



**University of Roehampton  
Travel Plan  
2014 - 2019**

## Version Control

Version number	Purpose/ change	Author	Date
0.0	Creation of document	Peter Brett Associates Estates and Campus Services Environment Team	2014
1.0	Updated to include: details of additional provision of cycle parking spaces on site; frequency of monitoring and review; amendments to current travel measures in place; an appendix with updated action plan	Environment and Sustainability Officer Estates and Campus Services Environment Team	21/03/16
2.0	Updated with November 2016 travel survey data	Environment and Sustainability Officer Estates and Campus Services Environment Team	02/12/16
3.0	Updates to adjust targets, car sharing changed to reflect a sustainable mode of travel	Environment and Sustainability Officer Estates and Campus Services Environment Team	23/03/2017

# **University of Roehampton**

## **Travel Plan 2014-2019**

**A Travel Plan for students, staff and visitors.**

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## FOREWORD

The University of Roehampton is London's only Campus University, boasting 54 acres of parkland in the capital's southwest. It is close to the leafy London districts of Richmond and Putney, and central London is only 20 minutes away by train.

To support the successful operation of the University and deliver on its commitment to the environment, the University's Strategic Goals to 2025 include creating '*a campus environment that is a stimulating and inspiring place in which to study, work and live, and which is environmentally efficient*'. Therefore, Roehampton is encouraging staff, students and visitors to increase use of sustainable transport.

The University of Roehampton Staff Travel Plan was formally launched in 2010. It provided a framework for the implementation of initiatives to encourage and enable sustainable travel to the University. Significant progress has been made to implement various measures to encourage cycling as an alternative to the car. Notable measures include new high quality cycle parking shelters providing a total of 504 cycle parking spaces, a Cycle to Work salary sacrifice scheme for staff and the promotion a Bicycle User Group (BUG).

A Travel Options Guide (University of Roehampton, 2014) is available from the University 'Contact Us' webpages and staff have the opportunity to apply for loans to purchase annual season tickets for rail travel.

The University aims to encourage staff, students and visitors to use sustainable forms of travel where possible. It aims to reduce its environmental impacts and aspires to be a leading green University with ISO14001 Certification by 2019.

In the 2014-2019 Strategic Plan, the University also makes the following environmental commitments:

1. Continue to reduce the University's energy consumption
2. Utilise the campus teaching and research space as effectively as possible
3. Facilitate staff and student engagement in environmental activities
4. Continue to invest in facilities for staff, students and visitors to cycle to campus
5. Continue to exert pressure on relevant decision making bodies to improve public transportation
6. Continue to support biodiversity on and around the campus
7. Develop and promote sustainability within the University curriculum



## **Policy**

Current national and local government policies have and will continue to inform the development of this Travel Plan. Reference to these policies should ensure that this Travel Plan is developed and implemented in accordance with established policy aims and objectives.

### **National Planning Policy**

**National Planning Policy Framework (NPPF, 2012):** the Travel Plan reflects the NPPF guidance which states that “*the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel*” (Paragraph 29). There is a need to reduce car dependency, increase travel choices and encourage sustainable distribution.

### **Local Policy**

**Mayor’s Transport Strategy (MTS, 2010):** objectives of the Travel Plan are in line with several of the six goals of the MTS, including enhancing quality of life for all Londoners, improving transport opportunities for all Londoners, and reducing transport’s contribution to Climate Change.

**Transport in Wandsworth- Wandsworth Council Second Local Implementation Plan (LIP, 2011):** many of the ten objectives of the LIP are reflected in the Travel Plan, with a particular focus on higher proportions of travel by sustainable transport modes, the increased public awareness of transport choices, and the improvement of the quality of the local environment.

### **Travel Planning Guidance**

Further to the policy documents listed above, a number of key guidance documents and best practice examples have been reflected in preparation of this Travel Plan and include the following key documents.

- TfL ‘Travel Planning Guidance November’ (2013).
- The Essential Guide to Travel Planning’ (Department for Transport, 2007); and
- ‘Travel Plans, Transport assessments and statements in decision-taking’ (Planning Practice Guidance, 2014).

## **Enhancing Our Campus**

### **New student accommodation, library and conference suite**

The University is currently undergoing campus improvements to provide a student residence with 356 bed spaces (C2 Use Class), a library and a conference suite (both D1 Use Classes) for up to 200 delegates with 30 bed spaces for overnight guests.

