A Message from the Principal and Vice-Chancellor

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Find out more
Arts University Bournemouth is a specialist institution, where teaching and learning take place in an environment dedicated to art, design, media and performance practice and offers a uniquely relevant experience for students wishing to develop their talents and enter the competitive world of the creative industries.

For our students to continue to get the most from this experience we must ensure that our site remains accessible to all, and that we have the potential to invest in our facilities to provide the best possible student experience, maintaining our excellent track record of graduate achievement.

It is for this reason that I welcome the publication of the Sustainable Transport and Travel Plan 2015-2020, which is more ambitious than ever before. It will seek to build on the successes of previous plans, by offering a wider range of measures and initiatives to help our students and staff make the transition to more sustainable modes of transport.

The Sustainable Transport and Travel Plan 2015-2020 will enable us to continue to reduce our impact on the environment, both locally and globally; it will allow us to be good neighbours in the wider community; it will support us in further developing our teaching space and facilities; and it will bring health, wellbeing and other benefits for individual students and staff.

I would encourage all in the Arts University Bournemouth community to play their part in supporting the aims of the Sustainable Transport and Travel Plan 2015-2020 to ensure we can continue to fulfil our potential as a specialist creative institution committed to excellence and professionalism.

Professor Stuart Bartholomew CBE
Principal and Vice-Chancellor
The Arts University Bournemouth Sustainable Transport and Travel Plan was first published in 2003.

The aim of the Sustainable Transport and Travel Plan is to promote a sustainable, integrated approach to transport, which will reduce the impact of the University on the local environment and community, particularly in terms of congestion and traffic pollution, and ensure we are making a contribution to national carbon reduction targets by reducing single occupancy car use and increasing the use of sustainable modes of transport such as walking, cycling and public transport. The plan thus contributes to the University’s intentions, outlined in its Sustainability Plan, to minimise its impact on the environment.

Since the launch of the first Sustainable Transport and Travel Plan, Arts University Bournemouth has been committed to investing in the necessary measures, initiatives and infrastructure required to promote sustainable travel behaviour, and we have a proven track record of success. Since 2002, single occupancy car use has been reduced from 64% to 49% for staff, and from 15% to 12% for students. We have seen many benefits from our Sustainable Transport and Travel Plan such as the introduction of the university bus services, installation of more sheltered cycle racks and other cycle storage provision, improved travel information, and incentives such as salary sacrifice schemes and interest free loans.

The existing measures and initiatives are well established and have contributed positively to the environmental performance of AUB, but our survey data shows that we must continue to maintain momentum, and provide a wider range of travel options, incentives and measures for our students and staff. This will enable us to continue to improve our performance against targets, and consolidate our position as a responsible neighbour which takes its environmental obligations seriously.

The purpose of this document is to provide up-to-date information about the performance of our Sustainable Transport and Travel Plan, its objectives, targets and initiatives, and to highlight the environmental benefits of sustainable travel.
THE SUSTAINABLE TRANSPORT AND TRAVEL PLAN AIMS TO ACHIEVE THE FOLLOWING KEY OBJECTIVES:

— Raise employee and student awareness regarding travel to work and its impact on the environment.

— Improve accessibility to all University users, including staff, students and visitors.

— Deliver a long term commitment to changing travel habits by reducing single occupancy car use to and from AUB.

— Allow AUB to play its part in assisting with the achievement of sustainable travel goals and targets promoted by national and local policy.

— Improve student, staff and visitor perceptions of travel to AUB by non-car modes, and the associated benefits to health and wellbeing.

— Promote an environmentally responsible attitude and approach to transport and travel issues.

While we expect the objectives to remain current throughout the period of the Plan, the priorities and approaches will be reviewed each year by the Environment Committee to ensure that they remain appropriate and effective.

