

Solent University Travel Plan 3rd Edition 2025 – 2030

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Executive Summary

Solent University is committed to making a substantive impact on environmental sustainability. This objective is a key theme of the [Solent Strategy 2035](#). In working towards this objective Solent, like other organisations must examine the collective carbon emissions resulting from travel of those who work, study, or visit our campuses and satellite locations, and how that affects our ambition to reach net zero emissions.

Solent's Travel Plan includes information about why people travel to and from our campuses, why they travel in the ways they do, barriers preventing change to active and greener travel options, and how the organisation can encourage, and support sustained behavioural changes.

Changing to sustainable travel options contributes to reducing carbon emissions which helps improve air quality, may reduce the financial and mental burden of commuting, and aligns to the themes promoted in the University's Environmental and Sustainability Enabling Plan.

Additionally, any move towards active travel options of walking or cycling helps improve physical and mental wellbeing by adding regular exercise into an individual's daily routine.

The travel plan aims to promote an increase in active and sustainable travel while reducing reliance on cars, particularly single-occupancy journeys. The plan itself aligns its goals to the University's Carbon Management Plan and Southampton's [Green City Charter](#) of which Solent University is a co-signatory.

The plan will set out how the targets identified will be monitored and how accountability and ownership demonstrated.

1.0 Solent University's Commitment to Sustainability

Solent's Environmental and Sustainability Enabling Plan lists the University's specific commitments to reducing carbon emissions resulting from travel as follows.

- reduce single-occupancy car journeys and short trips.
- promote sustainable alternatives, walking and cycling and public transport.
- raise awareness of the environmental effects of all forms of transport
- support Southampton City Council's targets for reducing congestion and pollution.

Following the Covid-19 pandemic Solent has adopted a flexible approach to working practices, staff are able to work from home for part of the working week, resulting in a reduction in how often staff need to commute to campus.

This is the third edition of the University's travel plan and much has already been achieved with the provision of and improvement in the cycle storage and changing facilities, the introduction of the Cycle2Work scheme and improvements to the city campus as part of the Solent's Estates Strategy.

1.1. Southampton as a region, its composition and unique factors affecting travel within the area

Southampton incorporates an expansive geographical city region, is home to a championship league football team and stadium, a large retail hub attracting 17 million visitors each year, an international airport and the 3rd largest cargo port and premier cruise terminal in the UK.

Southampton's topography means the city has two rivers which constrict entry and exit routes, most journeys from outlying areas require commuters to cross two lane bridges. The area's railways and two motorways, the M27 and M3 serve the city and aid with the movement of goods into and out of the port, the M27 is used heavily by commuting traffic.

The City Council has developed plans to reduce emissions to below international limit levels to improve air quality in the region. Road traffic is one of the largest contributors to air pollution followed by industry and the port. Traffic congestion is another key issue; vehicle speeds are estimated to be around 32% slower than the national average, costing the Southampton economy around £100m per year and impacting the reliability of public transport.

2.0. Solent University campus buildings and travel links

Solent University has a main campus located in the city centre, and several satellite locations.

Test Park offers outdoor sports facilities within the Southampton city region. The Warsash campus, which is in the adjoining borough of Fareham, and the Ship Handling Centre at Timsbury (nr Romsey) offer additional maritime short course facilities to cadets and delegates from the UK and overseas.

The University employs a full-time equivalent of circa 809.7¹ people and has 8,800 under and post graduate students plus our maritime cadets and delegates and apprenticeship students.

A variety of unique events take place outside the normal core activities such as sports competitions, open days for new applicants, graduation activities, exhibitions, and community events.

There are several public transport services operating in the city with commuter links locally and nationally.

2.1. East Park Terrace Campus

Solent University's main campus is located in Southampton city centre; the majority of staff and students work and participate in teaching activities at this location. The campus has limited parking but offers cycle storage facilities and an e-scooter and e-bike docking station for the SCC approved scheme, located just north of the Sports Complex. The university provides accessible parking spaces across at the main campus location.

An extensive network of bus routes serves the city centre and outlying areas of the Southampton region. The main railway station is located within a 20-minute walk of the EPT campus, and the coach station is in the same locality; both offer travel regionally and nationally.

