



Solihull College & University Centre

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## TRAVEL PLAN UPDATE



Solihull College  
& University Centre



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## TRAVEL PLAN UPDATE

**PUBLIC**

**PROJECT NO. 70060123**

**OUR REF. NO. TPU001**

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# 1 INTRODUCTION

## 1.1 BACKGROUND

- 1.1.1.1 Solihull College and University Centre is a further education college located in the Metropolitan Borough of Solihull in the West Midlands. The college offers full-time, part-time, and higher education courses in addition to bespoke employment training.
- 1.1.1.2 The College and University centre has three campuses; Blossomfield Campus, Woodlands Campus and Stratford Campus. as illustrated in Figure 1-1. The College has 6,555 students and 484 full time members of staff.

**Figure 1-1 - Solihull College and University Centre Campuses**



## 1.2 SCOPE AND PURPOSE OF REPORT

- 1.2.1.1 WSP has been commissioned to update and review the previous Travel Plan undertaken in May 2017. This will ensure that Solihull College and University Centre are maintaining their Travel Plan commitments, assess progress on the stated objectives; and suggests additional measures and objectives. The college is committed to addressing any transport issues associated with the three campuses.



## 1.3 BENEFITS OF A TRAVEL PLAN

- 1.3.1.1 It is anticipated that the existence of a TP for the college campuses will impact on the choice of travel mode used for journeys to and from the campuses, with preference leaning more towards sustainable travel modes as opposed to single occupancy car usage. This will result in a better local environment for pedestrians and cyclists simultaneously leading to reduced congestion on roads and cleaner air. This benefits both students and staff at the college campuses, as well as the public in the city centre.
- 1.3.1.2 The TP would seek to encourage healthier lifestyle choices for students and staff at the college campuses - in ways such as walking and cycling for shorter journeys instead of the use of private cars - which will lead to an improved quality of life. Furthermore, it would encourage the use of public transport for journeys, contributing to the reduction in emissions.
- 1.3.1.3 The TP should be a iterative document and future Travel Plans will evolve based on this TP update leading to greater social inclusion by helping those who do not have access to a car to travel to and from the development more conveniently.

## 1.4 THE NEED FOR A TRAVEL PLAN IN POLICY

### NATIONAL POLICY- NATIONAL PLANNING POLICY FRAMEWORK

- 1.4.1.1 The National Planning Policy Framework was last revised in February 2019. The NPPF states that “All developments that will generate significant amounts of movement should be required to provide a travel plan” in addition to any transport statement or assessment document.
- 1.4.1.2 Of further relevance, the NPPF sets out that development applications should:
  - Provide appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
  - safe and suitable access to the site can be achieved for all users; and
  - any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 1.4.1.3 And that, subsequently, “Applications for development should:”
  - Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
  - Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
  - Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
  - Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
  - Be designed to enable charging of plug-in and other ultra-low emission vehicles (ULEV) in safe, accessible and convenient locations.
- 1.4.1.4 Having established in the NPPF that the provision of a Travel Plan is required, the exact specifications of a travel plan are then set out in the companion Planning Practice Guidance Note on “Travel Plans, Transport Assessments and Statements” This identifies the core elements which a Travel Plan should contain:

- “The Travel Plan policies (if any) of the Local Plan;
- The scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Travel Plan);
- Existing intensity of transport use and the availability of public transport;
- Proximity to nearby environmental designations or sensitive areas;
- Impact on other priorities/ strategies (such as promoting walking and cycling);
- The cumulative impacts of multiple developments within a particular area; and
- Whether there are particular types of impacts around which to focus the Travel Plan (e.g. minimising traffic generated at peak times.”

1.4.1.5 This FTP has been produced in line with both the NPPF and the Planning Practice Guidance Note on the core elements which an FTP should contain.

### **LOCAL POLICY- SOLIHULL’S LOCAL PLAN (SLP) 2013**

1.4.1.6 Solihull’s Local Plan (SLP) adopted in 2013, sets out Solihull MBC’s objectives for transport and contains policies that aim to foster better transport integration, improve safety, promote the economy, reduce congestion, improve accessibility and social inclusion, and protect the environment.

1.4.1.7 The application of effective Travel plans associated with new and expanded development plays a vital role in achieving the LTP objectives. A well designed Travel Plan can contribute to the development of improved transport service provision, enhanced site accessibility, and increased use of sustainable travel options.