THE SUSTAINABLE TRANSPORT AND TRAVEL PLAN OBJECTIVES

STAFF AND STUDENT TRAVEL SURVEYS ARE KEY TOOLS IN MONITORING PERFORMANCE AGAINST OUR SUSTAINABLE TRAVEL OBJECTIVES AND TARGETS, AND ARE CARRIED OUT APPROXIMATELY EVERY TWO YEARS.

STAFF TRAVEL SURVEY

This section of the Plan gives a brief overview of the output from the 2014/15 Arts University Bournemouth Staff Travel Survey, which was available for staff to complete online between 09/02/2015 and 28/02/2015.

A total of 210 staff completed the survey, representing a 71% response rate from current full time equivalent (FTE) university staff (294).

The demographic data collected indicated:

— 63% of respondents were female, 36% were male, with the remainder preferring not to say

— 39% of respondents were academic staff, 60% were professional services staff, and the remaining 1% were affiliate staff

— Approximately 3% of respondents considered themselves to have a disability

— The majority of responses came from full time staff (71%), with 26% working part-time and the remainder working term time only

— The age range of staff completing the survey varied from under 25 to over 65, with the majority aged 26-55.

Headline Results:

— More than 56% of staff live within 5 miles of the AUB campus, but the furthest commute recorded was from North West London.

— Some 48.8% of staff travelled to work as sole occupancy car drivers, as their main mode of transport.

— The next most popular main mode of transport was dedicated University bus services (10.6%), followed by cycling (9.2%), multiple modes (9.2%) and car with others / car sharing (8.2%)

As can be seen from the graph below, there is a slight upward trend in single occupancy car use since this mode reached its lowest point in 2008. However, it remains considerably lower than the baseline year (2002), as well as being lower than 2004, 2008 and 2010.

There has been a corresponding downward trend in the percentage of staff walking, cycling and using public transport.

A more comprehensive and robust set of travel plan measures will be introduced in the current plan period to reverse this recent trend.
**Student Travel Survey**

This section of the plan provides a brief overview of the findings of the 2014/15 AUB Student Travel Survey, which was available for students to complete online between 09/02/2015 and 08/03/2015.

A total of 611 students completed the survey, representing an 18.5% response rate from current university students (3315). This is broadly in line with higher education sector averages.

The demographic data collected indicated that:

- 98% of students surveyed were studying full time
- 20% of students lived in a University hall of residence, with 85 responses from Madeira Road, 11 from West House, 22 from Winton Halls and 3 from George Close
- 6% of students considered themselves to have a disability that impacted on their travel choices

**Headline Results:**

- More than 82% of students live within 5 miles of the AUB campus, primarily within the Bournemouth and Poole conurbation.
- The longest commutes recorded were from Fareham (47 miles), Amesbury (40 miles), Sherborne (37 miles), Dorchester (36 miles), Southampton (34 miles), Sturminster Newton (28 miles) and Fordingbridge (20 miles).
- Some 38% of students walk to AUB as their main mode of transport.
- The second most popular main mode of transport was dedicated University bus services (19%), followed by cycling (13%), and single occupancy car use (12%), other buses (5%), car sharing (5%) and train (under 1%). Approximately 5% identified that they use multiple modes, with the most notable being drive then walk.

The graph below shows that there has been a slight downward trend in the proportion of students walking and cycling to University since 2012. From the free text comments in the survey, there is an indication that a number of students are concerned about safety whilst walking and cycling, and cycle safety and security will be a key target for improvement during this plan period.

There has been a corresponding increase in students driving alone over the same period, while car sharing has remained largely static.

A more comprehensive set of travel plan measures and promotions will be introduced during the current plan period in response to this trend.

There has however been an upward trend in the percentage of students using public transport since 2010, which may be attributable to improvements in the Bus for BU services since that time.

Both the staff and student travel surveys also gathered data on attitudes to sustainable travel and potential measures and initiatives, which have informed the development of this plan.
Overall Performance

The following table provides a detailed comparison between travel plan surveys from 2002 to 2015.

The following data illustrates performance against travel plan targets, based on survey data.