Bus stops for local routes are located along the main thoroughfares in the city centre, all of which are a short distance from the main campus.

¹ Correct as at 10/03/2025

The Red Jet ferry provides transport between the Isle of Wight and Southampton, the fast jet journey time is 30 minutes, passengers alight the ferry at Town Quay, a 20-minute walk or a short bus journey from the city centre.

The city is accessible by both the M3 and M27. Both are used by commuters as much as the A road routes, both motorways are also used heavily for goods transportation into and out of the docks.

Works currently in progress along East Park Terrace will restrict access to public transport vehicles and taxis only, and will directly impact staff, students and visitors commuting to the main campus by car from the direction of the M27 and M3.

There are currently no public park and ride schemes operating within Southampton.

Parking is available on campus for staff, students and visitors accessed via the entrance on St Andrews Road.

2.2. Test Park Sports Ground

Test Park is an outdoor sports complex located adjacent to Southampton Rugby Club off Lower Brownhill Lane (distance to EPT is 4 miles). The centre offers limited parking facilities for cars and coaches. Solent students and visiting sports teams mainly travel as a group to the venue by coach. There is cycle access at the rear of the complex leading to Porlock Road.

2.3. Warsash Campus

The Warsash campus is located on the eastern bank of the Hamble River overlooking Southampton Water (distance between EPT and the Warsash campus is 9 miles). Parking is available on site for staff, students, and visitors. Students attend for between 1 and 5 days and come from the UK and overseas. No residential accommodation is offered on campus.

A bus service connects Southampton City Centre to Warsash and departs twice each hour with a journey time of 35 minutes. Warsash is not accessible by train.

2.4. Ship Handling Centre, Timsbury

The Ship Handling Centre is located in Timsbury, near Romsey, (distance between EPT and Timsbury campus is 10 miles). Due to the remoteness of the centre, there are no direct public transport services available, and parking is extremely limited.

3.0. Why do we need a Travel Plan?

Travel plans inform local authorities about the impact of an organisation's activities on a city's travel infrastructure. This is particularly important when new buildings or significant changes to the campus occur that could change the travel habits of its staff, students, and visitors.

Southampton City Council has a [travel strategy](#) which details its aims for improving travel to, from and within the city leading up to 2040. These strategic aims help inform organisational travel plans and vice versa.

The key aims of the strategy are:

- the introduction of a mass transit system which will better integrate and give priority to public transport travel.
- the creation of active travel zones to encourage people to walk and cycle for short trips.
- the introduction of several park and ride hubs
- the completion of its Cycle Network, creating cycle routes from across the city to provide safe, direct routes.

3.1. How the plan is informed.

The objectives of Solent's Travel Plan are aligned to the objectives of the City Council, as detailed in Southampton's [Green City Charter](#), of which Solent is a co-signatory. This Charter and the Connected Southampton 2040 travel strategy, informs how travel will change for the wider region and how this might affect those working and studying at the University.

The University Strategy and the Environment and Sustainability Enabling Plan set out our specific environmental targets. Consideration of the effects of changes to our ways of working following the global coronavirus pandemic are also included.

Travel surveys conducted by the Health, Safety and Environment Team in December 2021 and January 2022, provide direct feedback not only about how our staff already travel to and from their place of work but also the reasons why they travel as they do and what, if any changes would encourage them to make a change to more active travel.

3.2. Travel incentives available to staff.

3.2.1. Cycle to Work Scheme

The scheme allows staff to purchase a new bicycle and accessories up to a value of £2500 as a salary sacrifice arrangement which provides tax and national insurance savings. More details can be found on the staff portal, <https://staff.solent.ac.uk/personal-toolkit/employee-benefits/financial-benefits>

3.2.2. Interest Free Loans for purchasing Season Tickets

Staff can apply for an interest free loan for the purchase of a travel season ticket for use on buses, trains and the Isle of Wight ferry, the loan is repaid by monthly deductions from salary. More details can be found on the staff portal, <https://staff.solent.ac.uk/personal-toolkit/employee-benefits/financial-benefits>

3.2.3. Car Share Scheme

The University operates a car share scheme where two or more staff members are issued with a car share permit. The car sharers discount rate allows a further 25% reduction in permit fee for each individual associate with the car sharing permit. More information can be found on the staff portal, <https://staff.solent.ac.uk/campus-toolkit/car-parking>

3.2.4. Other provisions

For cyclists there are cycle storage and changing facilities provided in the Sports Complex, a bike maintenance and pump are located at the front of the Solent Library.

