in Summer 2019.

### 3.2.4 Alternative Car Parking to Serve the Main Campus

In addition to car parking provided by the University, there are a number of public and private car parks located within a 15-minute walk from the centre of the main university campus (Liverpool Guild of Students). A number of these sites are significant in scale and if better promoted can help to reduce parking demand within the Main Campus.

These car parks are outlined in Table 10 alongside their daily rate and ownership. The location of each car park is illustrated in Figure 12.

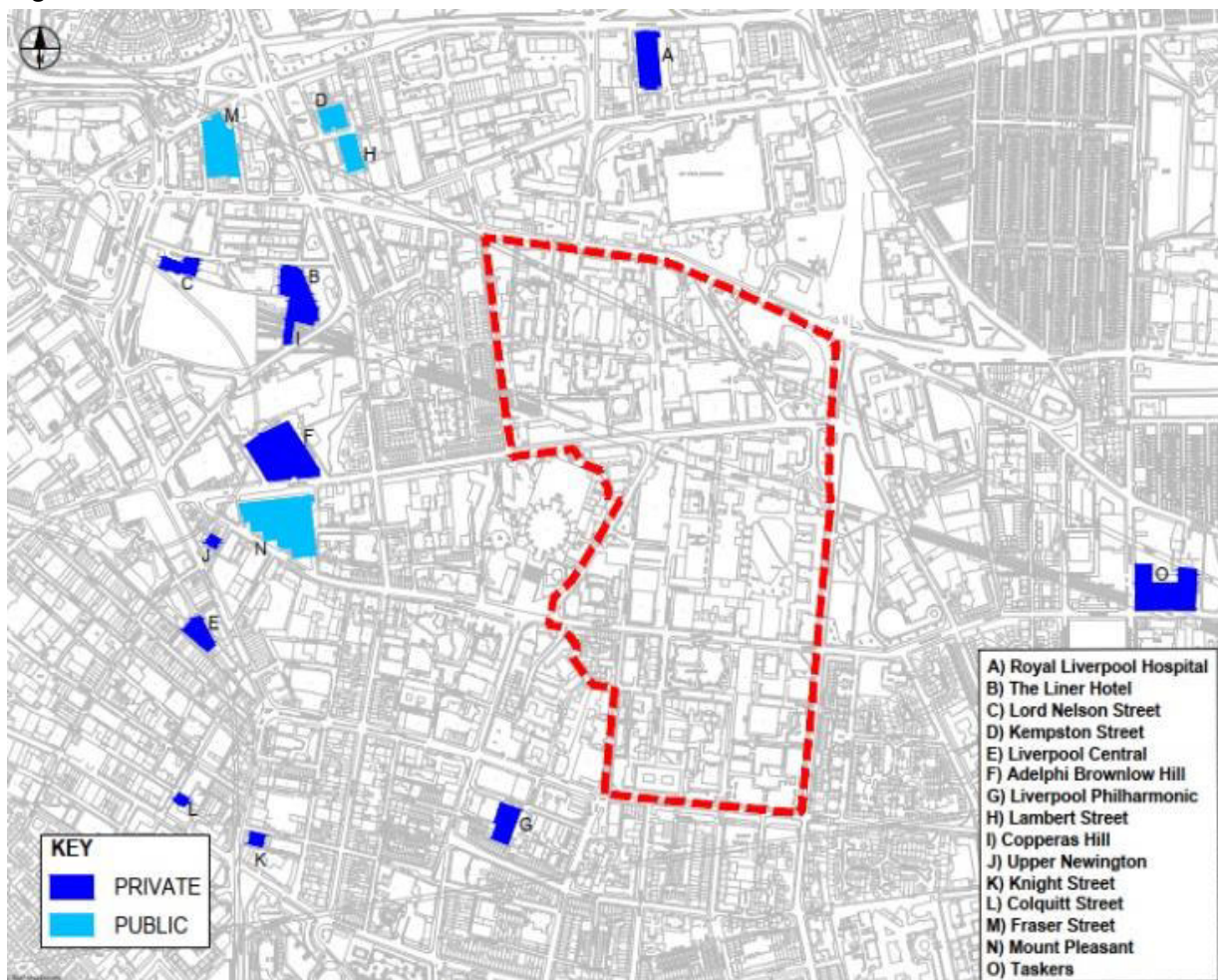
**Table 10: Alternative Car Parking Options**

Site Ref.	Name	Ownership	Capacity	Opening Hours	Daily Rate	Comments
A	Royal Liverpool Hospital	Private	479	24 hours	£10.00	£8.00 for 6 hours and £10 All day
B	The Liner Hotel	Private	150	24 hours	£7.00	£5.00 for 4 hours; £7.00 for 12 hours
C	Lord Nelson Street	Private	259	24 hours	£14.00	£10.00 for 5 hours; £14.00 for 10 hours
D	Kempston Street	Public	45	7.30-19.30	£3.50	£3.00 3 hours; £3.50 max
E	Liverpool Central	Private	450	24 hours	£8.00	6 hours £6.00; £8.00 24 hours
F	Adelphi Brownlow Hill	Private	288	24 hours	£7.50	7.5 for 12 hours
G	Royal Liverpool Philharmonic	Private	36	24 hours	£7.00	£7.00 for 12 hours
H	Lambert Street	Public	69	7.30-19.30	£3.50	£3.00 3 hours; £3.50 max
I	Copperas Hill	Private	13	24 hours	£6.00	£4.50 for 4 hours; £6.00 for 12 hours
J	Upper Newington	Private	14	24 hours	£5.00	£1.20 per hour up to 4 hours then £5 all day
K	Knight Street	Private	10	24 hours	£7.00	£5.50 for 4 hours then £7.00 for 12 hours

Site Ref.	Name	Ownership	Capacity	Opening Hours	Daily Rate	Comments
L	Colquitt Street	Private	45	24 hours	£14.00	Price based on 7 hours (£2 per hour until 7 hours then £16.00 for 10 hours)
M	Fraser Street	Public	82	7.30-00.00	£6.00	£5.20 for 4 hours £6.00 all day
N	Mount Pleasant	Public	73	07.00-20.00	£4.00	£3.00 3 hours; £4.00 all day; monthly rate TBC
O	Taskers	Private	294	07.30-18.00	£4.00	In negotiations to lease spaces; monthly rate TBC

Source: Mott MacDonald

Figure 12: Car Park Locations



Source: Mott MacDonald

### 3.2.5 Access by Rail

The IHT in its 'Guidelines for Planning Public Transport in Development' recommend that development wherever possible should be located no more than 800m away from an existing rail station.

Liverpool Central is situated approximately 900m or approximately an 11-minute walk from University Square. Whilst this is just beyond the suggested maximum walking distance, walking to Liverpool Central may still be suitable for many users. Merseyrail Northern and Wirral line services terminate at Liverpool Central and serve the Sefton, Wirral, Knowsley and outer Liverpool regions. The station also offers connectivity to strategic destinations such as Midlands/South Wales via Chester.

Liverpool Lime Street is approximately 1km from University Square which is approximately a 12-minute walk. Pedestrian access to and from the station will also be improved and become more attractive as a result of Phase 1 of the Liverpool City Centre Connectivity Scheme which looks to improve the quality of the environment for pedestrians and cyclists and construct a new cycle route along Brownlow Hill.

Lime Street Station is a main line station providing frequent services for long distance journeys including destinations such as London, Manchester and Newcastle, as per Table 11. It also provides direct services to Wigan, Warrington, Widnes and Runcorn.

**Table 11: Rail Services**

Destination	Frequency (trains per hour)
<b>To/From Liverpool Lime Street</b>	
London Euston (via Runcorn)	1
Manchester Oxford Road/Piccadilly (via Warrington)	3
Manchester Victoria	2
Manchester Airport	2
Birmingham New Street	2
Sheffield/Nottingham/Norwich (via Widnes)	1
Leeds	2
York	2
Newcastle	1
Wigan North Western	3
Preston	1
<b>To/From Liverpool Central</b>	
<i>Wirral Line</i>	
Chester	4
Ellesmere Port	2
New Brighton	4
West Kirkby	4
<i>Northern Line</i>	
Hunts Cross (via Liverpool South Parkway)	4
Kirkby	4
Southport	4
Ormskirk	4

Source: National Rail

### 3.2.6 Access by Bus

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.

Table 12 summarises the local bus services which call at the bus stops within and around the Main Campus area.

**Table 12: Local Bus Services Summary**

Service No.	Route	Operator	Frequency (Minutes)					
			Mon - Fri			Sat		Sun
			Peak	Day	Eve	Day	Eve	Day
<b>Brownlow Hill</b>								
<b>7</b>								
14/14A	City Centre – Breck Road – Broadway – Croxteth	ARR	5	5	15	5	15	7/8
14B	Kirkby Civic Centre – Tower Hill	SC	30	30	60	30	60	60
61	Aigburth Vale- Wavertree-Old Swan-Bootle	ARR	12	12	30	15	30	30
79/79D	City Centre- Briwnlow Hill- Wavertree- Childwall- Belle Vale- Netherley Halewood Shopping Centre	ARR	6	6	20	6/7	20	20
79C	City Centre- Wavertree- Childwall- Belle Vale- Netherley Halewood- Hough Green-Widnes	ARR	20	20	30	30	30	20/30
699	City Centre- UoL Halls of Residence	ARR	10	10	20/30	20	20/30	20/30
<b>London Road/Pembroke Place</b>								
8/9	City Centre – Old Swan – Page Moss - City Centre	ARR	30	30	-	30	-	-
10	City Centre – Kensington - St Helens	ARR/SC	20	20	30	20	30	30
10A	City Centre - Kensington – Whiston Hospital – St Helens	ARR/SC	6	6	15	6	15	12/15
10B	Huyton – Page Moss – Old Swan – City Centre	ARR	10	10	30	12	30	15/30
12/13	City Centre – Tuebrook – West Derby – Deysbrook Lane – Stockbridge Village	ARR	6	6	12	6	12	10
15	City Centre – Tuebrook – Alder Hey Hospital – Huyton	ARR	7-8	7-8	30	10	30	15/30
17	City Centre – Broadway – Aintree University Hospital – Kirkby Civic Centre / Kirkby Admin	SC	7-8	7-8	30	7-8	30	15
18*	City Centre – Tuebrook - Muirhead Avenue – Croxteth Park	ARR	7-8	7-8	30	7-8	30	15/30
19	City Centre – Robson Street – Walton Hall Avenue – Kirkby Civic Centre / Tower Hill	SC	10	10	20-30	10	30	15/60
78	City Centre – London Road – Halewood Shopping Centre – Okell Drive	ARR	30	30	30	30	30	30
<b>West Crown Street</b>								
201	Speke – Garston – Liverpool South Parkway – Penny Lane – Royal Liverpool Hospitals	M	-	3 jnys	-	3 jnys	-	3 jnys
76	City Centre – Hospitals – Menlove Avenue – Halewood Shopping Centre	ARR	30	30	60	60	60	60
838	Hunts Cross – Childwall – City Centre – Liverpool Freeport	M	1 AM jny	-	-	-	-	-

Source: Merseytravel



The 699 service operated by Arriva is a dedicated University service serving both the Carnatic and Greenbank Halls of residence with regular services to and from the Main Campus. During Summer 2018 the Guild of Students negotiated a deal with Arriva to reduce the price of an academic year pass. This was to save students from paying for travel for a month longer than required as the academic year terminates in May and the standard Arriva academic year pass runs until June. This reduced the cost of the pass by £55 from £380 to £325. A summary of Arriva ticket prices exclusive to University of Liverpool Students is set out in the following table.