### **THE BIRMINGHAM DEVELOPMENT PLAN 2031**

1.4.1.8 The Birmingham Plan was adopted as local planning policy in January 2017. The production of Travel Plans to support new and changing developments is a requirement of policy TP44: Traffic and Congestion Management.

### **STRATFORD-ON-AVON DISTRICT COUCIL CORE STRATEGY 2011-2031**

1.4.1.9 The Plan for Stratford-on-Avon District Council was adopted in July 2016. Under Policy CS.26 Transport and Communication, Section B ‘Transport and New Development’, it is stated, ‘Development will only be permitted if the necessary mitigation is provided against any unacceptable transport impacts which arise directly from that development. This will be achieved, as appropriate, through:

- ...The provision of a Travel Plan to promote sustainable travel patterns for work and education related trips’.

1.4.1.10 It is also stated, ‘All developments which generate significant amounts of movement, ...should have a Travel Plan detailing provision for sustainable transport movements (pedestrian and cycle provision and public/community transport)’, as described under Development Management Considerations.

### **WARWICK DISTRICT LOCAL PLAN 2011 - 2029**

1.4.1.11 The Warwick District Local Plan was adopted in September 2017. Travel plans are described within Transport of the ‘Prosperous communities’ section. Travel plans are produced to demonstrate the practical and effective measures to be taken to avoid the adverse impacts of traffic, as required under Policy TR2 Traffic Generation.

## 1.5 REPORT STRUCTURE

1.5.1.1 Following this introduction, the Framework Travel Plan comprises of the following chapters:

- **Chapter 2** – Site Details and Existing Conditions
- **Chapter 3** – Travel Survey 2018-2019
- **Chapter 4** – Travel Plan Objectives & Targets
- **Chapter 5** – Management and Monitoring
- **Chapter 6** – Action Plan