The new development will effectively be car free with the only vehicular trips relating to deliveries and disabled students and visitors. The only anticipated additional vehicular trips would be associated with the variable use of the conference suite.

After developments are complete, monitoring will take place annually to determine whether there are any changes to the travel behaviour of staff and students (see page 17).

### **Securing and Enforcement**

The Travel Plan has been secured and enforced as it has been in implementation since 2014. It will be reviewed each year following travel survey results and updated further in 2019.

Staff and students are able to access the travel plan online and are informed about sustainable travel initiatives each academic year.

## Benefits of Developing a Travel Plan

There are many benefits to developing a Travel Plan for the University, extending to staff, students and visitors to the university, and also to the local community and environment.

### University

- Reduces the demand for parking spaces.
- Cycling and walking contributes to the health and well-being of staff and students.
- Promotion and support for sustainable travel options can assist with staff recruitment and retention and help attract students.
- Provides a framework for planning improvements and measuring sustainability.

### Individuals

- Helps to reduce traffic-related air pollution and the related mental and physical health impacts.
- Helps to improve the quality of life for staff by reducing travel congestion and consequent stress levels.
- Provides opportunities to build exercise into a daily routine.

### The Environment and Local Community

- Helps to reduce air and noise pollution.
- Helps to reduce congestion on local roads.



## Site in Context

This section outlines the general accessibility of the University of Roehampton in the context of the local area. Daily users expect on site each day include approximately 2,000 staff, 8000 students and 100 visitors and deliveries.

### Pedestrian access

The University campuses are easily accessible for pedestrians. The internal footpaths are well-lit and in a good state of repair.

Around and between the campuses, the pavements are generally wide and well-lit. Roehampton Lane is heavily trafficked, but there are a number of signalised pedestrian crossings and pedestrian refuges along its length.

To aid those travelling between sites, there are a number of cut-through footpaths in the area around Danebury Avenue, including between Froebel College and the Mount Clare campus.

### Cycling

The University is surrounded by quieter roads and routes signed for cyclists. There is easy and partially traffic free access by bicycle through Richmond Park to East Sheen, Ham, Kingston and Richmond and over Wimbledon Common to Raynes Park and Wimbledon. Both Richmond and Kingston can be reached via Richmond Park in approximately 30 minutes.

On-road cycle routes also run along Danebury Avenue, across Putney Heath, along Upper Richmond Road and along Sheen Lane. In addition, Priory Lane (running north-south to the west of the University) has an off-road cycle path along its western pavement.

The following routes are also recommended as quieter routes in TfL's cycling maps:

- 1) Highcliffe Drive and Sherfield Gardens - between the main campus and Mount Clare campus (NB Sherfield Gardens is one-way east-west only)
- 2) Crestway, Dover Park Road and Putney Park Lane - towards Putney and Putney Heath, via a cycle route through Queen Mary's Hospital (open 7am – 9pm weekday, 9am – 5pm weekends and public holidays)
- 3) Bank Lane - towards Sheen Lane for Mortlake

Destination	Cycle journey time (minutes)
Barnes	5
Roehampton Vale Asda	12
Putney	15
Putney Bridge (Fulham)	18
Wimbledon	25
Richmond	30
Kingston	30
Hammersmith	30
Kew Bridge	35



## Cycle parking

The University has over 600 cycle parking spaces, including 340 covered and secure spaces, available for staff and students across all sites. As the campus develops, additional cycle parking will be provided which will help the University to meet its sustainable transport objectives.

Location	Cycle parking spaces	
	Total Number	Total Covered
Chadwick Hall	36	0
Digby Stuart	198	178
Froebel	84	76
Southlands	134	50
Mount Clare	16	16
Whitelands	152	40