**Table 13: University of Liverpool Students Exclusive Arriva Tickets**

Ticket type	Duration	Price
Academic Year Bus Pass	1st September – 31st May	£325
Term 1 Bus Pass	1st September – 31st December	£135
Term 2 Bus Pass	1 January-31st May	£190

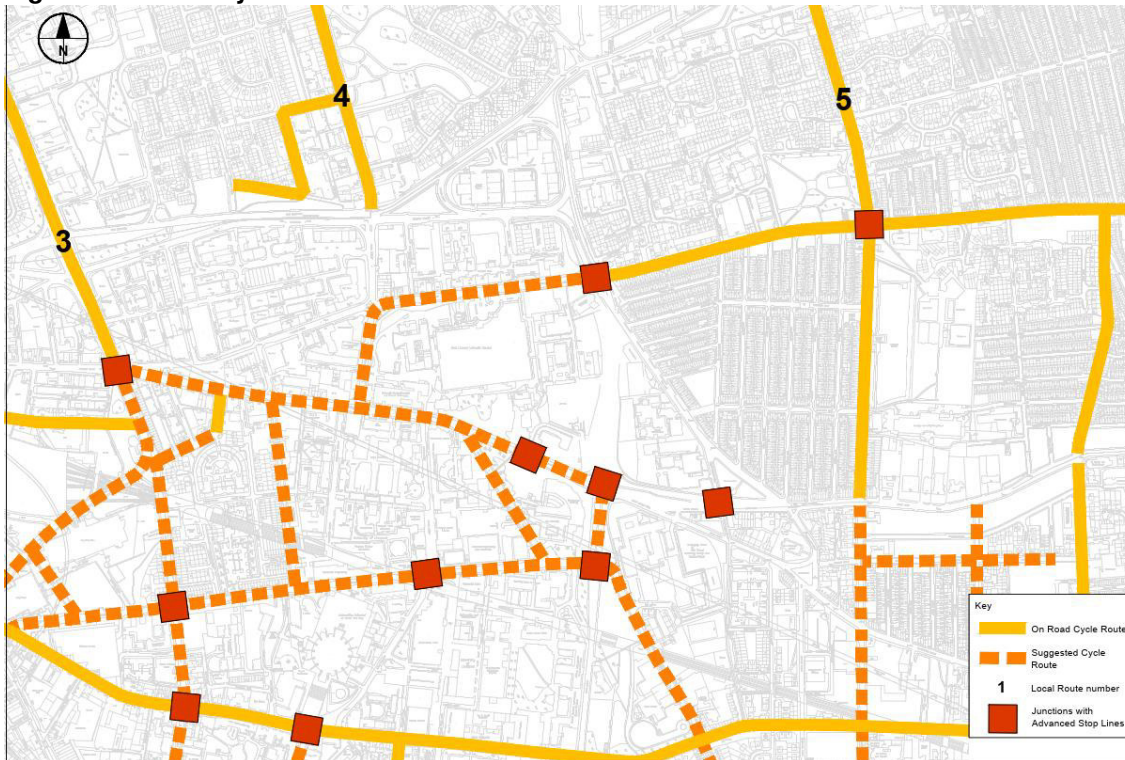
Source: Liverpool Guild

### 3.2.7 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'. Figure 13 illustrates the local cycle routes surrounding the campus. Routes 3 and 4 provide on-street facilities and Route 5 is designated a 'quiet 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.

- **Local Cycle Route 3** runs along Norton Street and St Anne's Street and northwards towards Great Homer Street and Everton
- **Local Cycle Route 4** provides a link via Shaw Street and Breck Road towards Anfield and forms part of National Cycle Route 810 which connects the city centre to Ainsdale
- **Local Cycle Route 5** runs along Farnworth Street and Boaler Street and eastward towards West Derby

**Figure 13: Local Cycle Network**



Source: Mott MacDonald

The University is surrounded by public footways and pedestrian crossing points given its city centre location. All crossing points are also equipped with tactile paving and dropped kerbs to support those with physical mobility and/or visual impairments. 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.

**Figure 14: High Quality Public Realm at University Place**

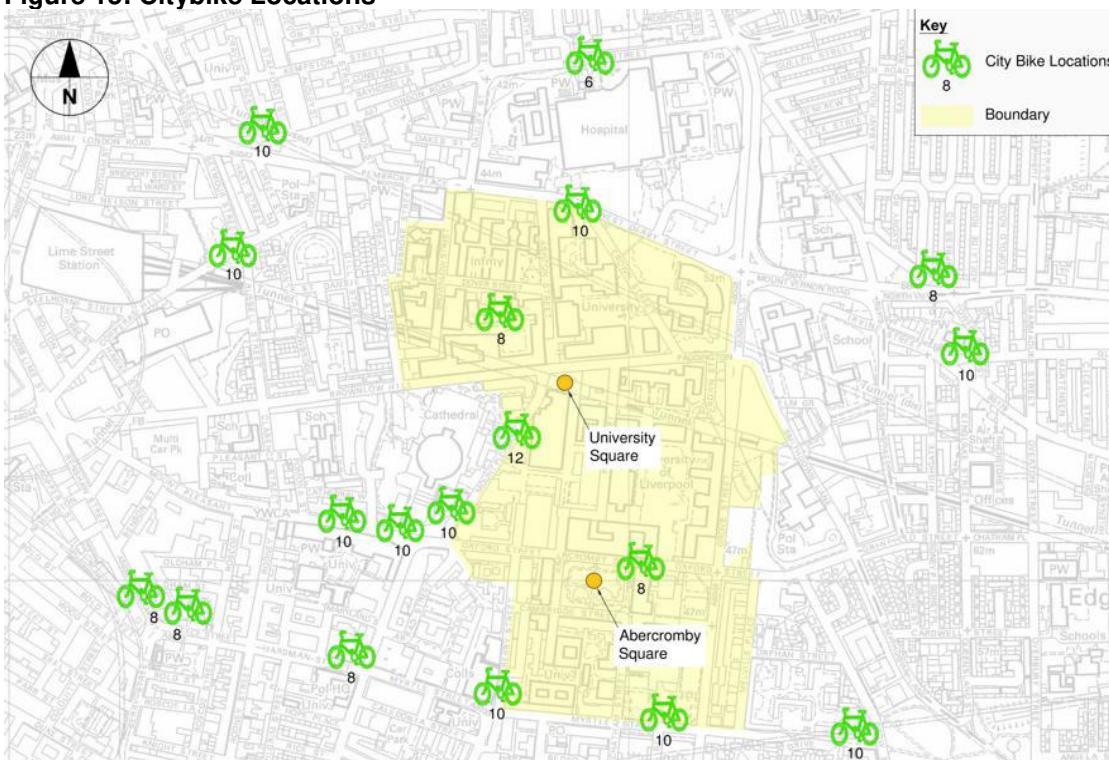


Source: Mott MacDonald

Due to the nature of the site as a higher education facility, young children are not specifically considered in the design and development process of walking and cycling infrastructure. However, pedestrianised routes around the campus such as that displayed in Figure 14 provide safe environments for visitors who may be accompanied by young children. Childcare facilities are also available through the University of Liverpool's Children's Centre located on Grove Street to support those who may be visiting or studying with young children.

The Liverpool 'Citybike' scheme is the country's largest bicycle hire scheme outside of London. There are currently 140 stations providing 1,000 bicycles. The scheme has a range of membership options available, which include a corporate membership discount. Annual 'Citybike' memberships are available to students at a discounted rate of £50. There are 'Citybike' cycle hire stations located within and in close proximity to the Main Campus. The location and capacity of these stations is illustrated in Figure 15.

**Figure 15: Citybike Locations**



Source: Mott MacDonald

**Figure 16: University of Liverpool, Guild of Students Citybike Station**



Source: Mott MacDonald

There are also bike stations serving key public transport hubs including, Liverpool One bus station (10 spaces), Liverpool Lime Street railway station (16 spaces) and Queen's Square bus station (10 spaces). Ordinary bicycle parking is also widely available across the Main Campus and includes sheltered and secure cycle parking and on or off-street cycle stands.

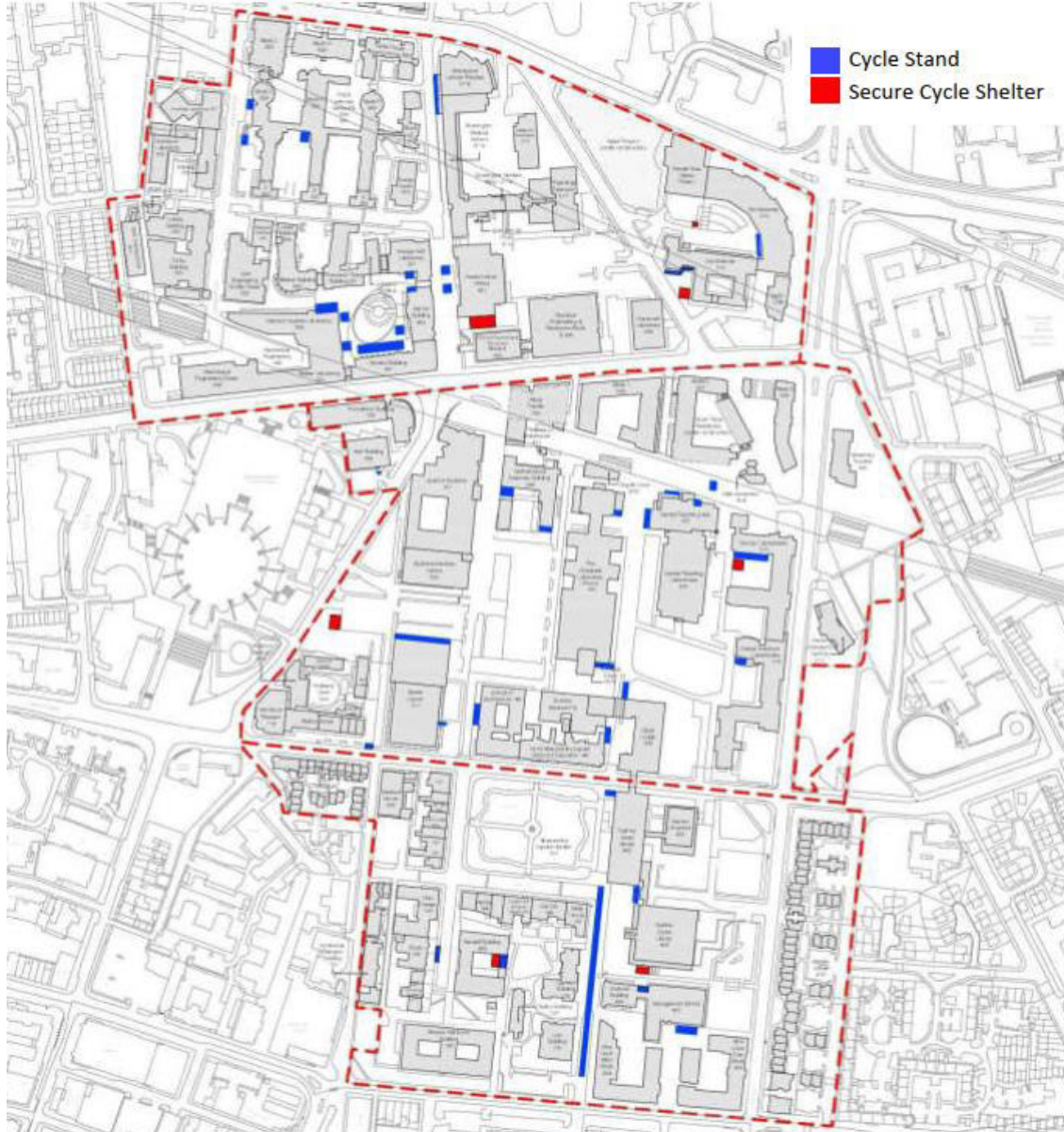
**Figure 17: Secure Cycle Parking, Guild of Students**



Source: Mott MacDonald

The location and type of cycle parking available at the Main Campus is illustrated in Figure 18.

**Figure 18: Location of Cycle Parking at the main University Campus**



Source: Mott MacDonald

Walking and cycling facilities to, from and around the Main Campus are likely to further improve as elements of new University Masterplan comes forward which recognises the need to improve routes, storage and facilities as well as encouraging behavioural change. There are further city wide initiatives which will support the University and active travel connections including the committed City Council led improvements to Brownlow Hill and the potential for a 600km key network of cycling and walking routes across the Liverpool City Region. Knowledge Quarter proposals which aim to create a 'green grid' of walking and cyclic links in this area will also support modes of active travel to the site.

### 3.3 Other Sites

Table 5 provides an overview of accessibility by all modes to the other University of Liverpool sites outside of the Main Campus. This has been updated from the previous Travel Plan where relevant following a site audit in April 2019 which is further detailed in Section 3.4.