Bike Doctor visits and discounts on cycle services at a local store are available, as is the opportunity to take part in the Love to Ride competition where staff and students can earn points and enter a draw for prizes.

Access to information on cycle routes and free cycle confidence training sessions offered by the City Council is available via their My Journey webpages, <https://myjourneysouthampton.com>

3.2.5. Car Parking

Staff can purchase a right to roam permit for part or all of the week with the fee collected directly from their monthly salary.

3.3. Staff and Student Travel Surveys

Students were asked to complete a travel survey in December 2021, and staff were then invited to complete their own survey in January 2022.

The core findings from both surveys were:

Over half the respondents of both survey's live within the Southampton SO postcode area, followed by areas in the Portsmouth region and then areas in the Dorset and IOW regions. It is important to note that small numbers of staff and students travel from much greater distances, York, Manchester, Plymouth, and Brighton were the four main outlying cities which individuals travelled from. Students were asked to provide the postcode for their term time address rather than their permanent residence for this survey.

The main mode of transport for students is walking, this is due to the surveyed population living primarily in student residences and private student housing in the city centre, this was a total of 44% of surveyed students. The other 56% of students surveyed were split between the other transport modes.

The main mode of transport for staff is driving as the sole passenger with a total of 46% of responses followed by public transport (bus and train) with 23% of responses.

Of those who drive with no passenger, 16.8% travelled 4 miles or less from their home address to work.

The top reasons why drivers choose to travel by car were:

- Convenience
- Cost Effective
- Time saving
- Enjoy mode of travel
- Lack of alternatives

The main barriers to changing from single occupancy car travel to using more sustainable options of buses and trains were that the scheduled services are not convenient, and the cost of buses/trains is perceived to be more expensive in comparison to the cost of petrol and parking on campus.

73% of drivers were aware of the car share scheme but only 32% would consider a car share, the main incentive for making this change being a guaranteed parking space on campus.

Most staff and students travel to the campus on average 3 times a week.

Most students who did travel home during the academic year did so either once a month or once per term and the majority (47%) did so by train.

The full results of both surveys are found in appendices A and B

3.3.1. Issues highlighted by Solent travel surveys:

The recent travel surveys identified several issues preventing individuals from changing to either a more sustainable travel option, or to active travel, that are outside the direct control of the University.

The semi-rural nature of the region means that many residential areas outside the immediate city centre, but within the SO post code area, are not easily accessed by public transport. The frequency, travel time, and cost of these options are often prohibitive in comparison to travel by private car.

Even where services are more frequent, many commuters are put off by the extra journey time resulting from road congestion and multiple stops along bus routes.

Additional caring and child-care responsibilities or activities such as sports tagged onto either side of the working day, create another journey between work and home and increases the belongings needed for the day.

Parents and carers rely on their cars for multiple drops/pick-ups. Having convenient transport onsite can ease anxiety by having readily available access to reliable transport in case of emergency situations.

Those commuters attracted to cycling and/or walking are put off by the perceived additional dangers of these options, the conditions of pavements, inadequate lighting along roads and cycle routes in the winter months, and lack of separation on roads from cars and scooters make these travel options less attractive than journeying by car.

3.3.2. Issues which the University has direct influence over include:

Solent does not impose a boundary exclusion zone, meaning staff are able to apply for permits regardless of how close to campus they live. Monthly parking charges are low compared to public car parks and once staff secure a permit the city campus has reasonable space capacity meaning the majority of permit holders will find parking on arrival. All these factors often make driving a more attractive option from a cost and convenience perspective.

Solent currently offers no discounted travel/season tickets to staff or students to encourage use of public transport options. An interest free loan scheme is available, which assists staff in spreading the cost of a transport season ticket over 12 months, this does not include any discount on the purchase price.