### Table 1: Comparison between travel plan surveys in detail

<table>
<thead>
<tr>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Staff surveyed (total staff FTE)</td>
<td>93 (170)</td>
<td>127 (210)</td>
<td>155 (280)</td>
<td>177 (323)</td>
<td>159 (322)</td>
<td>154 (313)</td>
<td>210 (294)</td>
</tr>
<tr>
<td>Staff response rate %</td>
<td>55%</td>
<td>60%</td>
<td>55%</td>
<td>55%</td>
<td>49%</td>
<td>49%</td>
<td>71%</td>
</tr>
<tr>
<td>Students surveyed (total student FTE)</td>
<td>904 (1500)</td>
<td>421 (2000)</td>
<td>426 (2434)</td>
<td>429 (2795)</td>
<td>1194 (3210)</td>
<td>1078 (3271)</td>
<td>611 (3315)</td>
</tr>
<tr>
<td>Student response rate %</td>
<td>60%</td>
<td>22%</td>
<td>18%</td>
<td>15%</td>
<td>37%</td>
<td>33%</td>
<td>18%</td>
</tr>
<tr>
<td>Staff cycling (as main mode)</td>
<td>8%</td>
<td>6%</td>
<td>14%</td>
<td>15%</td>
<td>18%</td>
<td>13%</td>
<td>9%</td>
</tr>
<tr>
<td>Staff walking</td>
<td>9%</td>
<td>13%</td>
<td>12%</td>
<td>14%</td>
<td>13%</td>
<td>12%</td>
<td>7%</td>
</tr>
<tr>
<td>Staff using public transport</td>
<td>5%</td>
<td>9%</td>
<td>15%</td>
<td>18%</td>
<td>10%</td>
<td>16%</td>
<td>14%</td>
</tr>
<tr>
<td>Staff car sharing</td>
<td>12%</td>
<td>12%</td>
<td>11%</td>
<td>11%</td>
<td>4%</td>
<td>8%</td>
<td>8%</td>
</tr>
<tr>
<td>Staff car driven alone</td>
<td>64%</td>
<td>57%</td>
<td>47%</td>
<td>42%</td>
<td>52%</td>
<td>48%</td>
<td>49%</td>
</tr>
<tr>
<td>Student cycling (as main mode)</td>
<td>12%</td>
<td>13%</td>
<td>11%</td>
<td>17%</td>
<td>15%</td>
<td>18%</td>
<td>13%</td>
</tr>
<tr>
<td>Student walking</td>
<td>40%</td>
<td>31%</td>
<td>40%</td>
<td>36%</td>
<td>47%</td>
<td>47%</td>
<td>38%</td>
</tr>
<tr>
<td>Student using public transport</td>
<td>24%</td>
<td>24%</td>
<td>27%</td>
<td>29%</td>
<td>19%</td>
<td>23%</td>
<td>25%</td>
</tr>
<tr>
<td>Student car sharing</td>
<td>8%</td>
<td>10%</td>
<td>5%</td>
<td>4%</td>
<td>6%</td>
<td>5%</td>
<td>5%</td>
</tr>
<tr>
<td>Student car driver alone</td>
<td>15%</td>
<td>20%</td>
<td>16%</td>
<td>14%</td>
<td>12%</td>
<td>6%</td>
<td>12%</td>
</tr>
</tbody>
</table>

### Table 2: Performance against Targets (Staff)

<table>
<thead>
<tr>
<th>Target Area</th>
<th>2012 Actual</th>
<th>2014 Target</th>
<th>2014/2015 Actual</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>12%</td>
<td>14%</td>
<td>7%</td>
</tr>
<tr>
<td>Cycling</td>
<td>13%</td>
<td>16%</td>
<td>9%</td>
</tr>
<tr>
<td>Public Transport</td>
<td>16%</td>
<td>17%</td>
<td>14%</td>
</tr>
<tr>
<td>Car Sharing</td>
<td>8%</td>
<td>8%</td>
<td>8%</td>
</tr>
<tr>
<td>Single occupancy car use</td>
<td>48%</td>
<td>45%</td>
<td>49%</td>
</tr>
</tbody>
</table>

Note: 13% use other means of transport, including mixed modes

The data indicates that AUB did not meet its targets for students walking, cycling, or single occupancy car use, and narrowly missed its target for car sharing. The target for student use of public transport was exceeded.