**Table 14: Accessibility of Sites outside of the Main Campus**



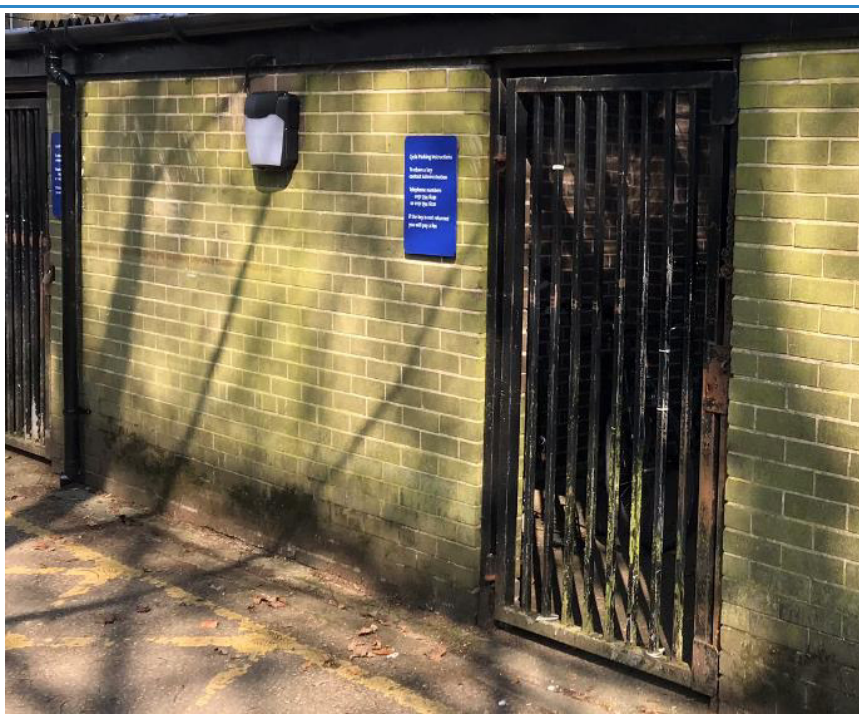

Site	Vehicular Access	Car Parking	Public Transport	Walking and Cycling
Leahurst Campus	<ul style="list-style-type: none"> <li>Located off the A540 Chester High Road</li> <li>A540 links Hoylake to the north west with Chester to the south east of the campus</li> <li>M53 and A41 within 4 miles of the campus</li> <li>M53 runs between Chester and Birkenhead and is directly accessible from the Kingsway (Wallasey) tunnel</li> <li>M56 is located approximately 5 miles from the campus and connects with the M53, M6, M62 and M60 wider motorway network</li> </ul>	<ul style="list-style-type: none"> <li>Approximately 300 car park spaces for use by staff and students</li> <li>Additional car parking is provided for clients of the small animal and equine hospitals</li> <li>Car parking is free of charge</li> <li>Staff and students are required to display a parking permit</li> </ul>	<ul style="list-style-type: none"> <li>Nearest bus stops to the campus are located on Hinderton Road</li> <li>Two hourly bus services operate from these stops between Chester and Moreton/West Kirby (Service 22 operated by Stagecoach) and Ellesmere Port and Neston (Service 272 operated by Aintree Coachlines)</li> <li>Closest railway stations are Neston and Hooton</li> <li>Neston is located on the Wrexham to Bidston line providing an hourly service during peak times</li> <li>Hooton is located on the Liverpool to Chester/Ellesmere Port line with services every 15 minutes during peak times</li> <li>The campus is located 2 miles from Neston Station and 3 miles from Hooton Station</li> <li>No bus service runs between Hooton rail station and the campus</li> </ul>	<ul style="list-style-type: none"> <li>A number of residential areas within 1.5 miles of the campus offering good opportunities for walking and cycling</li> <li>Limited footpaths and crossing points in the vicinity of the campus due to the rural location</li> <li>Cycling is a popular mode of travel to the campus, particularly during the warmer months</li> <li>Several off and on-road routes are located in close proximity to the campus including National Cycle Route 56 however surfacing of this route is an issue in places</li> </ul>
Carnatic Halls of Residence	<ul style="list-style-type: none"> <li>Well connected to the city via the A561, A562, A5048, A561 and the B5175</li> <li>Vehicular access to the site is good and can be gained via the M62 and the A5058</li> </ul>	<ul style="list-style-type: none"> <li>Around 150 car parking spaces available</li> <li>Spaces cannot be guaranteed or reserved for individuals- allocated on a first come first served basis</li> </ul>	<ul style="list-style-type: none"> <li>Mossley Hill train station is situated approximately 500m walk-service to Liverpool Lime Street every 35 minutes</li> <li>Bus services available in close proximity to the halls that run every 15 minutes during weekday operational hours include the 61, 68 and 80</li> </ul>	<ul style="list-style-type: none"> <li>Good walking environment in immediate surrounding areas</li> <li>Footways and lighting on both sides of the carriageway of Rose Lane/Elmswood Road and a pelican crossing linking the halls</li> <li>Good access to University Cycle Route which provides access to the city centre and Main Campus</li> <li>Trans Pennine Trail National Cycle Route 56 provides linkages to the wider conurbation from Halewood to Aintree</li> <li>Secure bicycle storage is provided at the halls for a small fee per year</li> </ul>
Greenbank Halls of Residence	<ul style="list-style-type: none"> <li>Located within the Mossley Hill area of Liverpool on Greenbank Lane, in between both Greenbank and Sefton Park</li> <li>5km from Liverpool city centre and the Main Campus</li> <li>Well connected to the city via the A5058, A5089, A562 and B5175.</li> </ul>	<ul style="list-style-type: none"> <li>Limited car parking available on site</li> <li>Approximately 100 spaces across Roscoe &amp; Gladstone and Derby and Rathbone</li> <li>Availability of car parking may be subject to change due to construction which is currently underway across the site</li> <li>Those students with mobility issues have priority over car parking</li> </ul>	<ul style="list-style-type: none"> <li>Directly served by the 699 bus service operated by Arriva</li> <li>699 runs from Carnatic Halls to outside the main entrance of Derby and Rathbone Hall before continuing to the city centre and Main Campus</li> <li>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</li> <li>Direct service to Liverpool Lime Street is available from Mossley Hill train station approximately 1 mile from Greenbank Halls, roughly an 18-minute walk</li> </ul>	<ul style="list-style-type: none"> <li>Well served by footways and lighting on both sides of the carriageway on Greenbank Lane and Greenbank Road</li> <li>Good access to cycle routes around the halls of residence, including the University Cycle Route and the Trans Pennine Trail National Cycle Route 56</li> <li>Secure bicycle storage is provided on site alongside lockers for bicycle equipment</li> </ul>
Wyncote Sports Ground	<ul style="list-style-type: none"> <li>Located in the Mossley Hill area, approximately 7km south east of Liverpool city centre</li> <li>Accessed via Mather Avenue B5180</li> <li>Good connection to the A562 providing links the city centre and the Main Campus</li> </ul>	<ul style="list-style-type: none"> <li>Some free car parking is available at Wyncote, this has been expanded in recent years</li> <li>Nearby Tesco supermarket car park is used as an overflow car park by students</li> <li>Coach parking available within Wyncote Car Park</li> </ul>	<ul style="list-style-type: none"> <li>Located on a major bus route</li> <li>Visitors are well served with numerous services operating at a frequency of 15 minutes or better</li> <li>Providing access to and from the city centre and the south of Liverpool</li> <li>Mossley Hill train station is approximately 0.7miles roughly a 14-minute walk, providing access to Lime Street station every 35minutes</li> </ul>	<ul style="list-style-type: none"> <li>Pedestrian access is off the B5108 Mather Avenue with good pedestrian crossing facilities at the junction with the main carriageway</li> <li>Footways and grass verges are provided on both sides of the road separating pedestrians from the carriageway</li> <li>No cycle infrastructure along B5180 Mather Avenue</li> <li>20 cycle parking spaces available</li> <li>National Cycle Route 56 is located in close proximity</li> </ul>
Ness Gardens	<ul style="list-style-type: none"> <li>Located off Neston Road, around 2km south of the village of Little Neston and 2km north of Burton</li> <li>M53 and A41 are key vehicle distributors connecting Chester to Birkenhead and Liverpool via the Kingsway tunnel</li> </ul>	<ul style="list-style-type: none"> <li>Parking is available free of charge to staff, volunteers, students and visitors</li> <li>100 parking spaces for the public, along with 12 staff parking spaces, 3 coach spaces and a 100-space overflow car park</li> </ul>	<ul style="list-style-type: none"> <li>Nearest bus stops are located on either side of Neston Road directly outside the main entrance</li> <li>Hourly bus service operates from these stops which run between Arrowe Park Hospital and Neston</li> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>Poor pedestrian facilities with only one footway and an un controlled pedestrian crossing available to access site</li> <li>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</li> <li>Two Sheffield stands are located in the main car park</li> <li>Shower facilities are available to those members of staff and volunteers who wish to cycle to work</li> </ul>

Source: Mott MacDonald

### 3.4 Site Audits

Site Audits were undertaken in April 2019 in order to review and provide an update on the findings outlined within the 2014-2018 Travel Plan. This section outlines the key findings from the most recent audits, further details on available infrastructure can be found within Appendix A of the 2014-2018 Travel Plan.

**Table 15: April 2019 Site Audits Key Findings**

Site	Key Findings		
<p>University Main Campus</p>	<ul style="list-style-type: none"> <li>The University and surrounding Knowledge Quarter area of the city is undergoing significant development and construction which will provide opportunities to improve and install infrastructure to support sustainable travel options.</li> <li>Developments such as the Liverpool International College within Paddington Village will provide 47,000 sq. ft. of academic space and 259 new student bedrooms due to open in September 2019. The University therefore needs to ensure high quality pedestrian connections to key facilities for an increasing number of students.</li> <li>The Main Campus demonstrates areas of high-quality public realm with good walking and cycling facilities and high quality bus stops in areas such as those on Brownlow Hill (see adjacent images). Areas of high quality public realm will be built upon through the emerging Campus Masterplan.</li> </ul>		
<p>Carnatic Halls of Residence</p>	<ul style="list-style-type: none"> <li>Although this site is well served by the 699 Arriva service and has drop off facilities within the site, bus stops are in poor condition and lighting improvements are required to improve safety and security during evening periods.</li> <li>It is recommended that bus stop facilities at this site should be upgraded to a similar standard to the ones serving Greenbank and the Main University Campus.</li> <li>Cycle parking and storage facilities are also in poor condition in comparison to the more recently implemented facilities at Greenbank.</li> </ul>		



Site

Key Findings

Greenbank Halls of Residence

- This site has undergone significant development since 2014 including demolition and construction of new student halls and renovation of some halls such as Derby.
- Availability of car parking spaces may be subject to change as a result of these works and should therefore be reviewed once construction is complete.
- The construction of new student accommodation at this site is expected for full handover in September 2019.
- This site now provides high quality secure and sheltered bicycle storage with additional locker facilities as shown in the adjacent image.
- There is good provision of bus infrastructure serving the site with large capacity sheltered waiting areas and city bike station.



Wyncote Sports Ground

- There are good pedestrian connections to the site with a footway provided along the B5108 Mather Avenue and signalled crossing facilities from the main carriageway.
- 20 cycle parking spaces have been installed on site since 2014 as students were previously using fencing to secure bicycles.



### 3.5 Disabled Access

The University has good provision for disabled access across all sites for both staff and students.

The ‘Staff Guide to Accessible Parking’ has been produced and is readily available to all staff. This provides information on accessible parking bays across campus and information for Blue Badge Permit holders on how to register their permit. Relevant contacts are also listed within the document alongside instructions on how to apply for a temporary accessible parking permit. A summary of accessible parking bays provided across the University is provided in Table 16.

**Table 16: Accessible Parking Bays**

Site	Approx. Number of Bays
Main Campus	87
Greenbank Student Village	6
Carnatic Halls of Residence	4
Leahurst	7
Ness Gardens	14

Source: Staff Guide to Accessible Parking

**Figure 19: Disabled Parking Bays at Greenbank Student Village**



Source: Mott MacDonald

The ‘AccessAble’ (formerly ‘DisabledGo’) online platform is also available to support disabled access to all sites for all users. This provides detailed access guides for various key locations across the University. The purpose of these access guides is to inform people what access will

be like when they visit somewhere looking at available routes and what facilities are available inside.

Guides include information on dimensions of disabled parking bays and distance to main building, wheelchair accessibility, roads to cross, access levels and additional information on lighting levels, and background music which can be expected in buildings visited.

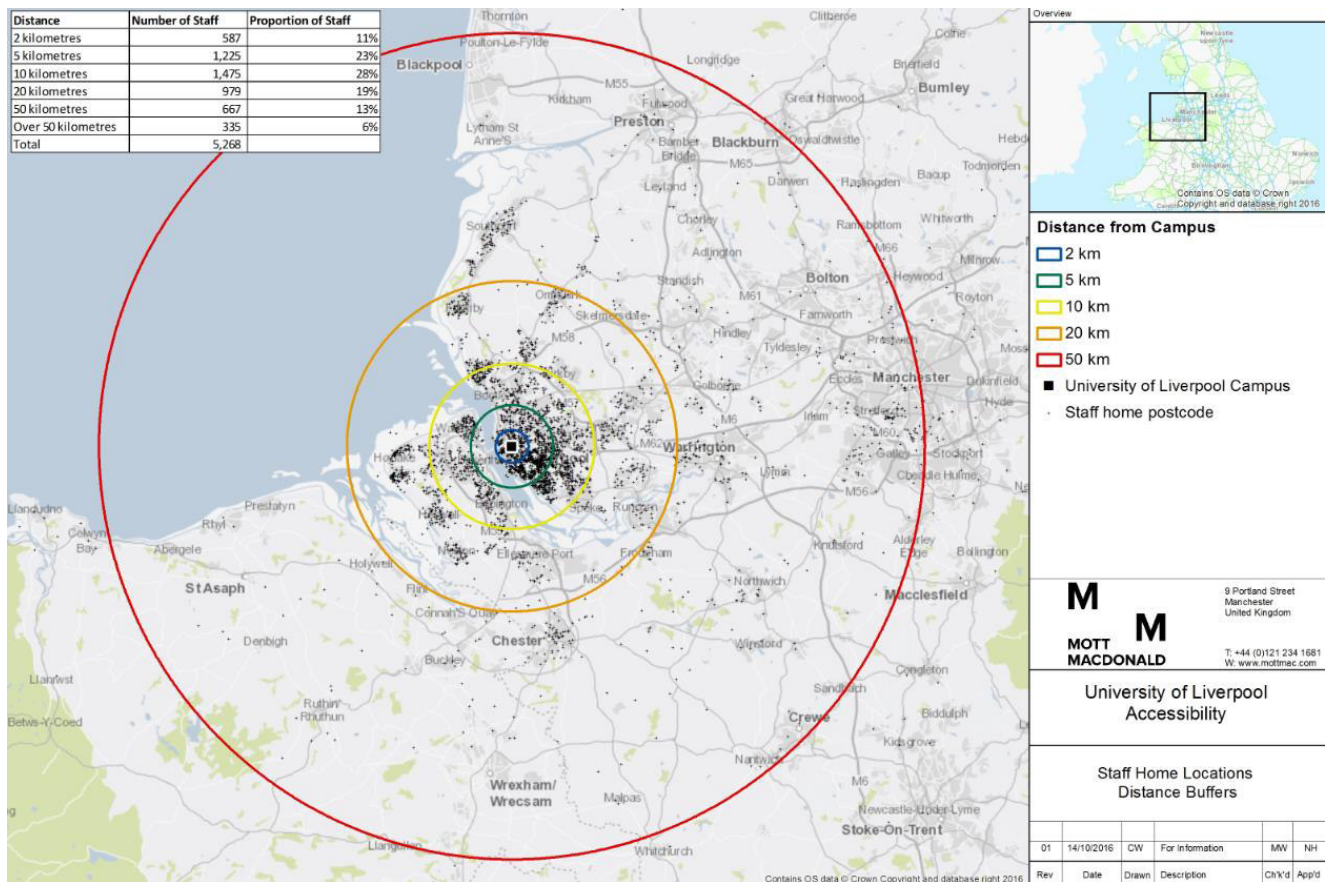
### 3.6 Student and Staff Accessibility

Postcodes of existing staff and students have been mapped and overlaid onto public transport accessibility mapping and 2, 5 and 10km buffer zones. These plots, set out in the figures below, support accurate identification of suitable measures to improve access to the University and realistic target setting for each mode.