Solent offers safe, secure, covered cycle storage, however, for those who use these facilities the location of these changing, storage and wet gear drying facilities was raised as an issue in previous travel surveys by those who already cycle in, which may discourage non cyclists to move to this option.

The cycle2work scheme limits subscribers to purchasing bikes from one supplier and the monetary value restricts which cycles can be purchased as the cost of many quality electric, and pedal assist cycles may exceed the limit if the purchaser also requires other items such as locks, helmets.

4.0. Case for continual improvement

The [Walking and Cycling Index](#) produced by Sustrans, reports that up to 75 million journeys are made each year of up to 3 miles which could have been made by other means. Meaning by using a form of active travel, walking, cycling, or wheeling, such as scooters, skateboards etc.

There are more benefits to individuals, businesses, and communities than just the obvious reductions in pollution and traffic congestion.

4.1 Health and wellbeing

Sustrans are a charity who since 1977 have assisted in developing official active travel policy and guidance, they have conducted extensive research into the benefits of walking and cycling for individuals and for society.

This research has shown that physical fitness and physical activity through walking and cycling are strongly linked with boosting the immune response and a lowering the risk of ill health from infections like the common cold. Increased physical activity also reduces levels of stress, improves quality of sleep, increases cognitive functionality, self-esteem, and confidence.

Our increasingly sedentary lifestyles are contributing to increased levels of obesity and type 2 diabetes, both of which can increase the likelihood of developing other health issues such as, heart disease, high blood pressure and high cholesterol, certain cancers, and osteoporosis. Increased inactivity can also contribute to increased feelings of depression and anxiety.

Cycling is associated with a significant reduction in weight, prevention of weight gain and fluctuating weight.

Reducing vehicle emissions through the reduction of road traffic and by creating active travel zones, reduces the harmful effects of breathing in exhaust fumes, exposure to PM2.5 (particulate matter, fine particles less than 2.5 microns in diameter) and NOx (oxides of nitrogen) is linked to an estimated 40,000 early deaths² each year.

The 3 main conditions associated with air pollution are respiratory conditions, asthma, cardiovascular disease and lung cancer and emerging evidence³ establishes a link to dementia. Improving air quality by reducing our contributions to the particulate matter our cars emit into the atmosphere is essential to improving the health of ourselves and those in our communities.

Increased health and wellbeing in society has the additional benefit of relieving pressure on NHS services which in turn makes accessing health services easier for those who need them.

4.2 Financial

With the rising cost of living, reducing the running costs of owning a car may be one way of stretching personal finances further.

The average running costs of a car for one year in 2022 were around £3500 per year, this figure includes the depreciation value of the car, insurance, servicing, and repairs and filling the car with fuel.

² <https://www.bath.ac.uk/announcements/health-damage-from-cars-and-vans-costs-6-billion-annually-to-nhs-and-society/>

³ <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution>

The costs of servicing and maintaining an electric vehicle or EV are reported to be around 30% less than for a traditional car, additionally there is currently no vehicle excise duty to pay. While this doesn't factor in the cost of purchasing a car or installing a charging point, if individuals are already considering purchasing a new or second-hand car, after that initial outlay the running costs have historically been generally less. However, this is dependent on energy costs, with the on-going increase in energy prices the costs of charging are less favourable when charging at public charging points and more equal to the cost of re-fuelling with petrol or diesel, charging your car at home remains the most cost-effective option.

The average cost of charging an electric vehicle at home is still cheaper than at a public charging point for an 80% charge, there are several charging stations in Southampton with plans to install more into existing lighting poles located on city streets, and while running costs may be more comparable to traditional petrol cars, it still remains that the industry continues to move to increased production of EVs in line with government legislation that will prohibit the sale of petrol and diesel cars from 2035.

The lowest cost transport is of course walking, appropriate footwear and in our climate, waterproof clothing are the only equipment required. 71% of journeys made by car in 2020 were 5 miles or less, a 2-mile walk is a comfortable 40 minutes for most people and may be possible to incorporate into the daily commute or other frequently made journeys.

Bicycles do require an initial upfront outlay, but the Cycle2Work scheme offers a salary sacrifice which loan the initial funds and offer tax benefits during the repayment period. Average running costs are around £396 for a bicycle, reducing car use by swapping the car for a cycle for journeys under 5 miles could contribute to a reduction in the overall cost of commuting.