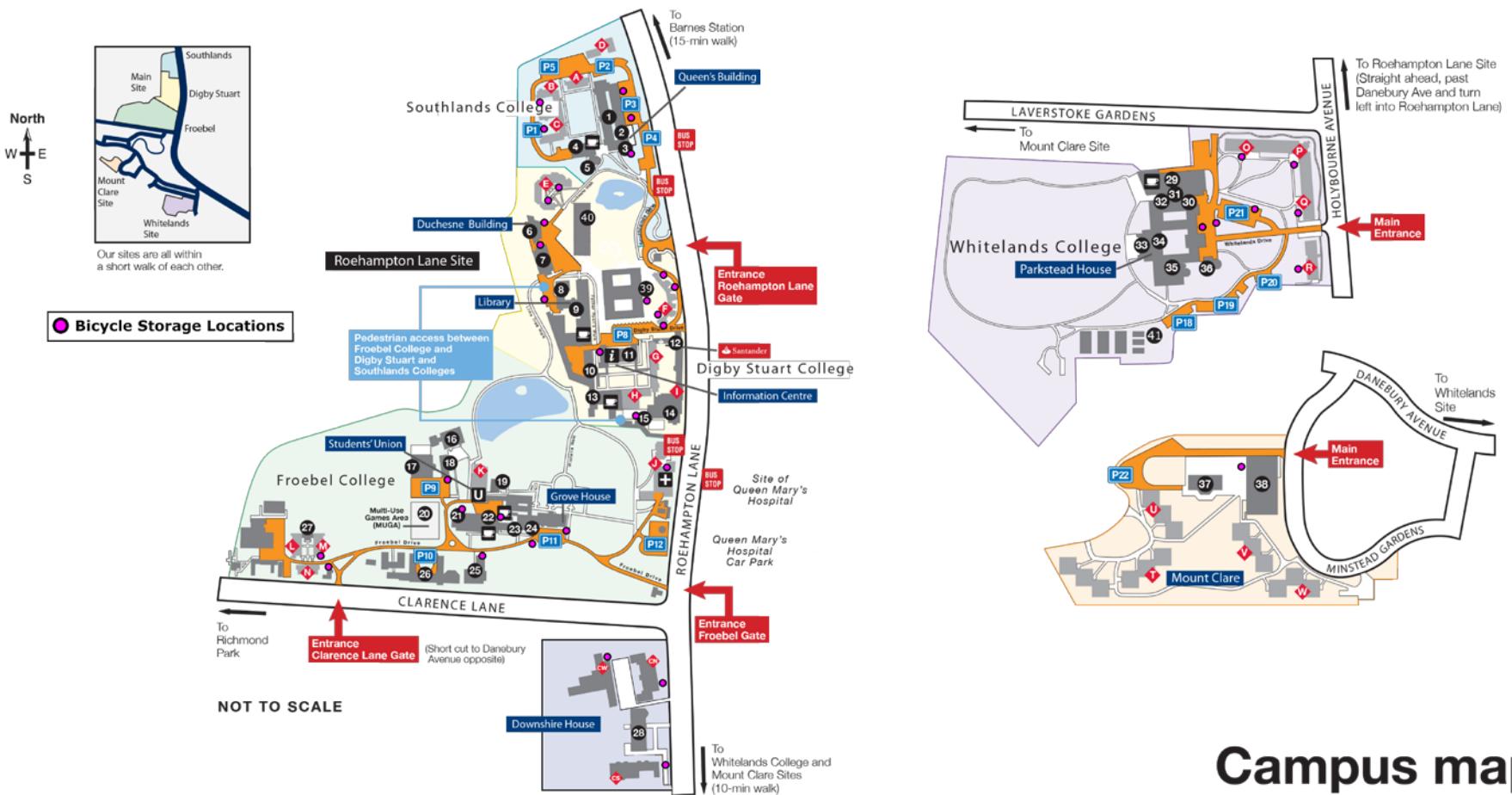


## Shower facilities

Showers are also available at the University:

- Digby College – in Howard toilets by Father Ryans' walk entrance
- Froebel College- in Davies PE and dance studio (students and staff)

- Southlands College -Quad café by the toilets (students and staff)
- Whitelands College - on lower ground floor outside stairwell C
- Mount Clare – in Picasso house for students and staff