#### 3.6.1 Accessibility by distance

Figure 20 and Figure 21 illustrate that the majority of both staff and students live within 2km and/or 5km of the main University Campus. 2km and 5km are recognised as reasonable walking and cycling distance respectively. Therefore, if the right investment is made in walk and cycle routes, storage and to encourage behavioural change amongst all users can achieved, there are significant opportunities to increase the number of people walking and cycling to the site.

**Figure 20: Staff Post Code Distance Buffers**

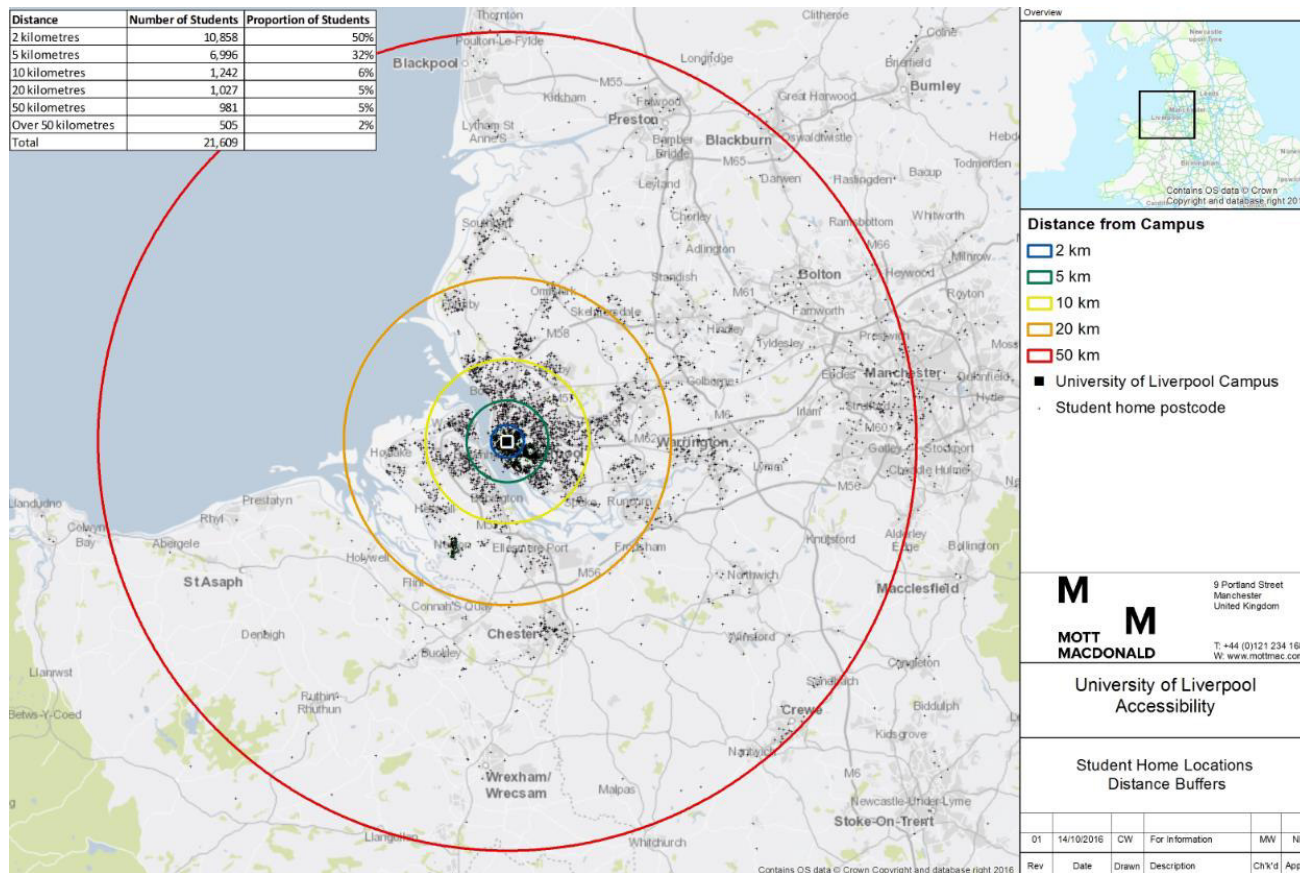


Source: Mott MacDonald

**Table 17: Proportion of Staff Living within Each Distance Buffer (as illustrated above)**

Distance	No. of Staff	Proportion of Staff
2km	587	11%
5km	1225	23%
10km	1475	28%
20km	979	19%
50km	667	13%
Over 50km	335	6%
<b>TOTAL</b>	<b>5268</b>	<b>-</b>

**Figure 21: Student Post Code Distance Buffers**



Source: Mott MacDonald

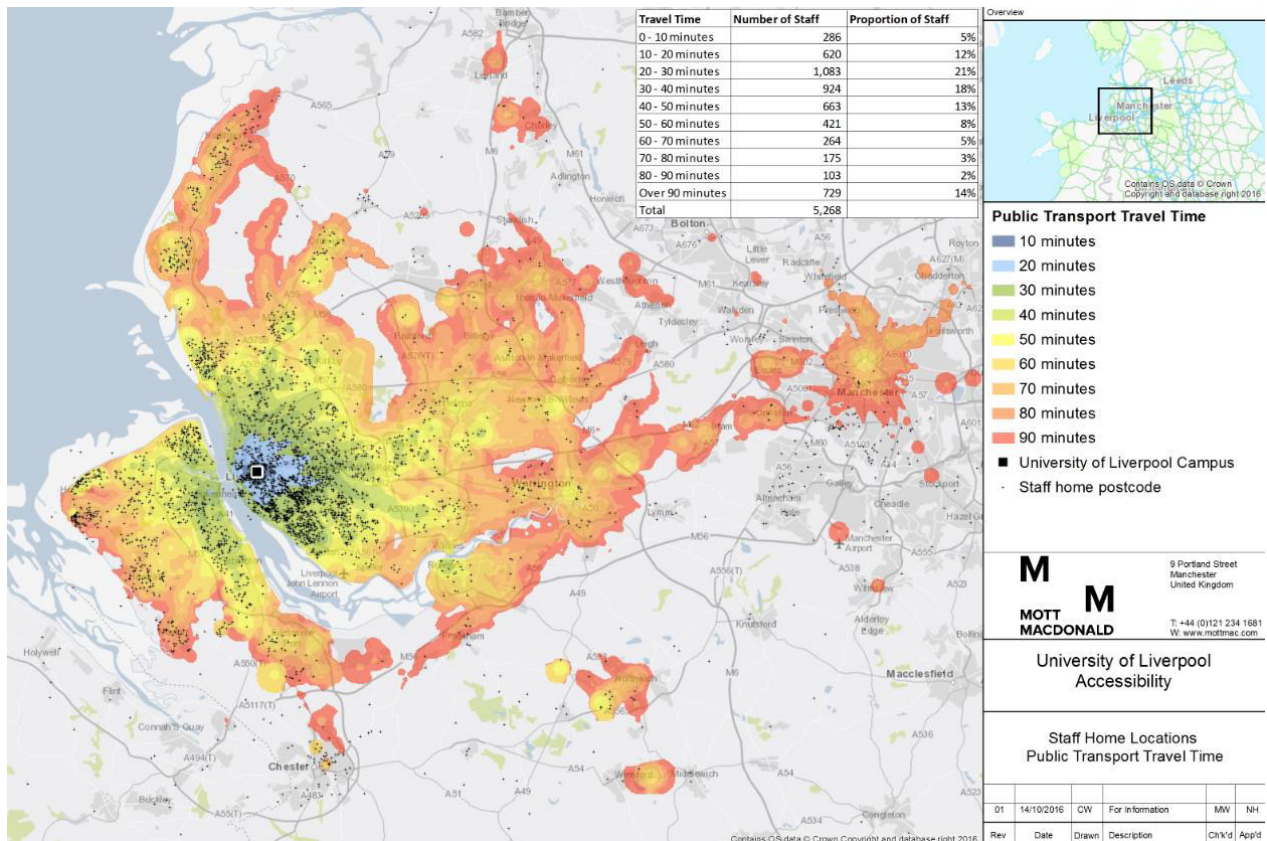
**Table 18: Proportion of Students Living within Each Distance Buffer (as illustrated above)**

Distance	No. of Students	Proportion of Students
2km	10,858	50%
5km	6,996	32%
10km	1,242	6%
20km	1,027	5%
50km	981	5%
Over 50km	505	2%
<b>TOTAL</b>	<b>21,609</b>	<b>-</b>

34% of staff live within a 5km catchment of the University and walking and cycling opportunities are even greater amongst students with over 10,000 living within 2km and almost 7,000 living within 5km. This equates to 82% of the student population who live within reasonable walking and cycling distance from the Main Campus.

Figure 22 and Figure 23 illustrate which areas are accessible to and from the site via public transport and the estimated public transport journey time. Postcode plots are overlaid onto this data to illustrate the number of students and staff living within these areas.

**Figure 22: Staff Post Code Travel Time**



Source: Mott MacDonald

**Table 19: Proportion of Staff Living within Each Public Transport Travel Time Band (as illustrated above)**

Distance	No. of Staff	Proportion of Staff
0-10 mins	286	5%
10-20 mins	620	12%
20-30 mins	1083	21%
30-40 mins	924	18%
40-50 mins	663	13%
50-60 mins	421	8%
60-70 mins	264	5%
70-80 mins	175	3%
80-90 mins	103	2%

Distance	No. of Staff	Proportion of Staff
Over 90 mins	729	14%
TOTAL	5,268	-

This shows that the largest proportion of staff (21%) live within 20-30 minutes public transport travel time of the main University campus. A further 17% live within 0-20 minutes public transport travel time.

Figure 23: Student Post Code Travel Time

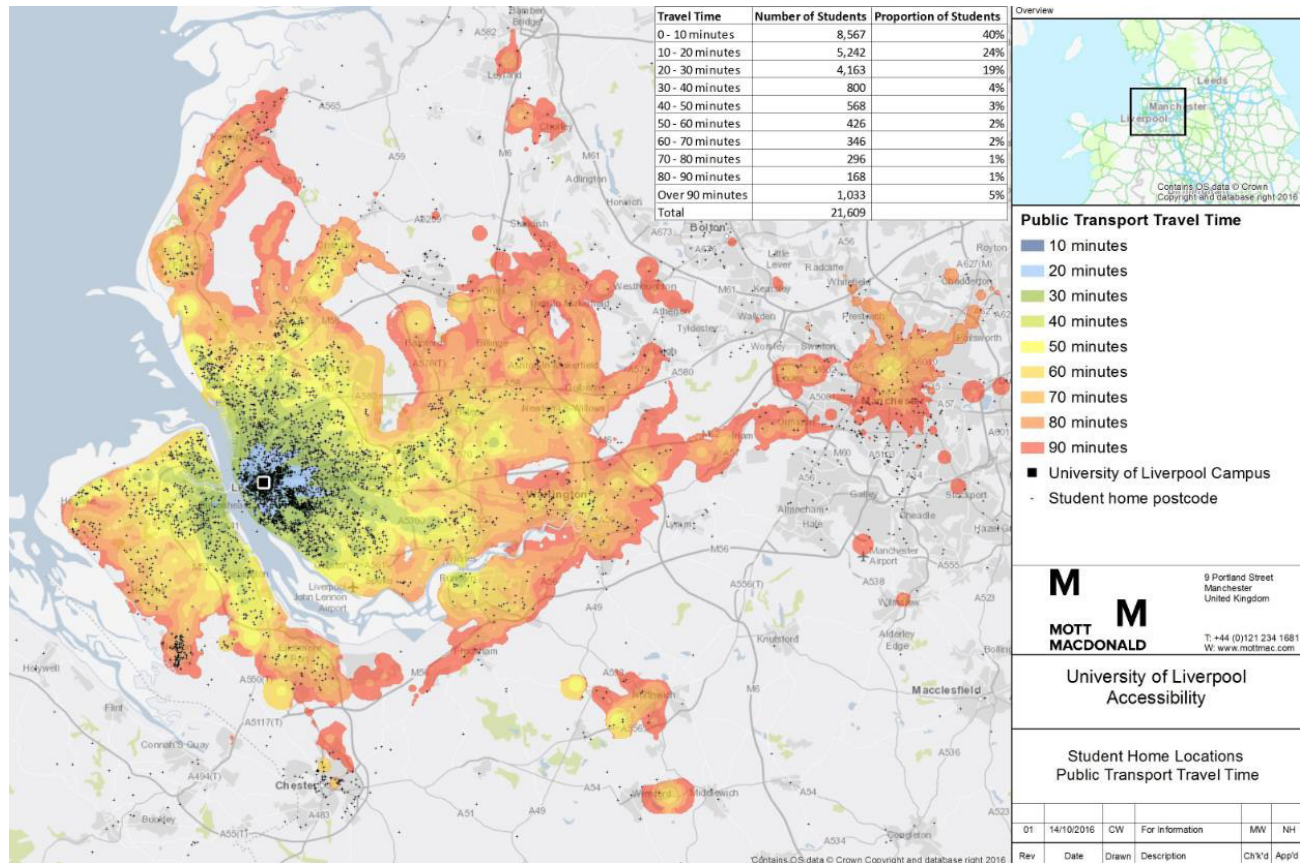


Table 20: Proportion of Students Living within Each Public Transport Travel Time Band (as illustrated above)