The average cost of buying a new bicycle in 2022 was £500-£650 for a mid-range standard pedal bike or prices for an electric bike start from around £500-£600. Again, there's no vehicle excise duty to pay and the cost of maintaining roads and pavements is included in our council tax charges.

Swapping a car to a form of active travel for shorter trips will extend the periods between re-fuelling and reduce wear and tear on your personal car, reducing maintenance costs of servicing and repairs. Additionally, some insurers⁴ now offer a pay by mile policy if total miles are kept to under 6000 miles a year, reducing car use in favour of the available alternatives could help reduce costs here too.

While helping reduce the burden on your own bank balance, moving to active travel and making better use of your local high street can benefit the local economy and local businesses⁵.

Changing to a more active form of travel and being less sedentary can also benefit the NHS by increasing our fitness and health, switching to active travel could lead to savings to the NHS of £17billion over a 20-year period.

4.3 Environmental

Globally, transport contributes around a quarter of CO2 emissions (as of 2020) In the UK, average CO2 emissions per car are 138.4 grams per km (or 221.4 grams per mile), according to 2020 data from the [Department for Transport](#).

⁴ <https://www.rac.co.uk/insurance/pay-by-mile>

⁵ <https://www.sustrans.org.uk/media/4478/4478.pdf>

Traffic on urban roads increased by 36% between 1995 and 2019, caused by the increase in the use of satnavs which makes negotiating unknown areas easier and directs traffic through short cut rat runs.

In the UK the road transport accounts for 22% of all emissions of carbon dioxide, road transport emits carbon dioxide and other greenhouse gases in their exhaust fumes which directly contribute to the increase in global temperatures which leads to climate change affecting our weather systems, sea levels and natural environment.

5.0. How we travel now

Before we can look at where changes can be made, we need to understand how we already travel.

5.1 Staff

The staff travel survey was conducted in December 2021 and achieved a response rate of 36%. From the resulting data we have been able to extrapolate the findings into meaningful data that is representative of the staff population.

46% of staff travel to and from work by car as the sole occupant, 14% by train, 11% cycle, 10.7% walk and 9% use the bus. Other modes of transport used include the ferry from the Isle of Wight, motorcycles and mopeds and being a passenger in a car.

34% of staff travel a distance between 0-4 miles and the most staff work on site between 2 and 3 days a week. Many staff live in either the SO or PO postcode areas. Professional services staff predominantly live nearer to campus, with academic staff being amongst those who live further afield with less need to attend campus in person.

For those who drive the top three reasons given for choosing this transport mode were: shortest journey time, cheaper than the alternatives and pre or post work activities.

22% of those surveyed gave environmental concerns as the reason for choosing their commuting method but this came behind, convenience, cost and time savings and lack of alternative options.

Those surveyed indicated options and incentives they would like to see offered by the University, these included requests for more information and information that is already made available to staff via the portal suggesting that making the information more accessible could be the first step into changing behaviours.

5.2 Students

Fewer responses were received from the student travel survey, whilst this is disappointing, students are bombarded with multiple requests for feedback and engagement from a wide range of sources. Solent must look at how data relating to student term time commuting can be obtained to improve the rate of responses.

The student travel survey achieved a response rate of only 3%. As such it is not possible to apply the findings from the survey to the whole student population and consequently this data provides only an indication of how some students travel to and from the University.

With a high number of students living in student accommodation within the city centre it is reasonable to assume that those living in these accommodations are walking, cycling, and using e-scooters to commute to campus.

Of those who responded to the survey the vast majority, 44%, indicated that they walk to and from campus, 17.5% use the train, 6.1% the bus, around 3% use two wheeled vehicles, but 21% indicated that they drive as the sole occupant of their vehicle.

Freely available, pay as you go, parking on campus makes driving a cheap and convenient option.

As with staff, students seemed unaware of the information already available to them on the portal regarding travel but also indicated that discounted travel cards would encourage them to use more sustainable forms of transportation.

As well as daily commuting, students were asked about their travel to and from their permanent residence in between terms. Almost half of the students who responded indicated that they did not travel home during the academic year, while the rest travelled back either once a month or once a term, with the main mode of transport used being the train.