# Campus map

Academic Departments	Buildings and venues	Other services	Residences	Froebel	Whitelands
1 Business School WC + LIFT + P 16 Dance WC 10 Drama, Theatre and Performance WC 20 Education 8 English and Creative Writing 13 Humanities 35 Life Sciences WC + LIFT + P 2 Media, Culture and Language LIFT + P 33 Psychology WC + LIFT + P 7 Social Sciences WC + LIFT	19 Brearley 25 Cedar WC 24 Chambers Rooms 2 Chapman Hall 17 Davies WC 29 Downshire House 5 Duchesne WC + LIFT + P 12 Erasmus House 41 The Foundry 31 Gilbert Scott Lecture Theatre 24 Grove House WC + P 7 Hirsch WC 13 Howard WC	27 Jebb Auditorium WC 10 Jubilee WC 29 Lulham 39 Manresa Hall 16 Michaelis 21 Montefiore Hall WC 27 Mount Clare House 18 Olive Garnett 33 Parkstead House WC + LIFT + P 36 Picasso 23 Portrait Room 1 Queen's Building LIFT + P 11 Richardson 29 William Morris Lecture Theatre	37 Accommodation Office 15 Digby Stuart Square 1 Information Centre (all student services and visit enquiries, and Access Centre) 9 Library and IT WC 1 Medical Centre 20 Multi-Use Games Area (MUGA) 3 Places of worship 22 Restaurants and Bars 18 ROEActive Gym 3 Santander bank 10 Student Welfare Offices 22 Union Bar 9 Wired Cafe WC + LIFT	<b>Southlands</b> Wesley Court Epworth Court Aldersgate Court Southlands Lodge	Beverley, Cheltenham Durham, Gilesgate Lawrence Kings, Melrose Walpole, Sutherland
New Buildings Under Construction				<b>Digby Stuart</b> Shaw House Lee House Bede House Newman House Stuart Lodge	Old, New and Garden Court Balla, Bellini, Blake Calder, Catlin, Cornell Dali, Degas, Duffy Eakins, Epstein, Etty
39 Conference centre				<b>Downshire House</b> Chadwick West Chadwick North Chadwick South	
40 Library					

## Public Transport

The University is easily accessible by public transport with a number of different ways of reaching the site by various travel modes as shown on the map below.

### Bus services

The University is well served by buses and the various services are summarised in the tables to the right.

### Train Services

Local trains are operated by South West Trains. As shown on Map 1, Barnes is the nearest station which is located in Travel Zone 3. It is about 15 minutes' walk from the Roehampton Lane Campus or a short ride on bus No. 72 or 265. Trains from Barnes go to Clapham Junction, Vauxhall and London Waterloo (stopping at smaller stations such as Putney on-route). In the opposite direction, trains go to Hounslow, Weybridge and Wimbledon, stopping at Kingston and Richmond.

There are:

- Eight trains per hour to Waterloo via Clapham Junction;
- Four trains per hour to Hounslow;
- Two trains per hour to both Weybridge and Wimbledon

### Underground

The nearest London Underground stations are Hammersmith, East Putney and Putney Bridge. District/Piccadilly/ Hammersmith & City Lines – take bus No. 72 from the bus station within the station.

**Bus Services in the Vicinity of Roehampton Lane Campus (Digby Stuart, Froebel and Southlands College) and Downshire House**