Distance	No. of Students	Proportion of Students
0-10 mins	8567	40%
10-20 mins	5242	24%
20-30 mins	4163	19%
30-40 mins	800	4%
40-50 mins	568	3%
50-60 mins	426	2%
60-70 mins	346	2%
70-80 mins	296	1%
80-90 mins	168	1%

Distance	No. of Students	Proportion of Students
Over 90 mins	1033	5%
TOTAL	21,609	-

The biggest opportunities for public transport travel to the University are amongst students and the majority (64%) live within just 20 minutes public transport travel time of the site.

### 3.7 Summary

The main University campus located within Liverpool city centre is highly accessible by a variety of public transport and active travel modes. The availability of car parking is one of the key accessibility issues for the campus with land becoming more scarce as development within and around the University increases.

There are a number of projects planned or currently underway which will further support sustainable travel to the site such as investment into 600km of cycle routes across the city region and improvements along Brownlow Hill to improve connectivity towards the University from Liverpool Lime Street Station.

A review all other University sites also showed good levels of accessibility by all modes. Recent site audits identified areas of good practice at these sites such as the new cycle storage facilities at Greenbank Halls and large capacity bus stops serving Greenbank and Brownlow Hill. There are also areas where infrastructure to support more sustainable modes of travel could be improved such as the poor quality bus and cycle storage facilities at Carnatic Halls of residence.

Analysis of postcode data presented above demonstrates a significant proportion of students and staff that live within reasonable walking and cycling distance and within reasonable public transport travel time.

These opportunities for using public transport and active travel as a main mode of travel to the site have been considered when developing the Travel Plan measures and targets which aim to produce an increase walking and cycling mode share amongst staff and students.

## 4 Existing Travel Behaviour

The University has undertaken a staff travel survey 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. Research has also been undertaken by Merseytravel to assess student travel behaviour which is discussed later in this section.

### 4.1 Staff Travel Survey Results

The University have been undertaking staff travel surveys on a regular basis since 2006 utilising the Travelwise employer’s network online survey tool. A summary of the mode share results between 2006 and 2019 is set out in the table below.

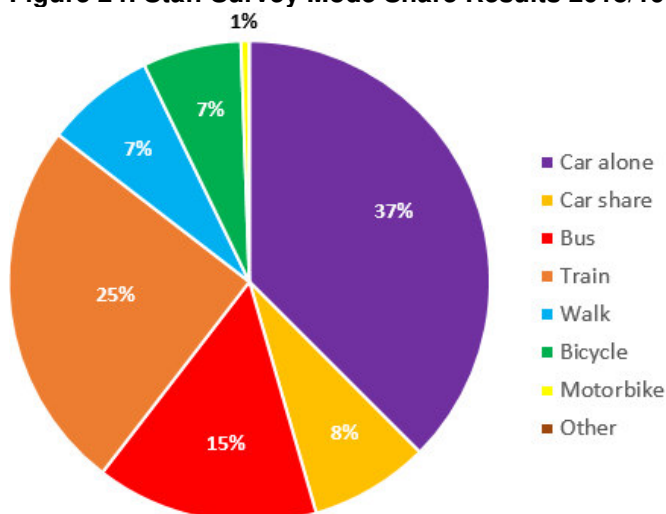
**Table 21: All Sites - Staff Travel Survey Results 2006/7 – 2018/19**

Mode	2006/07	2007/08	2009/10	2011/12	2013/14	2018/19
Car alone	47.89%	41.0%	43.4%	31.5%	30.6%	37%
Car share	11.74%	13.3%	10.4%	13.8%	13.4%	8%
Walking	4.46%	13.1%	6.3%	9.7%	11.4%	7%
Cycling	5.22%		7.9%	8.3%	8.7%	7%
Bus	12.14%	9.7%	9.1%	12.1%	14.1%	15%
Train	16.25%	19.3%	19.2%	23.5%	20.4%	25%
Motorbike	0.65%	1.1%	0.7%	0.6%	0.7%	1%
Taxi	0.30%	0.0%	0.0%	0.1%	0%	0%
Other	1.35%	2.5%	3.0%	0.4%	0.7%	0%
Total	100%	100%	100%	100%	100%	100%

Source: Mott MacDonald

The most recent survey was undertaken for the 2018/19 academic year. The full list of questions within the survey is provided within Appendix A. The mode share results from the most recent survey are illustrated in Figure 24 below.

**Figure 24: Staff Survey Mode Share Results 2018/19**



Source: Mott MacDonald



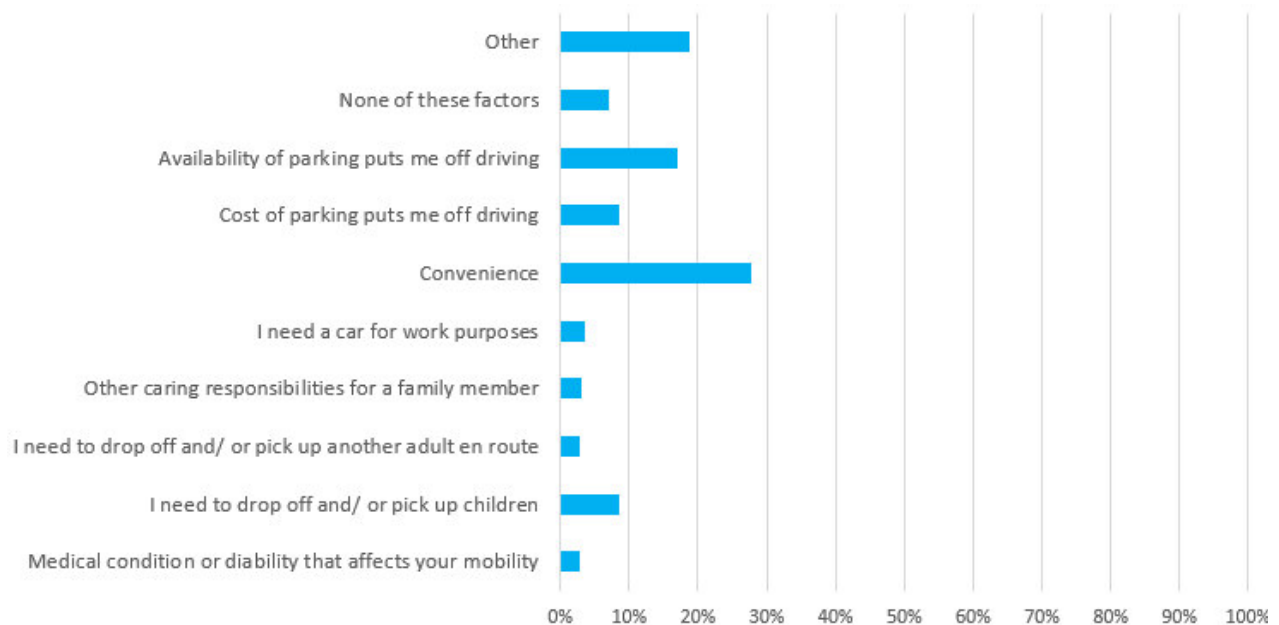
The survey results reveal some positive modal shifts including an increase in public transport use and travel by motorbike.

Rail travel has increased by around 5% despite significant disruption and closures to parts of the network between 2014 and 2018 such as the Lime Street improvement works and the works to a number of stations (leading to temporary closures) carried out across the City Region in preparation for the arrival new Merseyrail rolling stock in 2020.

However, action is required to reduce travel by single occupancy vehicles and increase the use of active travel modes.

Responses to a selection of the survey questions are presented in the subsequent figures.

**Figure 25: Do any of the following factors dictate why you usually travel to work using the mode you indicated?**



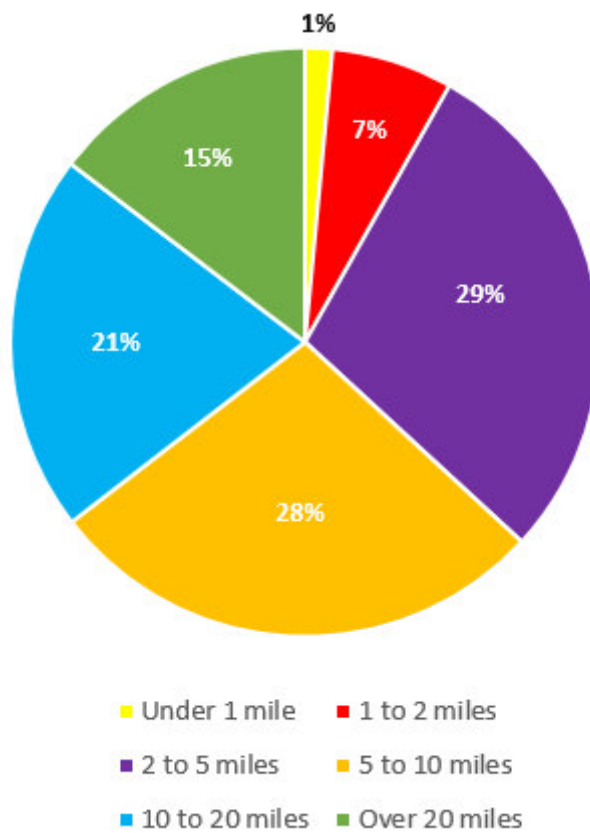
Source: Mott MacDonald  
Notes: Out of 1648 responses

The survey results show that the majority of respondents travel to work by their chosen mode for convenience. The cost and availability of car parking were also identified as the biggest factors in dictating travel to work modes. Other factors included:

- 'Walking is free and helps keep me active'
- 'I am working on driving license'
- 'Cost of tunnel tolls put me off driving'
- 'Safety / darkness deters from walking'
- 'I am a shift worker at the Leahurst campus'

Improving the convenience of more sustainable modes and managing the demand for parking should therefore be a key focus of this Travel Plan.

**Figure 26: How far do you travel to work?**



Source: Mott MacDonald  
Notes: Out of 1004 responses

The survey results demonstrate that the majority of respondents (37%) live within 5 miles of their place of their work. This therefore demonstrates significant opportunities for walking and cycling to work. Staff were also given the opportunity to comment on their journey to work, a summary of the responses is given in Table 22.