### Table 3: Performance against Targets (Students)

<table>
<thead>
<tr>
<th>Target Area</th>
<th>2012 Actual</th>
<th>2014 Target</th>
<th>2014/15 Actual</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walking</td>
<td>47%</td>
<td>48%</td>
<td>38%</td>
</tr>
<tr>
<td>Cycling</td>
<td>18%</td>
<td>20%</td>
<td>13%</td>
</tr>
<tr>
<td>Public Transport</td>
<td>24%</td>
<td>24%</td>
<td>25%</td>
</tr>
<tr>
<td>Car Sharing</td>
<td>5%</td>
<td>4%</td>
<td>5%</td>
</tr>
<tr>
<td>Single occupancy car use</td>
<td>6%</td>
<td>4%</td>
<td>12%</td>
</tr>
</tbody>
</table>

Note: 7% use other means of transport, including mixed modes

The data indicates that the staff car sharing target has been met, as car sharing has remained static at 8%. However, the University missed other staff travel targets during this period.

Our aim is for 54% of staff and 93% of students to commute to the University by sustainable means (assuming all outlined targets are achieved) by 2020.
Review and minimise number of spaces out of use.

Promotional campaigns and regular events (e.g. prize draws, coffee mornings, etc.) to better promote car sharing and the car share scheme provided by Car Share Dorset.

Reinforce the dedicated parking for car sharers, and more careful monitoring of the benefits of car-sharing in terms of reducing actual ‘cars on the road’

Promote use of the Co-Wheels Car Club for staff who need a car for occasional business related travel.

More information: http://www.co-wheels.org.uk/.

Introduction or promotion of an interactive online walking route map, to identify the most accessible walking routes to campus.

Promotional events, including support for Walk to Work Week in May and a series of events throughout the year to promote the benefits of walking, for example lunchtime walks, provision of promotional materials, such as maps, pedometers and branded umbrellas.

Personal Safety Talks - Staff and students will be given the opportunity to attend a personal safety talk, delivered by the University Community Support Police Officer.

Improved walking routes and pedestrian crossing points - lobby the local authorities and BU to improve walking routes to the Arts University, and review walking routes on the AUB campus.

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MEASURES AND INITIATIVES


Table 6: Travel Plan Measures and Initiatives

<table>
<thead>
<tr>
<th>Target Area</th>
<th>Measure/Initiatives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roles and Responsibilities</td>
<td>In line with the aims of the Sustainability Plan, identify staff dedicated resource to support delivery of the Sustainable Transport and Travel Plan (STTP).</td>
</tr>
<tr>
<td>Roles and Responsibilities</td>
<td>Encourage greater involvement of the Students’ Union or their nominated representatives in implementing and monitoring the STTP, particularly in relation to bus services.</td>
</tr>
<tr>
<td>Behavioural Change Campaigns</td>
<td>Develop a Travel Information Pack (TIP) aimed at staff, students and visitors to provide all of the information required to make an informed choice about sustainable travel.</td>
</tr>
<tr>
<td>Behavioural Change Campaigns</td>
<td>Personalised Travel Planning Support - train relevant staff within Campus Services to provide personalised support to staff and students who are unsure about their travel options, and promote this opportunity.</td>
</tr>
<tr>
<td>Behavioural Change Campaigns</td>
<td>A range of initiatives to tackle entrenched travel habits, to be determined by Campus Services in line with Sustainability Plan objectives</td>
</tr>
<tr>
<td>Awareness</td>
<td>Full refresh of the Transport pages of the AUB website, to include full transport information, with a greater emphasis on the objectives of the STTP and the benefits of active travel.</td>
</tr>
<tr>
<td>Car Use</td>
<td>Review and refresh of Parking Policy, to include a review of permit costs and eligibility criteria and consultation on any proposed changes.</td>
</tr>
<tr>
<td>Car Use</td>
<td>Add line markings or bay markers to temporary car park to ensure maximum capacity.</td>
</tr>
<tr>
<td>Car Use</td>
<td>Allocated fleet vehicle spaces.</td>
</tr>
</tbody>
</table>