## 2 SITE DETAILS & EXISTING CONDITIONS

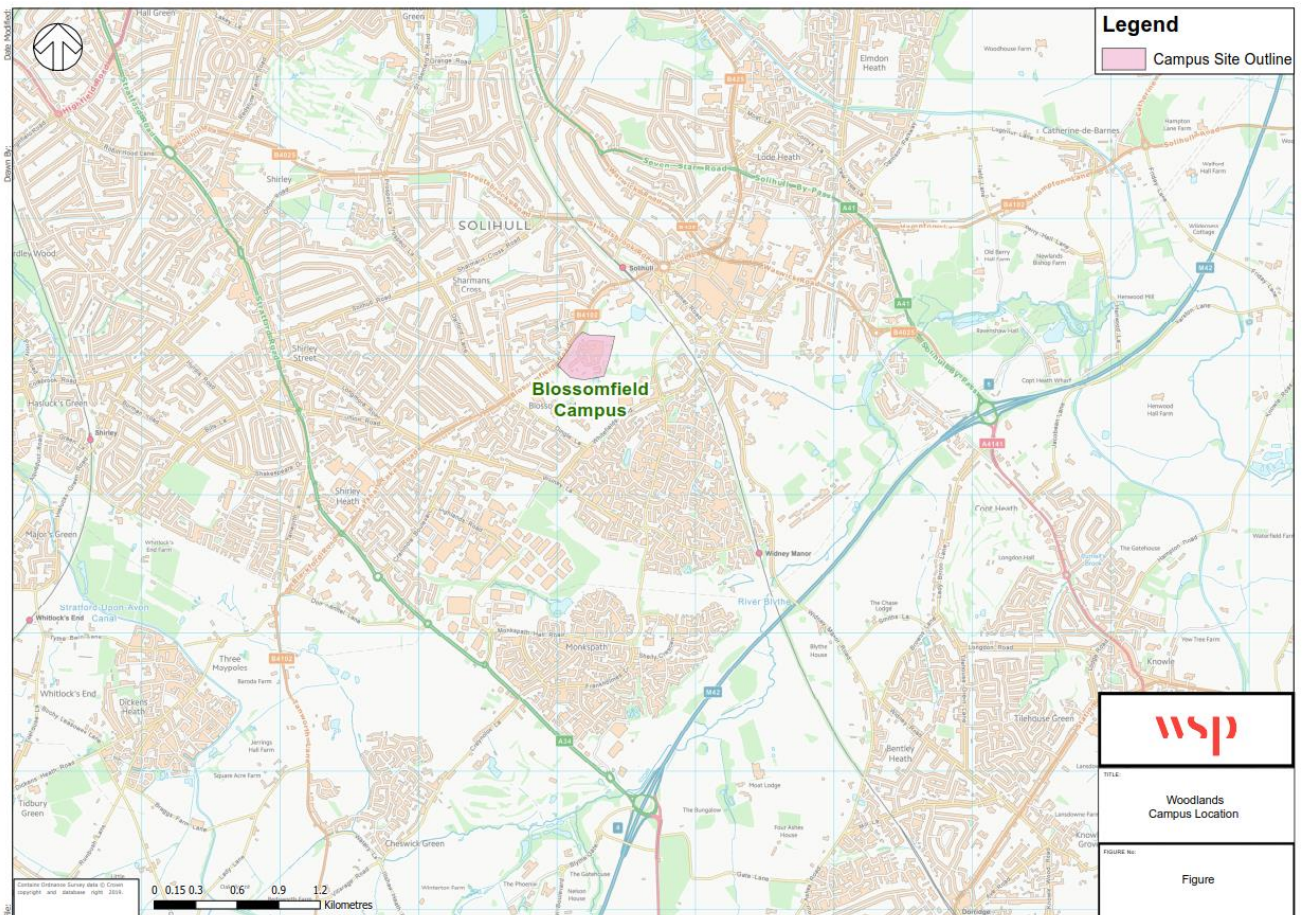
### 2.1 INTRODUCTION

2.1.1.1 This chapter details the existing conditions at Blossomfield Campus, Woodlands Campus and Stratford Campus. It explores access to all three campuses via walking, cycling, public transport and private vehicle.

### 2.2 BLOSSOMFIELD CAMPUS

2.2.1.1 Blossomfield Campus is located on Blossomfield Road in a mixed-use area including residential, leisure and employment sites (see Figure 2-1). It is the larger of the three campuses, delivering a wide range of further education (FE), and higher education courses (HE) in a range of subject areas. There are 4,412 students, 484 full-time members of staff, and a number of part-time sessional teaching staff at Blossomfield Campus.

**Figure 2-1 – Blossomfield Campus - Site Location**



2.2.1.2 The opening times, during term time, for the Blossomfield campus are as follows:

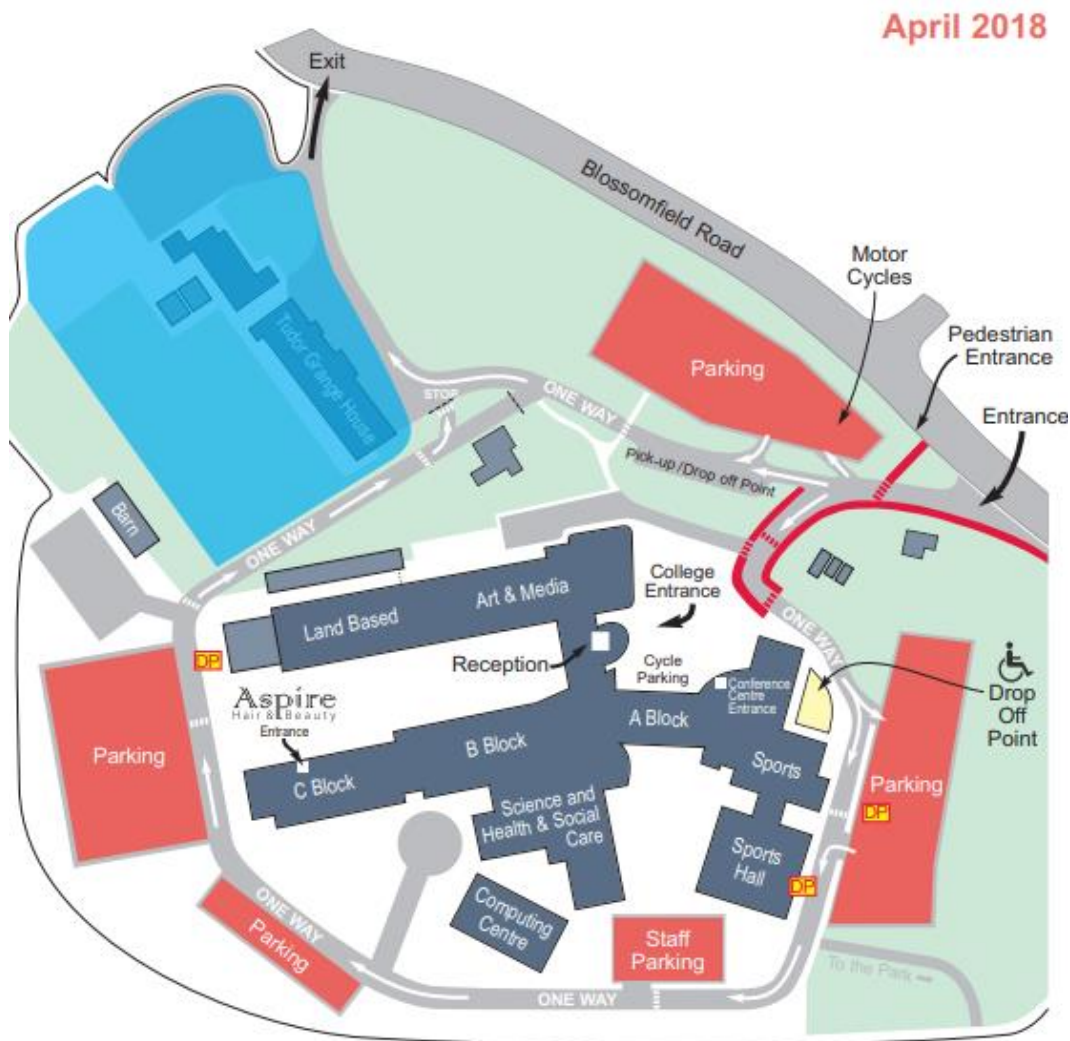
- Monday – Wednesday: 8:00am - 9:00pm
- Thursday: 8:00am – 5:00pm
- Friday: 8:00am - 4:00pm