**Table 22: Summary Do you have any comments about your journey to work?**

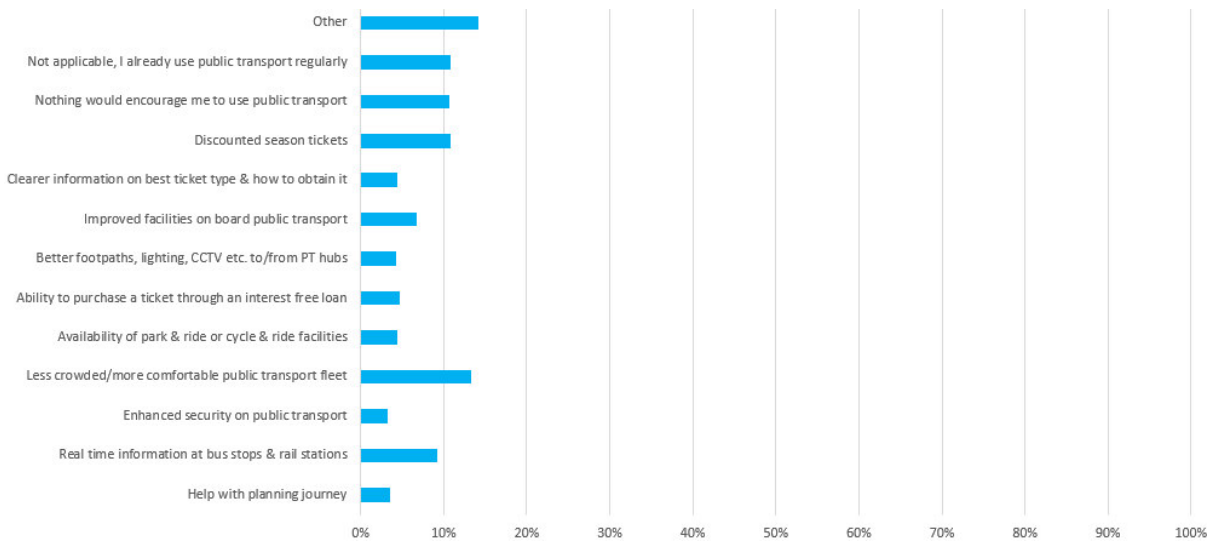
Mode	Response
Car	<ul style="list-style-type: none"> <li>• Availability of car parking remains the biggest issue for staff particularly after 8.00am</li> <li>• Limited availability of car parking spaces creates stressful journeys to work</li> <li>• More information on car sharing is required</li> <li>• More spaces dedicated to car sharing would encourage the scheme to be used</li> <li>• The provision for Electric Vehicle charging should be improved</li> </ul>
Public Transport	<ul style="list-style-type: none"> <li>• Concerns over the cost and reliability of rail travel</li> <li>• People feel they are unable to rely on rail services all the time and it is too expensive to have a car and purchase season tickets</li> <li>• Monthly rather than just annual season tickets would encourage people to use public transport more often</li> <li>• Increasing bus journey times reduce the reliability and attractiveness of this mode as a mode of travel to work</li> </ul>
Walking & Cycling	<ul style="list-style-type: none"> <li>• Provision of showering and locker facilities needs to be increased to make these facilities more accessible across campus</li> </ul>

Mode	Response
	<ul style="list-style-type: none"> <li>• Perceptions that walking and cycling is unsafe</li> <li>• Poor lighting deters people from walking and cycling, particularly during winter</li> <li>• No dedicated cycle routes on many highways with traffic or within campus discourages a lot of people from cycling</li> <li>• Increased provision and security of cycle parking is required</li> </ul>

Source: Mott MacDonald

The following charts summarise the results in relation to how staff could be encouraged to use more sustainable modes of travel.

**Figure 27: Which of the following measures would encourage you to use public transport, or use it more frequently to work?**



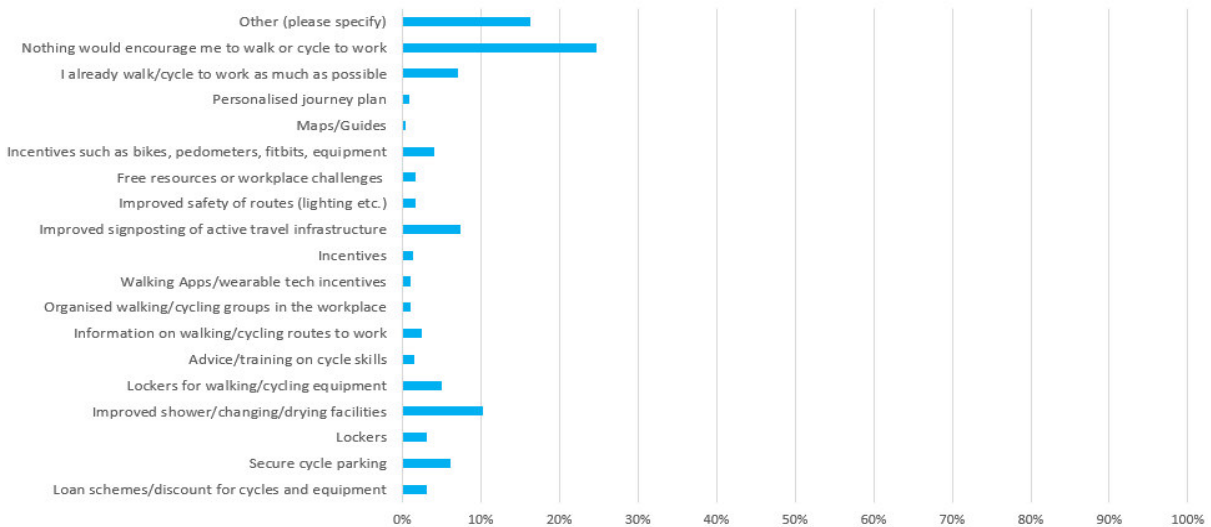
Source: Mott MacDonald

This shows the majority of respondents feel that a less crowded and more comfortable transport fleet could help encourage public transport use. The new Merseyrail rolling stock will be introduced onto the Merseyrail network in 2020 which will provide higher capacity trains with modern and comfortable onboard facilities. This therefore could have a significant impact on encouraging University staff to use Public Transport more regularly.

A significant number of respondents also selected the 'other' response. Factors identified in the 'other' comments included:

- Increased reliability of bus and rail services
- Reduced journey times of bus services
- Competent route maps onboard buses
- Opportunities to use working on the train as part of working day
- Additional buses during busy periods
- Efficient journey planning tools available online or via smartphones

**Figure 28: Which of the following measures would most encourage you to cycle or walk to work?**



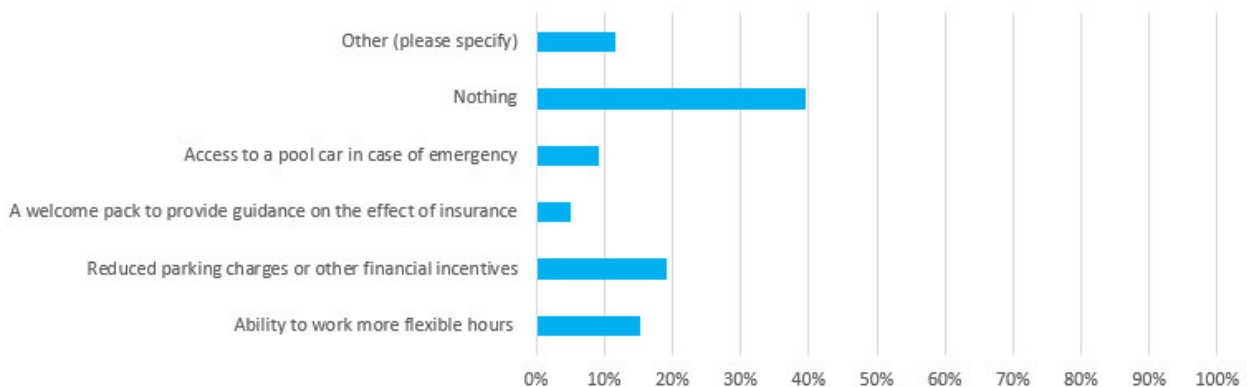
Source: Mott MacDonald

Although the responses to this question demonstrate a significant proportion of staff stating that nothing would encourage them to walk or cycle to work, it should be noted that this may not be because they are unwilling but because it is unfeasible due to the distance travelled to work or various other reasons.

Improved shower, changing and drying facilities was identified as one of the main factors in encouraging staff to walk or cycle to work and will therefore be considered within the Travel Plan Action Plan development. Factors identified in the 'other' comments included:

- Improved cycling routes within campus including wayfinding facilities
- Unable to walk due to distance travelled to work
- Flexible working hours
- Lack of confidence to cycle in areas of heavy traffic
- More information on cycling to work- available facilities etc
- Opportunities for bike servicing and bike tagging on campus are encouraging

**Figure 29: Which of the following would make Car Sharing more attractive to you?**



Source: Mott MacDonald

Although almost 40% of respondents stated that nothing would encourage them to car share, the majority of other respondents indicated that reduced parking charges and financial incentives were most likely to encourage car sharing.

Factors identified in the 'other' comments included:

- Better car parking facilities (particularly when arriving after 8.30am)
- Improved system for finding car share partner
- Increased awareness and information about the scheme and how to sign up

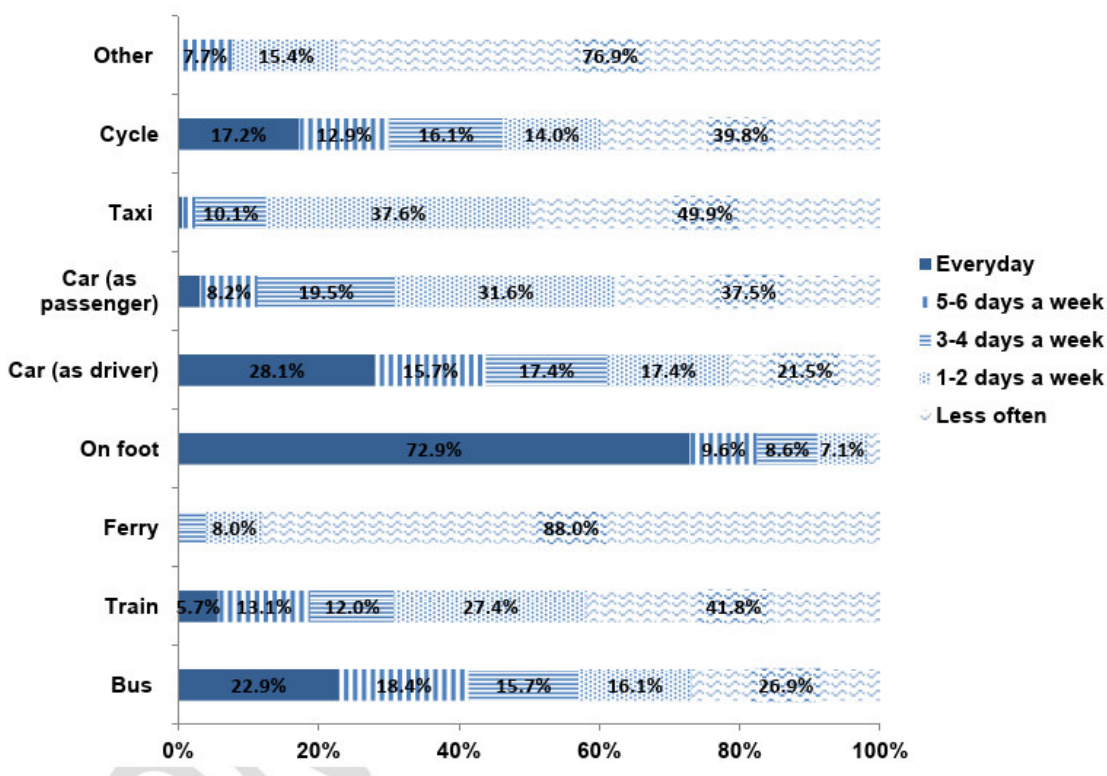
## 4.2 Student Travel Survey Results

Research was conducted in 2016 by Merseytravel into transport related needs for students in the Liverpool City Region. This therefore included University of Liverpool students as well as students from Liverpool John Moores and Liverpool Hope. This involved a series of focus groups with students and a quantitative questionnaire.

The focus groups provided in depth student responses and opinions. This was followed up with a qualitative questionnaire which provided a 95% confidence level of statistical reliability.

Within the questionnaire, students were asked how often they use various modes of travel to gain an understanding of the most popular modes of transport. Figure 30 shows the response to this question and demonstrates a good level of accessibility for students across the LCR.

**Figure 30: Frequency of Use of Various Modes**



Source: Mott MacDonald

The results indicate that students use bus and travel on foot more regularly than any other mode. Over 72% of students noted that they travel on foot every day and over 30% stated they cycle at least 5 times per week. This demonstrates the need to ensure that the University provides a good standard of walking and cycling routes to the campus from key student residential areas and key amenities.

### 4.3 Future Travel Patterns

As noted in Section 2 there are a number of ongoing and planned developments occurring around the University including the University Estates Strategy and Masterplan which may significantly increase the number of students and staff travelling to and from the University.

Although travel patterns of future staff and students are likely to remain the same, the Travel Plan measures will become increasingly important in order to ensure efficient travel to and from the site for increasing numbers of people.

### 4.4 Summary

The staff travel survey has evidenced some positive trends in mode share as public transport and motorcycle travel has increased. However, single occupancy vehicle trips still make up the majority of journeys to the site and the percentage of people walking and cycling to work has decreased since the previous Travel Survey results.

Research into student travel behaviour shows a significant proportion of students travelling on foot or cycling at least 5 times per week highlighting the need to ensure there is sufficient infrastructure to support these modes.

These results demonstrate the need to focus on improving pedestrian and cycle connectivity to the site and managing the demand for parking to reduce journey related stress for staff.

## 5 Travel Plan Targets

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.

### 5.1 Progress

Mode share targets were set in all previous Travel Plans. Progress against these targets is presented in Table 23 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 23: 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%		30%		28%	
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. Table 24 below presents the difference between the most recent staff survey results and the targets set.

**Table 24: Staff Survey – Progress against Targets 2018**

Mode	Target 2018	2018/19 Survey Result	Difference
Car alone	27%	37%	10%
Car share	14%	8%	6%
Walking	12%	7%	5%
Cycling	9.5%	7%	
Bus	15%	15%	0%
Train	21.5%	25%	3.5%
Motorbike	1%	1%	0%

Table 24 shows that the targets set for bus, train and motorcycle were achieved with rail travel exceeding the target by 3.5%. However, car walking and cycling targets were not achieved.