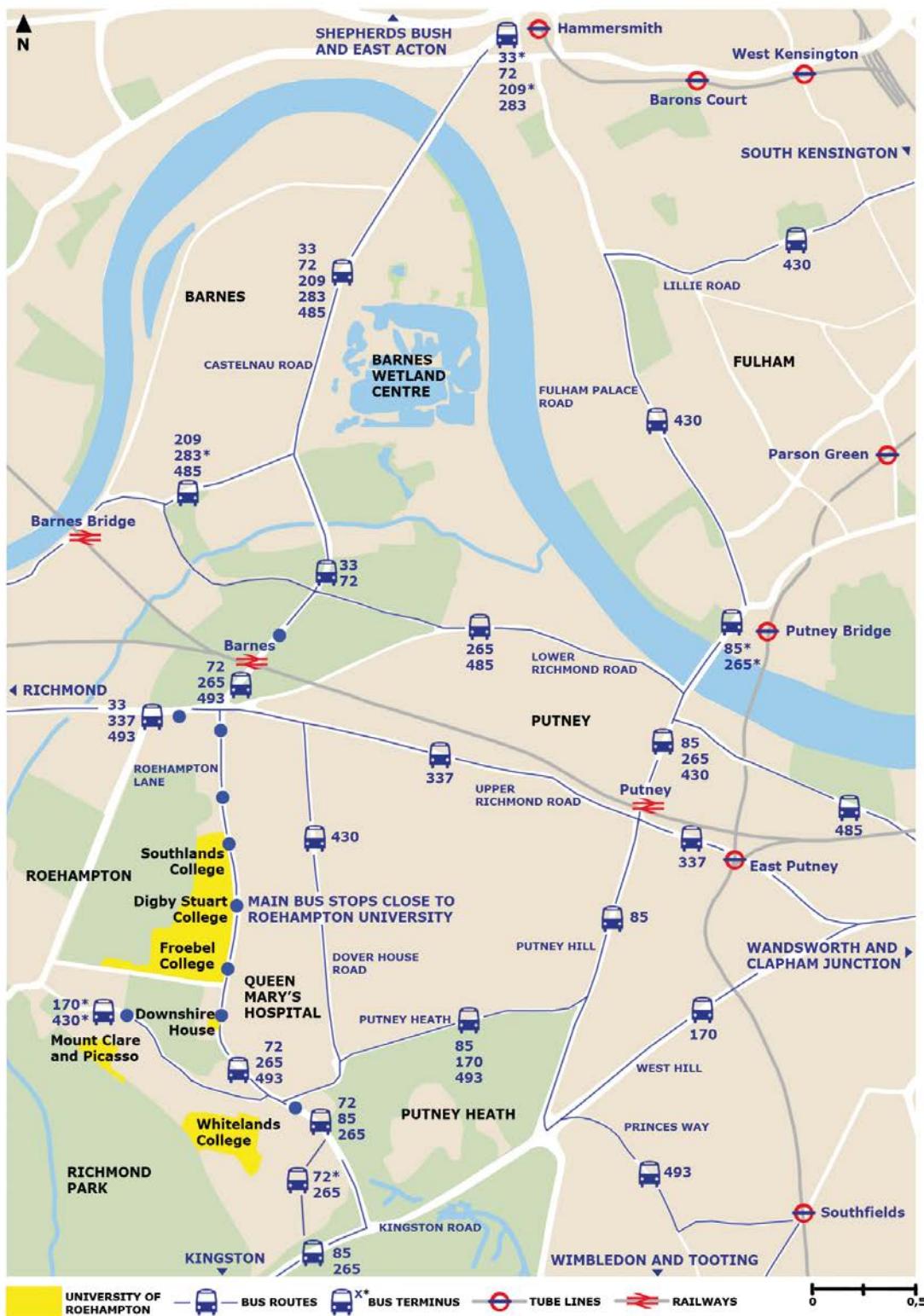
Route Number	Towards	Frequency (Mon-Fri daytime)
72	Barnes Station-Hammersmith-Shepherd's Bush Green-East Acton	Every 8 mins
265	Barnes Station-Putney-Putney Bridge	Every 12 mins
493	Barnes Common-East Sheen-Richmond	Every 12 mins
72	Alton Road-Bessborough Road	Every 8 mins
265	Alton Road-Roehampton Vale-Robin Hood Way-New Maldon-Tolworth	Every 12 mins
493	Putney Heath-Southfields-Wimbledon-Tooting Broadway	Every 12 mins
430	Doverhouse Road-Putney High Street-South Kensington	Every 8 mins

**Bus Services in the Vicinity of Whitelands College**

Route number	Towards	Frequency (Mon-Fri Day-time)
72	Barnes Station-Hammersmith-Shepherd's Bush Green-East Acton	Every 8 mins
265	Barnes Station-Putney-Putney Bridge	Every 12 mins
493	Barnes Common-East Sheen-Richmond	Every 12 mins
170	Putney Heath-Wandsworth Town- Clapham Junction	Every 10 mins
430	Doverhouse Road-Putney High Street-South Kensington	Every 8 mins
85	Putney Heath- Danebury Avenu-Mount Clare site	Every 8 mins
85	Kingston Hill-Kingston Bus Station	Every 8 mins
265	Kingston By-pass-Tolworth	Every 12 mins

From Putney Bridge Tube Station:

District Line- to the main campus and Downshire House take bus No.265 from outside the station.



# Current Travel Measures and Systems in Place

In recent years, the University of Roehampton has invested considerable effort in encouraging students, staff and visitors use sustainable travel options.