5.3 Visitors

No data is gathered on the numbers of visitors who come to site, visitors range from applicants and parents who come for open day events, those who visit for a specific event organised by our academic departments or widening participation teams, contractors visiting site to work, and others who may use the facilities such as the gym or coffee outlets.

5.4 Business

Business travel is defined as all domestic and international travel outside the University estate for research, educational, and business purposes, related to the business of the University. This excludes travel between campuses and does not include student travel.

Business travel includes:

- Attendance at external conferences/workshops
- Academic meetings
- Fieldwork (for research)
- Delivering a talk or lecture off campus
- Delivering a course or teaching off campus
- Business Meetings
- Fundraising activities and initiatives
- Travel to the University's international sites/partnership entities
- Student activities (societies, sports teams etc)
- Undergraduate field trips

The process of arranging travel is manual and it is for the individual departments to determine the most suitable method for their purposes with minimal requirement to factor the environmental impact.

In the academic year 24/25, university staff travelled 770,437 km by air and 75,615 km by rail totalling a distance of 846,860 kilometres contributing just over 126 tonnes of CO₂e to the atmosphere.

Hire car travel for the same period contributed 15,405kg Co2 equivalent emissions.

The largest contribution of all travel related emissions over this period was attributed to the International Team. Recruitment of international students being a focus of the University's strategic objectives means that travel overseas is required. The question for this department, and the University is how to reduce travel as much as possible and where offsetting may need to be applied to mitigate the emissions from this area.

The most distance travelled for business for the 24/25 period were 'Recruitment and Marketing', and 'Attending a Conference', although it should be noted that these categories are only available for air and rail travel.

6.0 Objectives and Targets

Travel plans are used by organisations to work towards reducing the prevalence of single occupancy car journeys and promote and increase the use of active and sustainable transport as alternative forms of travel.

6.1 Our Objectives

For the period covered by this travel plan the specific objectives the University aims to achieve are.

Promote the use of active travel and sustainable forms of travel as an alternative to single occupancy car travel, through improvements to the environment and sustainability pages on the Portal and via external communications to visitors, applicants, and students.

Work collaboratively with Southampton City Council's My Journey Team through participation in promotional events and trial schemes and by engaging with their transport officers.

Improve awareness of the wellbeing and environmental benefits of using alternative travel options to single occupancy car use, via improved portal pages and direct communication via Viva Engage.

Improve staff and student travel data capture through increased engagement and promotion of travel surveys and where appropriate, direct liaison with relevant professional service teams.

Support the carbon reduction targets established in the Solent University Carbon Management Plan (CMP), by aligning the specific targets of the Travel Plan to those of the CMP.

6.2 Specific Targets

Participate in a minimum of 75% of the My Journey meetings during each academic year to remain compliant with their participation requirements.

Conduct staff and student travel surveys every two years with increased promotion across internal channels to improve completion rates.

Increase promotion of active travel options via newly created Portal pages which will include promotion of the health and wellbeing benefits of active travel, changes to travel habits will be monitored via the travel survey.

Establish regular annual reporting of business-related travel carbon emissions data, in support of the carbon management plan emissions reduction targets.

Engage with our student recruitment teams to obtain annual data on international student travel and with our Events Team to obtain data on applicant travel to recruitment events on campus.

7.0 Actions

7.1 Commuting via single occupancy car and parking provision

Current Initiatives:

Permit fees are determined by the engine size of vehicles which directly relates to the level of carbon emissions produced, larger engine sizes have an increased permit charge.

The University offers a car sharing discount rate.

Parking policy is reviewed annually prior to each permit period.

Local, in-house car share scheme available providing discounted parking permit fees.

Ringo pay as you go parking available to staff, students, and visitors.

Actions:

Support and promote trial schemes and initiatives developed by the [My Journey](#) Travel Network team, specifically, schemes aimed at reducing single car occupancy.

Investigate infrastructure requirements for increased EV charging for staff, students, and visitors to support the reduction of emissions from commuting.

7.2 Active Travel – Walking, Cycling, Scooting

Current Initiatives:

Walking route between student residences and main campus promoted as part of Open Day activities.