Car Use

Review and minimise number of spaces out of use.

Promotional campaigns and regular events (e.g. prize draws, coffee mornings, etc.) to better promote car sharing and the car share scheme provided by Car Share Dorset.

Reinforce the dedicated parking for car sharers, and more careful monitoring of the benefits of car-sharing in terms of reducing actual ‘cars on the road’

Promote use of the Co-Wheels Car Club for staff who need a car for occasional business related travel.

More information: http://www.co-wheels.org.uk/.

Introduction or promotion of an interactive online walking route map, to identify the most accessible walking routes to campus.

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Improved walking routes and pedestrian crossing points - lobby the local authorities and BU to improve walking routes to the Arts University, and review walking routes on the AUB campus.
<table>
<thead>
<tr>
<th>Target Area</th>
<th>Measure/Initiatives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cycling</td>
<td>Cycle safety and security campaign – A series of communications about cycle safety and security – e.g. promoting use of Gold Standard D Locks, providing subsidised locks and lights through the campus shop, give away of hi-vis items, etc.</td>
</tr>
<tr>
<td>Cycling</td>
<td>Urban Bike Skills Training - staff and students will be given the opportunity to attend an optional short course to improve the competence of riders new to cycling in an urban area or in the UK.</td>
</tr>
<tr>
<td>Cycling</td>
<td>Bike Maintenance Training - staff and students will be given the opportunity to attend an optional short cycle maintenance training course on campus.</td>
</tr>
<tr>
<td>Cycling</td>
<td>Improved cycle routes – the AUB will lobby the local authorities and BU to improve cycle routes to the University, and review cycle routes on the AUB campus.</td>
</tr>
<tr>
<td>Cycling</td>
<td>Improvements to facilities for cyclists and walkers, including provision of showers in the new Student Services building, increased security of the large cycle compound, enhanced signage, more lockers, showers and clothes drying facilities, and prevention of informal cycle parking in inappropriate places.</td>
</tr>
<tr>
<td>Cycling</td>
<td>Join Dorset Cyclists Network as an organisational member to secure discounts for staff and students.</td>
</tr>
<tr>
<td>Cycling</td>
<td>Cycle loan scheme – further promote the opportunity of an interest free loan to purchase a bicycle</td>
</tr>
<tr>
<td>Cycling</td>
<td>Reinstate the AUB Bicycle User Group to provide a termly forum for receiving feedback from staff and student cyclists.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Public transport</th>
<th>Full engagement in the re-tendering process for the University bus service, with particular focus on issues raised in the staff and student surveys such as vacation services, reliability, early morning departures, more AUB branded buses etc.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transport</td>
<td>Promote ‘rail plus bus’ as a sustainable mode – i.e. the option of using the U1 as a free service to get to the AUB from Bournemouth railway station; and promote PLUSBUS tickets for those arriving by rail to other stations in the conurbation.</td>
</tr>
<tr>
<td>Public Transport</td>
<td>Installation of Real Time Passenger Information (RTPI) on campus.</td>
</tr>
<tr>
<td>Public Transport</td>
<td>Discounts on rail and bus travel - Liaise with Yellow Buses to secure student discounts on Yellow Buses and South West Trains. Invite Yellow Buses to do promotions on campus.</td>
</tr>
<tr>
<td>Reduce the need to travel</td>
<td>In accordance with the Sustainability Plan, identify mechanisms which reduce the need to travel on business, and which encourage behavioural change.</td>
</tr>
</tbody>
</table>

These measures will be funded through the University’s budget process, including income from car park permit charges, and any building works will have a minor works bid tabled.