Some key achievements for specific transport modes and more general information and travel awareness are outlined in this section.

## WALKING

- Participation in the Living Streets “Walk to Work Week”, encouraging employees to walk more throughout the working day and on their commute.

## CYCLING

- New cycle parking shelters have been installed with each new campus development project
- A bicycle lock hire scheme was introduced through Security Services and publicised across all campuses.
- The University supports a Bicycle User Group (BUG).

## PUBLIC TRANSPORT

- Increased promotion of annual season ticket loans through inclusion in starter information and publicising in University news items.
- Promotion of public transport information through inclusion in the University Travel Options Guide.
- Encouraging visitors to use public transport as an alternative to the car.

## GENERAL PROMOTION AND TRAVEL AWARENESS

- A [Travel Options Guide \(2014\)](#) is available online and focuses on sustainable travel modes.
- Environmental induction are provided to all new starters.
- The locations of cycle parking, showers and changing rooms are sign-posted (see details on page 7 and map on page 8).



## Travel Patterns

This section describes student and staff travel patterns and trends at The University of Roehampton in 2016, and changes in mode share for staff since the initial Staff Travel Survey in 2014. The survey is iTrace compliant, which is a standard that is required for all development related travel plans in London. This means that the “main mode of travel” is the mode which staff and students travel furthest on during their journey to and from the University.

The survey reflects the impact of sustainable travel initiatives on staff travel and has informed the development of sustainable travel planning measures within this document. A summary of the 2016 Staff and Student Travel Survey is provided below:

### Overview

**The Travel Survey was made available to all staff and students between 1<sup>st</sup> November 2016 and 31<sup>st</sup> November 2016. In total 326 responses were received.**

Staff Respondents	Student Respondants
- 10% walk and 19% cycle	- 51% walk and 16% cycle
- 22% drive alone	- 2% drive alone
- 14% live within a 2 mile walkable distance of the University	- 51% live within a 2 mile walkable distance of the University
- 37% live within a 5 mile cyclable distance of the University	- 66% live within a 5 mile cyclable distance of the University

### Main modes of travel from survey - 2016 compared to 2014 and 2010 (staff)

Mode	Student			Staff		
	2014	2016		2010	2014	2016
<b>Sustainable modes</b>						
Walk	42.0%	<b>51%</b>		10.6%	10.9%	<b>10%</b>
Cycle	3.3%	<b>16%</b>		11.9%	13.6%	<b>19%</b>
Underground	7.0%	<b>5%</b>		2.3%	2.7%	<b>2%</b>
Train	16.3%	<b>17%</b>		15.9%	17.9%	<b>22%</b>
Bus	19.0%	<b>8%</b>		15.7%	10.4%	<b>15%</b>
Car Share	1.4%	<b>0%</b>		10.6%	7.0%	<b>2%</b>
Tram	1.5%	<b>0%</b>		2.3%	3.4%	<b>7%</b>
Work from Home	0.2%	<b>0%</b>		0.0%	0.2%	<b>0%</b>
<b>Other modes</b>						
Drive Alone	8.8%	<b>2%</b>		28.6%	32.9%	<b>22%</b>
Scooter/Motorcycle	0.4%	<b>0%</b>		1.6%	0.9%	<b>1%</b>
Taxi	0.2%	<b>1%</b>		0.5%	0.0%	<b>0%</b>

## Analysis

A very high percentage (51%) of student respondents travel by foot to the university, reflecting the large proportion of students (51%) that live within walking distance (0-2 miles). Only 10% of staff respondents walk to work which is less than in 2014 however more staff have further to travel in 2016, with only 14% living within 2 miles of the University.

The significant focus on cycling targets in the 2014 Staff Travel Plan has achieved a 5.4% increase in staff cycling.

Student travel patterns are very positive, with 97% of respondents using sustainable travel modes (walking, cycling or public transport) as their main mode of travel, and less than 10% of respondents driving alone.

Fewer staff car share in 2016 compared to the 2014 survey results but over the same period, single occupancy driving has decreased even more, indicating that this is due to people switching to alternative modes of transport.

## Objectives and Targets

The overall objective of this Travel Plan is to reduce the number of car journeys by staff and students to and from the University and correspondingly increase the use of sustainable modes of transport.