Secure cycle storage provided on main campus.

Changing facilities available

Cycle2Work scheme

Bike Doctor and Love2Ride

SCC development of cycle routes from outlying areas into city centre

Electric bike available to hire from Sports Team

Actions:

Support and promote awareness of active travel schemes/competitions such as Love2Ride via the portal and social media.

Promote awareness via Environment webpages of Voi e-scooters and e-bikes schemes.

Promote health and wellbeing benefits of walking, cycling and all forms of active travel via the environment portal pages.

Continued support of Bike Doctor events on campus

Investigate how cyclists can be registered to receive incentivised promotions for food and beverages on campus.

7.3 Public Transport**Current Initiatives:**

Season Ticket loan available from the University to spread the cost of the ticket over the year.

Weekly/Monthly/Annual tickets available from travel networks offer a reduction in cost compared to purchasing daily tickets.

Actions:

Re-fresh the travel information available to staff and students to increase awareness and promote the environmental benefits of using public transport over single occupancy car travel.

Improve communication to visitors, in particular visitors to open days and events to promote active and sustainable travel above single occupancy car travel.

Investigate options for a commuter's lounge for staff and students, to create an area where commuters can wait in comfortable surroundings at both the start of the day and at the end of the day, particularly during the winter months.

Investigate options for incentives for public transport users to receive a free or discounted hot drink or breakfast on receipt of a valid bus or train ticket.

Complete an analysis of student data to ascertain information how many students commute from outside the city centre and which commuter routes and travel options are used to identify opportunities for supporting students with discounted travel.

7.4 Business Travel**Current Initiatives:**

Annual collation of business travel carbon emissions data

Actions:

Monitor total business travel emissions and identify trends to inform business planning for the duration of the travel plan with alignment with the University's CMP.

Work with the Finance Team to enhance the current Business Travel Policy to include a business travel hierarchy, with the aim of prioritising alternative travel modes above air travel for journeys within the UK and western Europe.

Work with Procurement Team to analyse the yearly spend on hire car services, to conduct a cost benefit exercise which measures the hire cost against investment in own EV/hybrid fleet.

7.5 Communication

Current Initiatives:

Portal pages on external student site promoting travel options and My Journey travel apps.

Provision of maps of main campus

Actions:

Change priority of travel options on <https://www.solent.ac.uk/about/find-us> to bring sustainable and active travel options to top of list.

Regularly promote the health benefits and national/local incentives which promote active travel via portal and engage communication pages.

Include travel information in student induction/enrolment information, walking and cycling routes, bus, and train operator information.

Include My Journey and Voi at Freshers Events to enable promotion of active and sustainable travel to students.

7.6 Community

Current Initiatives:

Solent Campus is a hub for Voi e-scooters and e-bikes providing an accessible central location for depositing and hiring these transport options.

East Park Terrace has been transformed into a public transport only road, providing greater connectivity with the city and improving roadways for cyclists.

Parking on campus is available to staff, students, visitors, and the community on a pay as you go basis.

Actions:

Continued awareness of the wider community needs in travel policy review and actions.

8.0 Audit and Review

Reviewing the success of the travel plan will occur primarily through the collection of data from staff and student surveys, information obtained about parking on campus, and business travel information obtained from our third-party suppliers.

Improved data capture from staff and student travel surveys coupled with improved reporting of international student recruitment will improve the University's ability to monitor its progress against objectives to reduce single use car travel.

8.1 Governance

This plan and progress against targets will be regularly reviewed by the Solent Sustainability Group (SSG) which oversee progress and development of sustainable solutions to issues affecting the University. The plan itself will be reviewed and updated every 5 years to ensure ongoing relevance.

SSG provides a forum for discussing and refining strategies in areas such as transport, travel, procurement, biodiversity, carbon emission reduction and embedding sustainability into teaching.

SSG acts as a steering group for the Travel Plan and includes representation from across the professional service and academic departments.

The Travel Plan is available to public view via the Solent webpage,
<https://www.solent.ac.uk/about/environment-sustainability>.

Specific actions identified by the plan will be promoted by those teams overseeing those aspects and specific promotion of active and sustainable travel will take place on the university portal pages and social media channels where appropriate.