2.2.1.3 The Blossomfield campus benefits from an Animal & Land Management Centre, make up studios and various suites in addition to the teaching buildings. These contribute to the site attracting more trips.

2.2.1.4 A site plan of the campus is shown below:

**Figure 2-2 - Blossomfield Campus Site Plan**



On arrival please use the car parking areas shown above, then report to the reception area just inside the main College entrance.

**Key:**

- = Parking Areas
- = Unaccessible to College
- = College Road Network
- DP = Disabled Parking



**Blossomfield Campus**  
 Blossomfield Road, Solihull B91 1SB  
 Tel: 0121 678 7000

## WALKING AND CYCLING

### Walking

- 2.2.1.5 Blossomfield Campus is very well connected to the local pedestrian network through a series of on-site footpaths on both sides of Blossomfield Road. Pedestrian access to the site is provided from two points along Blossomfield Road – the vehicle access and egress locations. At the vehicle access location, there is a signalised crossing for pedestrians across Blossomfield Road as well as a central refuge across the mouth of the junction. At the vehicle egress location, there are no pedestrian crossing facilities.
- 2.2.1.6 Pedestrian access to the town centre is also provided via a path through Tudor Grange Park. Pedestrian footways within the site, and along Blossomfield Road, are well maintained and considered safe and reasonable for pedestrians. In summary, it is considered that walking facilities and access is reasonable.
- 2.2.1.7 Guidance given by the Chartered Institute of Highways and Transportation (CIHT) in their publication ‘Guidance for Providing for Journeys on Foot 2000’ highlights that in terms of commuting, walking to school and recreational journeys, walking distances of up to 2,000m are to be ‘considered’. The ‘desirable’ and ‘acceptable’ distances are cited as being 500m and 1,000m respectively. This information is presented in **Table 2-1**, together with the likely travel time based on an average walking speed of 4.8 kph, also given by the CIHT.