The objectives of the Travel Plan are as follows:

1. To reduce single occupancy car use
2. To encourage greater use of sustainable transport amongst staff and students
3. To improve awareness of facilities that encourage active travel
4. To raise awareness of the environmental and health benefits of active travel

The realisation of these objectives will produce a modal shift to more sustainable travel modes of transport.

The targets should help achieve and be related to each of the Objectives above. An 'outcomes-based' approach has been employed, which specifies outcomes linked to specific targets. The Travel Plan targets are SMART:

Specific  
Measurable  
Attainable  
Realistic  
Time-bound



### Staff Travel Survey Targets

Separate targets for staff and students have been set to reflect differences in general travel patterns. These targets will be reviewed and adjusted annually to maintain a continuous improvement.

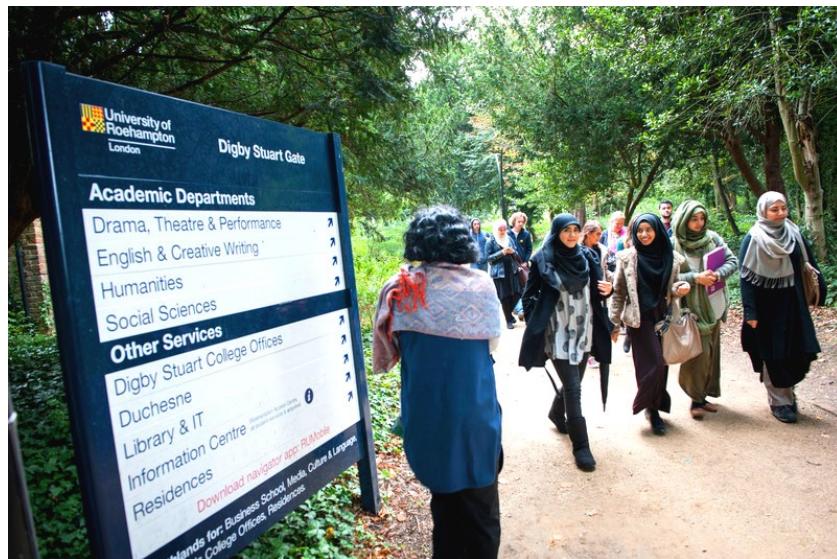
Mode	2016 (Actual)	2017 (Target)	2018 (Target)
Sustainable modes	77%	80%	82%
Other modes	23%	20%	18%

### Student Travel Survey Targets

Mode	2016 (Actual)	2017 (Target)	2018 (Target)
Sustainable modes	97%	98%	98%
Other modes	3%	2%	2%

# Measures

The University of Roehampton endeavours to meet the transport needs of staff and students through the continuous consideration and adoption of new and innovative measures. Offering a wide variety of measures will allow staff, students and visitors to the University to choose measures that suit their personal situations. Information should be available to staff and students to help them identify which mode of travel is most suitable. Each of the following actions has been and/or will be introduced, refined and expanded upon over time according to the goals and objectives of the Travel Plan.



Objectives	Actions
1. To reduce single occupancy car use	<ul style="list-style-type: none"><li>• Publicise the environmental, social and financial benefits of car sharing</li><li>• Consider developing incentives for car-sharing, e.g a guaranteed car parking space</li><li>• Car park management plan</li><li>• To consider the possibility of car park charging</li></ul>
2. To encourage greater use of sustainable transport amongst staff and students	<ul style="list-style-type: none"><li>• Update travel internet pages regularly and include links to journey planning websites e.g. TFL, walkit.com</li><li>• Promote the Growhampton Bike Hub</li><li>• Promote interest free rail season ticket loans for staff</li><li>• Promote cycle purchase loan scheme (cycle scheme)</li></ul>
3. To improve awareness of facilities that encourage active travel	<ul style="list-style-type: none"><li>• Ensure regular engagement with the Bicycle User Group (BUG)</li><li>• Review the current provision of showers and lockers</li><li>• Promotion of the Bicycle Lock Hire Scheme</li><li>• Continue to increase the availability of secure and covered cycle parking</li><li>• Signpost the location of cycle parking, showers and changing rooms</li><li>• Promote Wandsworth's free cycle training courses</li></ul>
4. To raise awareness of the environmental and health benefits of active travel	<ul style="list-style-type: none"><li>• Set up an annual cycling promotion week</li><li>• Include information on active travel benefits within new staff inductions and also on new environmental information boards</li></ul>

# Management and Monitoring

It is stated in the Good Practice Guidelines (Department for Transport, 2009) that Travel Plans are living documents that need to be updated regularly and implementing a Travel Plan involves “*a continuous process for improving, monitoring, reviewing and adjusting the measures in the plan to reflect changing circumstances*”. Therefore, the management and monitoring of the Travel Plan is fundamental for achieving success and in gauging the outcome of the measures implemented and the progress made towards meeting the targets set.