### 5.2 Revised Targets

Table 25 below sets out the staff mode share targets for the period 2019-2023. This demonstrates that it is planned to reduce single car travel and to increase the proportion of car

sharers, both of which will be supported by a new needs based parking system. Mode share for walking and cycling is targeted to increase as a result of the high staff catchment for walking and cycling as well as proposed significant investment in walking and cycling facilities on the Campus, making travel by these modes more attractive. Given recent increases in the mode share for rail and bus and the attainment of targets in these areas, there is not proposed to be any significant change in the mode share for these modes of travel going forward however it is recognised that emerging investment including new Merseyrail rolling stock will make travel by these modes more attractive.

**Table 25: Staff Mode Share Targets 2019-2023**

Mode	2018/19 Survey Result	2023 Target
Car alone	37%	25%
Car share	8%	13%
Walking	7%	10%
Cycling	7%	12%
Bus	15%	15%
Train	25%	24%
Motorbike	1%	1%

Source: Mott MacDonald

### 5.3 Monitoring

It is intended that staff mode share targets will be conducted at a minimum of every two years between 2019 and 2023 to monitor progress against targets set in Table 25.

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.

### 5.4 Summary

Good progress has been made in achieving targets from the previous Travel Plan. Targets have been achieved for bus and motorcycle travel and have been exceeded by 3.5% for rail Travel.

The targets for this Travel Plan period (2019-2023) therefore aim to increase walking and cycling mode share, increase car sharing to a level similar to that achieved in 2013/14 and reduce single occupancy vehicle trips to the site by around 10%.



## 6 Travel Plan Action Plan 2019-2023 & Review

The previous Travel Plan was completed in 2014 and was intended to cover the period 2014 to 2018 (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 provided within this section.

Although the University has made much progress in implementing measures from the previous Travel Plan, 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. Therefore, new measures have been developed since the previous Travel Plan and are set out in the tables below.

The Travel Plan Action Plan for 2019-2023 is outlined within Table 27 and includes the key action owners and indicative timescales for each measure.

**Table 26: Travel Plan Action Plan Review and New Actions**

Item	Action	Progress to date	Proposed Further Action
<b>Establish Student Travel Patterns &amp; Monitoring</b>			
1	Student travel survey - undertake web-based travel survey of all University students to enable travel mode share targets to be identified. Repeat every two years as part of monitoring exercise	Action ongoing	Student survey is to be undertaken at the same frequency of the staff survey (every 2 years)
2	Staff travel survey - Repeat every two years as part of monitoring exercise	Action ongoing	Continue to undertake staff travel survey every 2 years
<b>Promotion/Marketing/Communications</b>			
3	Produce third edition of Staff and Student Travel Plan Guide, to include details of new initiatives and transport links with Leahurst, Ness Gardens, Wyncote and the Halls of Residences	Travelwise are currently involved in producing version 2 of the Travel Plan Guide	Promote the how to get to guide to staff and students
4	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
5	Participation in annual events such as cycle and walk to work week and Travelwise week / Green Week	Action ongoing	Continue to participate in sustainable travel events.
6 *NEW*	Work with partners across the Knowledge Quarter on area wide sustainable travel marketing	Action underway	Commission Knowledge Quarter walking and Cycling Strategy
<b>Public Transport</b>			
7	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.
8	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
9	Upgrade all bus stops at the Main Campus, Carnatic Halls and Leahurst identified as being of poor quality	Bus stops at Greenbank Halls of Residence have now been upgraded to high quality and capacity	Liaise with Merseytravel and Travelwise regarding available grant funding to upgrade poor quality bus stops
<b>Cycling/Walking/Motorcycle</b>			
10	Promote a cycle mileage allowance for staff business trips undertaken by cycle	Action completed	Continue cycle mileage allowance.
11	Update the Main Campus campus maps and wayfinding boards to show all cycle storage facilities	Action ongoing. Updates to include new cycle storage and locker facilities at Greenbank Halls of Residence	Campus maps are updated on a regular basis. Map to be updated as the proposed new Cycle Strategy comes forward
12	Continue operating the existing Cycle to Work scheme with P&MM	Action ongoing	Continue the provision and promotion of scheme
13	To manage the movements of cyclists on campus through the development of key cycle routes	Masterplan Estate Strategy 2026+ articulates the principles for a new <i>Cycling Strategy</i> for the	Ensure progress is made on a KQ/UoL Cycling Strategy and lobby Merseytravel to ensure LCWIP

Item	Action	Progress to date	Proposed Further Action
		University, focusing on the need to tie together routes, storage and facilities	investment brings improvements to University cycle routes
14	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 planning applications for new buildings must adhere to	Continue to provide appropriately located cycle parking for new buildings
15	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. It is also important to ensure that this is considered within the development of the new Masterplan
16 *NEW*	Implement Bike buddies system	To be completed	Utilise keen cyclists to support new members of staff to build confidence to cycle as part of their commute
17 *NEW*	Activity/ Step challenge to support walking	To be completed	Launch an activity challenge to enthuse staff about the health and well-being benefits of walking from public transport interchanges to University
18 *NEW*	Provide staff cycle training and bike maintenance sessions	To be completed	Engage an external provider to undertake lunchtime staff cycle training sessions
19 *NEW*	Promote the Liverpool Citybike cycle hire scheme	Action ongoing	Continue to promote Liverpool Citybike cycle hire scheme and available locations across University sites
<b>Car Parking Management</b>			
20 *NEW*	Introduce a needs based parking management system	A needs based parking recommendations has been produced which appraised a number of car park management solutions	Undertake a series of focus groups to begin consultation and engagement on policy and infrastructure requirements
21 *NEW*	Develop costs and scope for real time car park signage (VMS) and new barriers	None to date	Undertake feasibility study and implement infrastructure
22 *NEW*	Develop new on-site car parks to replace any spaces lost to development	A business case for a new MSCP is currently being prepared (one of three potential new MSCPs being explored by the University)	Progress business case for MSCP
23 *NEW*	Introduce remote car parking options to reduce pressure on on-site facilities	Discussions underway with Cathedral and Taskers in relation to leasing spaces	Lease spaces from third party land owners
24 *NEW*	Install electric car charging points (ensuring that numbers of spaces meet minimum requirements) in all new University car parks	To be completed	Develop costs and scope to install electric car charging points in all new MSCPs
<b>Car Sharing Clubs</b>			
25	Further incentivise car sharing through prize draws and other methods proposed.	N/A	Awareness raising events/articles to be held/disseminated to staff
26 *NEW*	Promote Liftshare car sharing platform	Liftshare system now successfully set up	Expand Liftshare to become a pan-Knowledge Quarter car share network
<b>Business Travel</b>			

Item	Action	Progress to date	Proposed Further Action
27	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
28	Promote a cycle mileage allowance for staff business trips undertaken by cycle	Action ongoing	Continue to promote the cycle mileage allowance
29	Undertake audit of all fleet operations	To be completed	Consider undertaking an audit of fleet operations
30	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
31 *NEW*	Work with Knowledge Quarter Partners on an integrated last mile delivery network	Action not yet started	To be completed

Source: Mott MacDonald

The actions to be taken forward and addressed within the period of this Travel Plan (2019-2023) are summarised in Table 27.

**Table 27: 2019-2023 Action Plan Summary**

Item	Action	Timescale	Responsibility
<b>Establish Student Travel Patterns &amp; Monitoring</b>			
1	Undertake student travel survey every 2 years to enable travel mode share targets to be identified	Ongoing (2020 and 2022)	Sustainability/Communications
2	Continue to undertake staff travel survey every two years	Ongoing (2020 and 2022)	Sustainability/Communications
<b>Promotion/Marketing/Communications</b>			
3	Produce and promote the third 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.	Ongoing	Sustainability
4	Ensure sustainable travel is a regular feature in the monthly team brief staff newsletter	Ongoing	Sustainability
5	Continue to participate in sustainable travel events such as cycle and walk to work week and Travelwise week / Green week.	Ongoing	Sustainability
6	Commission Knowledge Quarter walking and Cycling Strategy	Autumn 2020	Sustainability
<b>Public Transport</b>			
7	Continued provision and promotion of salary sacrifice scheme for the purchase of Merseytravel bus season tickets by staff	Ongoing	Sustainability/HR/Finance
8	Provide Travelwise with web links to University Travel Plan pages to promote the revised Travelwise 'How to get to guide' to staff and students	Summer 2019	Sustainability/ Communications/Travelwise

Item	Action	Timescale	Responsibility
9	Liaise with Merseytravel and Travelwise regarding available grant funding to upgrade poor quality bus stops to a similar standard to those at Greenbank and Brownlow Hill	Summer 2019	Sustainability/Merseytravel /Travelwise
<b>Cycling/Walking/Motorcycle</b>			
10	Continue to promote cycle mileage allowance for staff business trips undertaken by cycle	Ongoing	Sustainability/HR
11	Update Main Campus maps and wayfinding boards to include new cycle storage and locker facilities at Greenbank Halls of Residence	Autumn 2019	Sustainability/Signage
12	Continue provision and promotion of Cycle to Work scheme with P&MM	Ongoing	Sustainability
13	Lobby Merseytravel to ensure LCWIP investment brings improvements to University cycle routes		Sustainability/Merseytravel
14	Continue to provide appropriately located cycle parking for new buildings	Ongoing	Sustainability /Capital Projects/Masterplan
15	Ensure showers, equipment lockers and secure cycle storage facilities are included within the new Masterplan proposals and building design of all new capital projects	Ongoing	Sustainability /Capital Projects/Masterplan
16	Implement Bike buddies system- Utilise keen cyclists to support new members of staff to build confidence to cycle as part of their commute	Autumn 2019	Sustainability
17	Launch an activity challenge to enthuse staff about the health and well-being benefits of walking from public transport interchanges to University	Summer 2019	Sustainability
18	Engage an external provider to undertake lunchtime staff cycle training sessions.	Autumn 2019	Sustainability
19	Continue to promote Liverpool Citybike cycle hire scheme and available locations across University sites	Ongoing	Sustainability
<b>Car Parking Management</b>			
20	Introduce a needs based parking management system	Spring 2019-Winter 2021	Sustainability
21	Undertake feasibility study and implement infrastructure for real time car park signage (VMS) and new barriers	Winter 2019	Facilities Management
22	Progress business case for MSCP to develop new on-site car parks in order to replace any spaces lost to development	Spring 2019	Facilities Management
23	Finalise negotiations to lease spaces from third party car parks in proximity to Main Campus	Summer 2019	Facilities Management
24	Develop costs and scope to install electric car charging points in all new MSCPs	Autumn 2021	Facilities Management/Sustainability
<b>Car Sharing Clubs</b>			
25	Hold awareness raising events and disseminate articles to staff to incentivise car sharing through prize draws and other methods proposed	Ongoing	Sustainability /Communications
26	Expand Liftshare car sharing platform to become a pan-Knowledge Quarter car share network and further promote amongst staff	Autumn 2021	Sustainability/ Knowledge Quarter Partners
<b>Business Travel</b>			
27	Consider undertaking a business travel audit to review baseline 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)	Ongoing	Sustainability /Finance/Procurement
28	Continue to promote the cycle mileage allowance for staff business trips undertaken by cycle	Ongoing	Sustainability/HR
<b>Fleet Deliveries</b>			

<b>Item</b>	<b>Action</b>	<b>Timescale</b>	<b>Responsibility</b>
29	Consider undertaking an audit of fleet operations	Winter 2019/2020	Sustainability /Pool Car Manager
20	Consider the implementation of a formal fleet procurement policy linked to CO <sub>2</sub> emissions	Spring 2020	Sustainability
31	Work with Knowledge Quarter Partners on an integrated last mile delivery network	Autumn 2021	Sustainability/ Knowledge Quarter Partners

Source: Mott MacDonald

# 7 Travel Plan Delivery & Communication Strategy

This Travel Plan is designed to be a 'living document', continually evolving and updated as the Masterplan Estate Strategy and accompanying proposals are developed. This section sets out how the Travel Plan will be communicated amongst staff and students and how it will be delivered to ensure targets and measures are achieved.

## 7.1 Travel Plan Monitoring and Review

It is recommended that a period of 5 years be allowed for the Travel Plan to become firmly entrenched and for benefits, both economic and sustainable, to become fully measurable.

It is proposed that the progress of the Travel Plan towards achieving mode-share targets should be monitored on an annual basis. To this end, it is recommended that full surveys be undertaken in year 3 and 5 and smaller snapshot travel surveys be undertaken in Years 2 and 4. This will allow targets to be continually altered to reflect changes in travel opportunities in the KQ Liverpool area and at the site itself, levels of success and ensure that final targets are realistic and achievable. In this way, the Travel Plan document should be a continually evolving study which maintains a high level of relevance through to its conclusion.

Travel Plan progress will be continually monitored through the review of progress against measures identified for implementation. Progress made towards these measures will provide an indication of the speed of movement towards full realisation of the plan and will allow corrective actions to be undertaken should any part of the plan be poorly adhered to or lacking in impact. Progress reports and revised measures can then be produced on an annual basis.