The Facilities budget will include provision for any publicity, promotional activities, competitions, sustainable transport facilities, car park security, university bus services and related events.
Day to day responsibility for implementation of the Sustainable Transport and Travel Plan sits with the Head of Campus Services.

The University Environment Committee (which meets termly) is responsible for overseeing the implementation of the plan, including carrying out an annual review of progress and developing future sustainable travel initiatives.

The 2015/16 membership includes:

- Two members of the University Management Team (including the Chair)
- Head of Campus Services
- Head of Digital Campus Services
- Procurement Manager
- Estates Manager
- Faculty Technical Managers
- Representatives from each faculty and directorate
- Students’ Union President
- SU Green representative

A full review and refresh of the Sustainable Transport and Travel Plan will take place in 2019/2020.

Staff and student travel surveys are an important tool in monitoring the performance of the Sustainable Transport and Travel Plan. Full staff and student travel surveys will continue to be carried out approximately every two years. These will aim to establish travel behaviour, attitudes to sustainable travel, support for potential measures and awareness of existing initiatives.

Other monitoring tools will include staff and student consultation, focus groups (when required), car park surveys and ongoing mechanisms for staff and student feedback.

Much of this document has focused on staff and student commuting to the University. However, in order to function effectively as an academic institution it is often necessary for staff and students to travel on University business.

The University has highlighted Scope 3 emissions, including business travel, as a key strand of its Sustainability Plan. A small sub-group has been established to identify the most effective ways of encouraging the use of sustainable transport for business travel.

Rail

The use of public transport is encouraged. All employees should avoid using air travel unless absolutely necessary and only with the authorised approval of the Director/Dean.

Air

All employees should avoid using air travel unless absolutely necessary and only with the authorised approval of the Director/Dean.

University vehicles

If a car does need to be used, it is expected that staff will book one of the University vehicle fleet. The University’s Drivers’ Guide sets out the terms and conditions for the use.

No student (apart from SU sabbatical officers) may use the University vehicles unless they are being employed by the University, for example as student ambassadors.

If no suitable University vehicle is available, it may be possible to use an external hire car or, in exceptional circumstances, a privately-owned vehicle. Details are included within the Drivers’ Guide.

MONITORING AND REVIEW

Business travel

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If a car does need to be used, it is expected that staff will book one of the University vehicle fleet. The University’s Drivers’ Guide sets out the terms and conditions for the use.
Switching to more sustainable modes of transport can have benefits for the University, individual staff and students, and the local community, as well as reducing our impact on the environment.

Health and Wellbeing Benefits of Active Travel

Active travel can have many benefits for health and wellbeing. Regular physical activity, such as walking and cycling, can reduce the risk of chronic conditions including coronary heart disease, stroke, type 2 diabetes, cancer, obesity and weight problems, mental health issues, stress and musculoskeletal conditions.

The statistics below highlight the health benefits of sustainable travel and the health consequences of travelling by car.

— A 35 year old man cycling 12 miles a day will extend his life expectancy by two and a half years on average compared with someone who takes no exercise at all (British Medical Association).

— The average double decker bus carries as many people as 22 cars and takes up just a seventh of the road space, making the roads safer for drivers and cyclists.

— Air pollution causes over 50,000 premature deaths each year in Britain (Guardian 2010).

— Cycling or walking for half an hour a day can halve the risk of heart disease (Health Education Authority).

— The proportion of trips made on foot in Britain has fallen from 30% in 1990 to 25% in 2004 and by 2009 both walking and cycling combined accounted for just 25% of trips. At the same time levels of obesity have increased.

— Walking for half an hour a day reduces the risk of heart disease by 50%

Walking and cycling is free, it improves your health and fitness, and takes away the pressure of hunting for a parking space!