## Management

The key to the implementation of the Staff and Student Travel Plan is the nomination of a Travel Plan Coordinator who will act as a “champion” for the Travel Plan. Additionally, a number of other individuals and groups at the University will be assisting the TPC and implementing measures. These groups include HR, Marketing and Security. In the **Action Plan** each action is allocated to a lead person or team. The Travel Plan will be funded through University funding streams and if necessary by seeking external capital funding.

The Environment and Sustainability Officer based in Estates and Campus Services will act as the Travel Plan coordinator and will be responsible for:

- Promoting and encouraging the use of alternative modes of transport;
- Conducting Employee Travel Surveys and submitting feedback through reports.
- Overseeing the implementation of the Travel Plan

## Senior management support

The Travel Plan has the support of senior management. The Senior Management Champion is Reggie Blennerhassett, Pro Vice-Chancellor.

## Funding

The site-wide travel plan co-ordinator post, travel plan measures and monitoring programme are funded by the University's Health, Safety and Environment budget. There are therefore sufficient funds available for Travel Plan implementation.

## Monitoring and Review

It is important to continue carrying out regular Travel Surveys with staff and students. These will be and carried out on an annual basis (each November) to capture and understand how different measures are influencing the new intake of students each year. In 2016 this will also help the University to establish travel patterns following the opening of the new student accommodation.

The surveys will be conducted following the same methodology each year to ensure that the data is comparable.

Questions in the Travel Surveys would include:

- Main mode of travel to/from Roehampton University on a typical working day
- Reasons for travelling by different modes to the University
- Opinions on measures that would encourage staff and students to travel more sustainably
- Opinions on measures recently implemented in order to gauge reactions and receive feedback.

The results of the Staff and Student Surveys will be compiled to report on progress and provide updates to this Travel Plan. This will include updating annual targets and reviewing measures. Travel survey results will be released to staff and students in February of each year. The University will report the travel survey results to Wandsworth Borough Council Planning Department by the following March and agree any necessary changes to the University Travel Plan at that time.

## Appendix 1

### Action Plan

Objectives	Target	How we will measure progress	Target achievement date	Owners	Critical dependencies
<b>To reduce single occupancy car use</b>	To reduce total single occupancy car use from a baseline of 40% in 2014 to 18% in 2019	Undertake a travel survey – to quantify the % of car sharers and how many staff would consider car-sharing	November 2016 then annually	Environment Team	Staff cooperation, survey tools, access to car share database/websites
<b>To encourage greater use of sustainable transport amongst staff and students</b>	To increase the mode share of sustainable modes of transport from 55.5% in 2014 to 90% in 2018	Monitor the number of active group members of the Bicycle User Group (BUG)	Ongoing	Environment Team	Staff cooperation, success of the BUG
		Involvement and feedback from National Bike Week	June 2016	Environment Team/ Students Union	Staff cooperation, weather conditions
<b>To improve awareness of facilities that encourage active travel</b>	To increase the mode share of sustainable modes of transport from 55.5% in 2014 to 90% in 2018	Undertake a travel survey to quantify the % of cyclists. Monitor usage of cycle storage and the number of spaces available	November 2016 then annually	Environment Team / Estates and Campus Services	Staff cooperation and budget for improvements
<b>To raise awareness of the environmental and health benefits of sustainable travel</b>	To increase the mode share of sustainable modes of transport from 55.5% in 2014 to 90% in 2018	Undertake a travel survey to quantify the travel habits % of staff and students	November 2016 then annually	Environment Team /HR	Staff cooperation
		Monitor sign ups to the staff cycle scheme and rail season ticket loans	May 2017	Environment Team	Staff cooperation and continued use of these travel schemes

## References and Further Information

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