In addition to travel surveys monitoring will also be undertaken in the form of reviewing usage of car parking, cycle parking and motorcycle parking, monitoring of business mileage and the take up of policies and promotions.

## 7.2 Communication Strategy

This document sets out the suggested engagement plan to ensure the Travel Plan measures are communicated amongst staff and students. To date staff have been engaged through travel surveys to inform the development and update of the Travel Plan document.

Moving forward the aims of the Communication Strategy are as follows:

- To provide feedback to staff on how their comments in the Travel Survey have informed the recommendations of the Travel Plan
- To ensure an open, equitable approach to managing staff and student travel to all sites
- To ensure staff and student retention/attraction

The suggested approach to achieving the above aims is through utilising the communication mechanisms at the Universities disposal including staff workshops, personalised journey planning, travel information and summaries of travel options. More detail on the suggested formats, communication mechanism and timetable are included in Table 28.

**Table 28: Communication Plan: Proposed Activity**

Activity	Method and Format	Timescales
<b>Staff Focus Groups</b>	<ul style="list-style-type: none"> <li>Host 5 workshops with each of the three University faculties in relation to the needs based parking strategy and produce a summary report of the key findings.</li> </ul>	<ul style="list-style-type: none"> <li>Summer 2019</li> </ul>
<b>Communication of a holding statement to staff via email/ social media.</b>	<ul style="list-style-type: none"> <li>Communicate to staff the strategy to support staff travel to the site by providing a small amount of car parking (at a higher cost) based on an assessment of need, park and ride and funded travel tickets in lieu of travel protection payments. This will be supported by policies and negotiation with providers to provide discounted public transport. Statement to include a timetable for further detailed plans to be provided.</li> </ul>	<ul style="list-style-type: none"> <li>Autumn 2019</li> </ul>
<b>Travel Expo</b>	<ul style="list-style-type: none"> <li>Invite transport providers including Merseytravel, Arriva and Stagecoach, to allow staff to consider the best options for travel/tickets and personalised journey planning.</li> </ul>	<ul style="list-style-type: none"> <li>Summer 2019</li> </ul>
<b>Consultation with key groups</b>	<ul style="list-style-type: none"> <li>Work with Trade Unions and Equality and Diversity representatives to assess and agree proposals and application processes.</li> </ul>	<ul style="list-style-type: none"> <li>Autumn 2019</li> </ul>
<b>Production of a Staff Guide to Travel Benefits</b>	<ul style="list-style-type: none"> <li>Develop a policy guide detailing the following aspects:                             <ul style="list-style-type: none"> <li>Staff Payment Protection Eligibility</li> <li>Staff Parking numbers and permit allocation/ application system</li> <li>Staff Parking Cost</li> <li>Park and Ride location, service schedule, eligibility and cost</li> <li>Opt out option for staff to receive an annual public transport tickets in place of payment protection</li> <li>Policies implemented including interest free loans to reduce the cost of travel tickets for staff</li> <li>Discounted tickets available for staff through signing up to Merseytravel purchase voucher scheme and Arriva and Stagecoach Employer Travel clubs</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Spring 2020</li> </ul>
<b>Knowledge Quarte Joint Transport Accessibility Group</b>	<ul style="list-style-type: none"> <li>Continue to organise bi-annual meetings to share best practice and discuss cross Knowledge Quarter initiatives.</li> </ul>	<ul style="list-style-type: none"> <li>June 2019</li> <li>December 2019</li> </ul>
<b>Application Window Advertisement</b>	<ul style="list-style-type: none"> <li>Communicate in advance and during of opportunity to apply for car parking and annual public transport tickets.</li> </ul>	<ul style="list-style-type: none"> <li>Summer 2019</li> </ul>

Source: Mott MacDonald

The following actions to inform staff of the Travel Plan are also recommended:

- Set up a Travel Plan intranet page with links to Travel Plan information
- Utilise on site TV screens
- Promote and co-ordinate site specific events such as 'Bike Week' or 'Car Free Day' at Trust sites
- Advertise Travel Plan activities and events via universally accessible forums including payslips, and posters located around each site e.g. promoting cycle to work scheme
- Travel Plan Surgeries and Fairs with Personalised Journey Planning Facility



- Monthly team briefings
- Weekly Wednesday e-newsletters sent directly to staff
- Staff e-polls
- Produce a 'Welcome information' for all new starters
- Produce and distribute 'How to Get To' guides throughout the organisation

## 8 Conclusions

Significant progress has been made since the development of the previous Travel Plan in 2014 with a number of measures in the 2014-2018 Action Plan now complete and mode share targets achieved for bus, rail and motorcycle travel. The University continues to implement incentives 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.

The University is in the middle of a period of exciting opportunities in relation to surrounding developments within the Knowledge Quarter and the development of the Masterplan Estate Strategy 2026+. Therefore, this Travel Plan will become increasingly important as land pressures reduce opportunities to provide more parking and attractive sustainable travel is required to cater for increasing numbers of students, staff and visitors.

The University is committed to developing appropriate and effective solutions to the above issues and is in the process of developing a needs based approach to manage the availability of car parking spaces for staff. The University will also continue to consider the views of its staff and students and monitor travel behaviour through regular surveys which can be used to measure the success and progress of Travel Plan actions.

This document will be reviewed and updated when necessary between 2019-2023 to reflect important changes in relation to surrounding developments which may impact travel to the site for students, staff and visitors.

# Appendices

A. Travel Survey 2018 Questions

69

## A. Travel Survey 2018 Questions

1. How many days a week, on average, do you travel to work?
  - 1
  - 2
  - 3
  - 4
  - 5
  - 6
  - 7
  
2. Do you have access to a car to make the journey to work?
  - Yes, every day
  - Yes, most days
  - Yes, but only occasionally
  - No
  - N/A I don't drive
  
3. What is your main mode of travel to work? (please select the mode you use for the majority of the journey)
  - Car (alone)
  - Car share (UoL Liftshare)
  - Car share (informal arrangement)
  - Bus
  - Train
  - Ferry
  - Taxi
  - Walk
  - Bicycle
  - Scooter/Motorbike
  - Work from home
  - Other (please specify)
  
4. Do you park within University car parks (both on campus and off campus e.g. Mount Pleasant Multi-Storey or Mount Vernon / Local Solutions car park)?
  - Yes
  - No
  
5. Why do you not use University car parks?
  - Availability of spaces
  - Inconvenience of car parks
  - Personal preference
  - Other (please specify)
  
6. If you park at the Main Campus, where do you usually choose?
  - North Campus
  - Central Campus

- South Campus
- Mount Pleasant Multi Storey Car Park (University Permit)
- Mount Vernon Car Park (University Permit)
- I park elsewhere (please state whereabouts in the box below)
- Not applicable
- Other (please specify)

7. Please select which days you work per week during term time and the days you use a parking space on site

Typical days I work on site per week:						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday

Days I park a car on site:						
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday

8. Do any of the following factors dictate why you usually travel to work using the mode you indicated? (*Please tick all that apply*)

- Medical condition or disability that affects your mobility
- I need to drop off and / or pick up children
- I need to drop off and / or pick up another adult en route
- Other caring responsibilities for a family member
- I need a car for work purposes
- Convenience
- Cost of parking puts me off driving
- Availability of parking puts me off driving
- None of these factors
- Other (please specify)

9. Do caring responsibilities regularly impact on when you arrive at or leave work?

- Yes
- No
- Prefer not to say

10. How often do you require use of your car for work related activities?

- Daily
- 2-3 times per week
- Weekly
- Monthly
- Not applicable

11. Which of the following do you occasionally use instead of your usual form of transport to work?

- Car alone
- Car with others
- Bus

- Train
- Ferry
- Walk
- Own bicycle
- Citybike
- Taxi
- Moped/motorcycle
- No alternative used
- Other (please specify)

12. Have you made any of the following changes to the way you travel to work in the last 12 months? (please tick all that apply)

- Car more often
- Reduced car use
- Increased public transport use
- Less public transport use
- I have increased my levels of walking or cycling
- I walk / cycle less than I used to
- I have not significantly changed how I travel to work in the last 12 months
- Other (please specify)

13. If you have changed your travel behaviour please tick all of the following that influenced this change:

- No change made
- Car Parking
- Better / Poor access to cycle facilities
- Travel Information event
- To save money
- Increase activity
- Improve health
- Change of home / work location
- Deteriorating health
- Other (please specify)

14. Which of the following measures would encourage you to use public transport, or use it more frequently to work? (please tick all that apply)

- Help with planning my journey, including routes and cost e.g on-line planner / smart phone app
- Real time information at bus stops & rail stations
- Enhanced security on public transport
- Less crowded / more comfortable public transport fleet
- Availability of park & ride or cycle & ride facilities
- Ability to purchase a public transport ticket through an interest free loan at work
- Better footpaths, lighting, CCTV etc. between work and bus stops/ rail stations
- Improved facilities on board public transport such as free Wi-Fi, next stop information, clean & quiet vehicles / carriages
- Clearer information on the most appropriate & cost effective ticket for my needs & how to obtain it
- Discounted season tickets

- Nothing would encourage me to use public transport
- Not applicable, I already use public transport regularly
- Other (please specify)

15. Which of the following measures would most encourage you to cycle or walk to work?  
(please tick all that apply)

- Loan schemes / discount for cycles and equipment
- Secure cycle parking
- Lockers
- Improved shower / changing / drying facilities
- Lockers for walking / cycling equipment
- Advice / training on cycle skills
- Information on walking / cycling routes to work
- Organised walking / cycling groups in the workplace
- Walking Apps / wearable tech incentives
- Incentives
- Improved signposting of active travel infrastructure
- Improved safety of routes (lighting etc.)
- Free resources or workplace challenges to encourage me to walk or cycle
- Incentives to assist you such as bikes, pedometers, fitbits, walking/cycling equipment
- Maps / Guides
- Personalised journey plan
- Not applicable, I already walk / cycle to work as much as possible
- Nothing would encourage me to walk or cycle to work
- Other (please specify)

16. To what extent does the University meet the needs of those who walk or cycle to work?

- Very Well
- Well
- Adequately
- Poorly
- Very Poorly
- Don't Know

17. Which of the following would make Car Sharing more attractive to you? (Tick all that apply)

- Ability to work more flexible hours to match with others in the car share
- Reduced parking charges or other financial incentives for car sharers
- A welcome pack to provide guidance on the effect of car sharing on drivers' insurance
- Access to a pool car in case of emergency
- Nothing
- Other (please specify)

18. Are you aware of any of the following facilities / benefits available to staff? (please tick all that apply)

- Secure Cycle parking
- Tax free Cycle to Work Scheme

- Interest free loan for Public Transport Tickets
- Showers / locker facilities
- Dedicated car share bays
- Reduced price bicycle 'D' locks

19. Would you be interested in the provision of a personalised journey plan indicating the travel options you have available based on your home location?

- Yes
- No
- Unsure

20. Would you be interested in taking part in a sustainable travel challenge - i.e. to pledge to travel sustainably to work at least occasionally for a period of time (incentives/prizes and information will be available to assist)?

- Yes
- No
- Unsure

21. How far do you travel to work? (single trip)

- Under 1 mile
- 1 to 2 miles
- 2 to 5 miles
- 5 to 10 miles
- 10 to 20 miles
- Over 20 miles

22. Do you work full time or part time?

- Full time (more than 34 hours a week)
- Part time (16-34 hours a week)
- Part time (less than 16 hours a week)

23. What is your primary role?

- Academic
- Clerical
- Professional, Management & Administration
- Manual
- Professional
- Research
- Technical

24. What is your home postcode?  
(Open ended response)

25. Please indicate your gender

- Male
- Female
- Prefer not to say

26. Which campus is your main place of work?



- Main North Campus (Brownlow Hill to Pembroke Place)
- Main Central Campus (Oxford St to Brownlow Hill)
- Main South Campus (Myrtle St to Oxford St)
- Leahurst
- Ness Gardens
- Wyncote
- Carnatic Halls
- Greenbank Halls
- Royal Liverpool Hospital
- Aintree Hospital
- Alder Hey
- Liverpool Women's Hospital
- Cancer Research Centre (Roy Castle)
- Other (please specify)

27. Do you ever need to travel to another campus other than Leahurst?

- Yes
- No

28. On average, how often you travel to another University location?

- Not applicable
- Every day
- 3 or more times a week
- Once or twice a week
- 2-3 times a month
- Less than once a month

29. How long are you normally on another site for?

- Whole day
- 4-6 hours
- 2-4 hours
- 1-2 hours

30. What mode of transport would you normally use for this journey? (if you use a combination of these modes select all that apply)

- Own car
- Pool Car
- Train
- Bus
- Taxi
- Cycle

31. If you drive, do you park your car within University car parks?

- Not applicable
- Yes
- No
- Sometimes

32. Have you ever missed or been late to an event i.e. workshops, conferences, seminars or meetings due to disruptions in public transport or difficulty finding a car parking space?

- Yes
- No

33. Do you have any comments to make about your journey to & from work?  
(*Open ended response*)

34. If you'd like to be entered into a prize draw for the chance to win 'Love to Shop' vouchers, please leave your work email address or name & telephone number in the box below  
(*Open ended response*)