Benefits for the University

The benefits to the University from encouraging more sustainable and active travel are varied, and include a healthier workforce, with less days lost due to sickness absences; reduced pressure on car parks ensuring access to the University for those staff, students and visitors who do need to drive; reduced car park management costs; improved reputation and relations with the local community; greater potential for AUB to secure planning permission for future developments; and improved performance in benchmarking exercises such as the People and Planet Green League.

Reduced Impact on the Environment

Making a choice to travel by more sustainable means can have a positive impact on the environment both locally and globally, by reducing emissions of carbon dioxide and other greenhouse gases, reducing air pollution, improving air quality, and cutting noise pollution.

The Sustainable Transport and Travel Plan makes an important contribution to our environmental management programmes at AUB.

Benefits to the Community

Promoting sustainable travel can reduce congestion and air pollution in the local area, improve safety for pedestrians and cyclists, reduce journey times, and improve relations with the wider community, as we demonstrate that we are a responsible local organisation.

Social Benefits

Unlike single occupancy car use travelling by public transport, car sharing, walking and cycling, give you the opportunity to interact with like-minded people and make new friends and can lead to the development of new hobbies such as rambling, mountain biking or cycle racing.
AUB will continue to enhance the travel information available to staff, students and visitors, through the provision of a Travel Information Pack, the University website, and regular emails to highlight new measures or other transport news.

Our intranet site has information relating to our Sustainable Transport and Travel Plan including:

- University Sustainable Transport and Travel Plan
- Location map
- Public transport information
- University bus service information

This has raised awareness and been a valuable tool in promoting the importance of sustainable transport.

With increases in staff and student numbers our Sustainable Transport and Travel Plan will come under greater pressure to reach its targets and consolidate successes, to ensure continued access for all and the future development of facilities on campus. During the course of this plan you will see an increased focus on campaigns to promote sustainable and active travel.

We will continue to promote the benefits of fostering respect for the environment and sustainable travel in conjunction with the Students’ Union, having stands at Freshers’ Fayre to increase awareness levels among arriving students. Other environmental and travel organisations will also be invited to attend, and a range of other communication methods will highlight travel issues and promote events.

In November 2005 we set up our own car share database through Liftshare.com which matches individuals from AUB and Bournemouth University who are willing to share their journeys. Membership is growing constantly and we hope this will increase car sharing amongst current single occupancy car drivers. The scheme is open to both staff and students.

Students can request personalised travel planning support through the Head of Campus Services, while any grants related to travel are dealt with by Student Services. Student comments and feedback are welcomed to inform future action.

AUB is a member of the Association for Commuter Transport, which provides travel planning information and resources, and a member of the Business Travel Network for Bournemouth, Poole and Dorset. The sharing of information between universities has informed us of best practice amongst other organisations. Our contribution to the local economy is used to influence public transport providers and local authorities. Our feedback enables these organisations to invest in more and safer cycle paths, improved bus and train services, pedestrian crossings, travel information, and most importantly, a cohesive approach to transport within the area and improved transport infrastructure.

For more information about transport to Arts University Bournemouth please visit: http://aub.ac.uk/contact-details/location/

For more information about sustainable transport and travel in general please visit the following online resources:
- Getting About (Bournemouth and Poole) http://www.gettingabout.co.uk
- University bus services: http://www.thebusforbu.co.uk/
- Yellow Buses: http://www.bybus.co.uk
- More Bus: http://www.morebus.co.uk/
- South West Trains: http://www.southwesttrains.co.uk/
- National Rail Enquiries: http://www.nationalrail.co.uk/
- Car Share Dorset: https://www.dorset.liftshare.com/
- Sustrans: http://www.sustrans.org.uk/
- Dorset Cyclists Network: http://www.dcn.org.uk/
- Ramblers Association: http://www.ramblers.org.uk/
- Traveline Journey Planner: http://www.traveline.info/
- Accessible Transport in South East Dorset: http://www.sedcat.org.uk/

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