**Table 2-1 - CIHT Suggested Acceptable Walking Distances and Associated Travel Times**

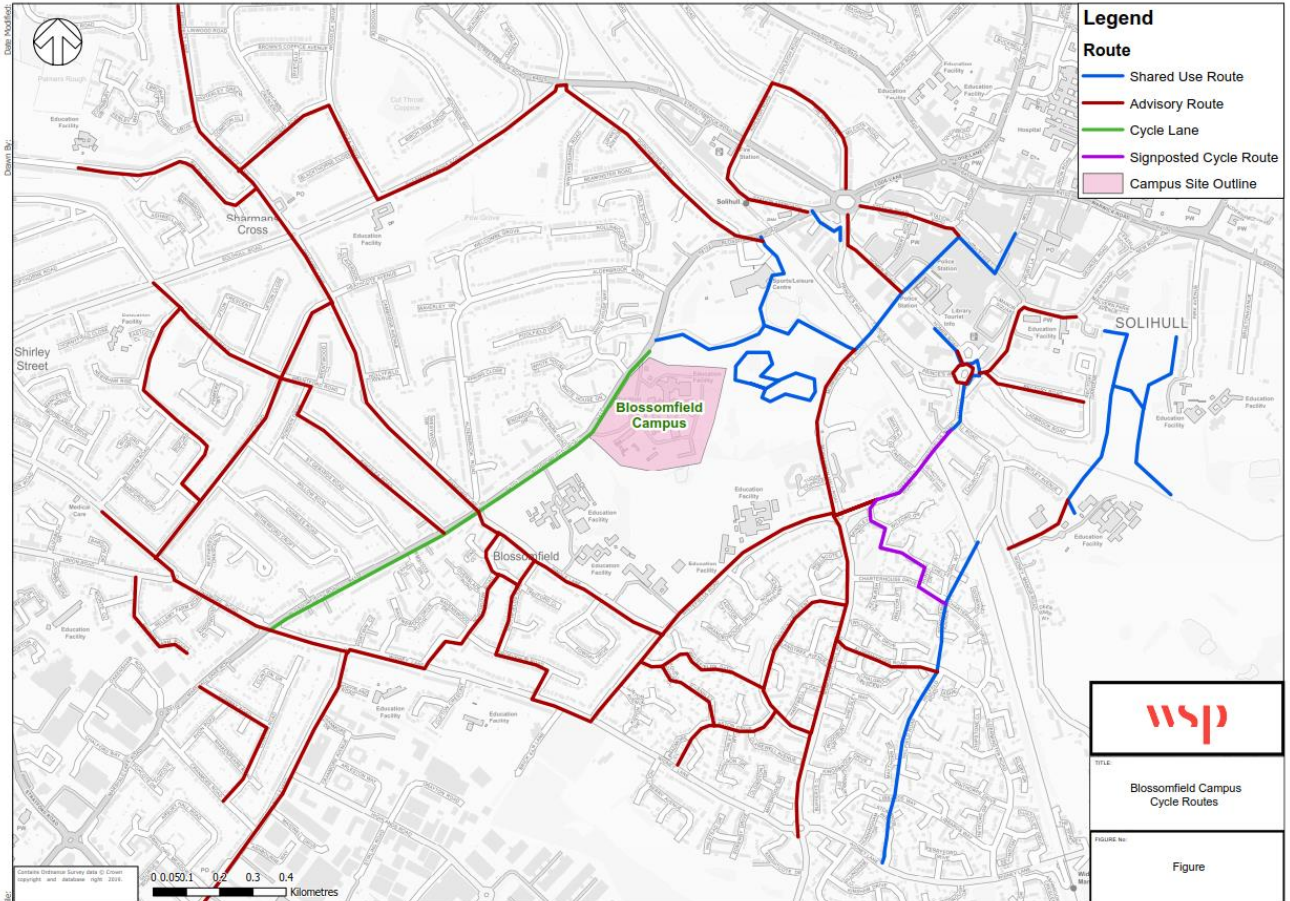
	Distance (m)		Walk Time (minutes)	
	Commuting, Walking to School and Recreation	Other Non-Commuter Journeys	Commuting, Walking to School and Recreation	Other Non-Commuter Journeys
‘Desirable’	500	400	6.25	5
‘Acceptable’	1,000	800	12.5	10
‘Considered’	2,000	1,200	25	15

### Cycling

- 2.2.1.8 Blossomfield Campus is also well connected to the local cycle network. A non-segregated cycle lane is provided on both sides of Blossomfield Road providing access to both the vehicle entrance and exit access points. The cycle lane is marked both on the road and through additional sign posts. On-site, there is a segregated cycle route provided along the one-way road through the campus - which also connects to Tudor Grange Park.
- 2.2.1.9 In terms of cycle facilities, secure cycle parking is provided on site with 48 covered spaces outside the main reception. These spaces are not often fully occupied and are therefore considered sufficient for the demand. In addition, showers, changing rooms, and lockers are provided for staff and students who walk/cycle/motorcycle to work.

2.2.1.10 **Figure 2-3** shows different cycle routes in the vicinity of the Blossomfield campus. In summary, similarly to walking, there are considered to be no access problems for cyclists travelling to or from Blossomfield Campus.

**Figure 2-3 - Cycle network in the vicinity of Blossomfield Campus**





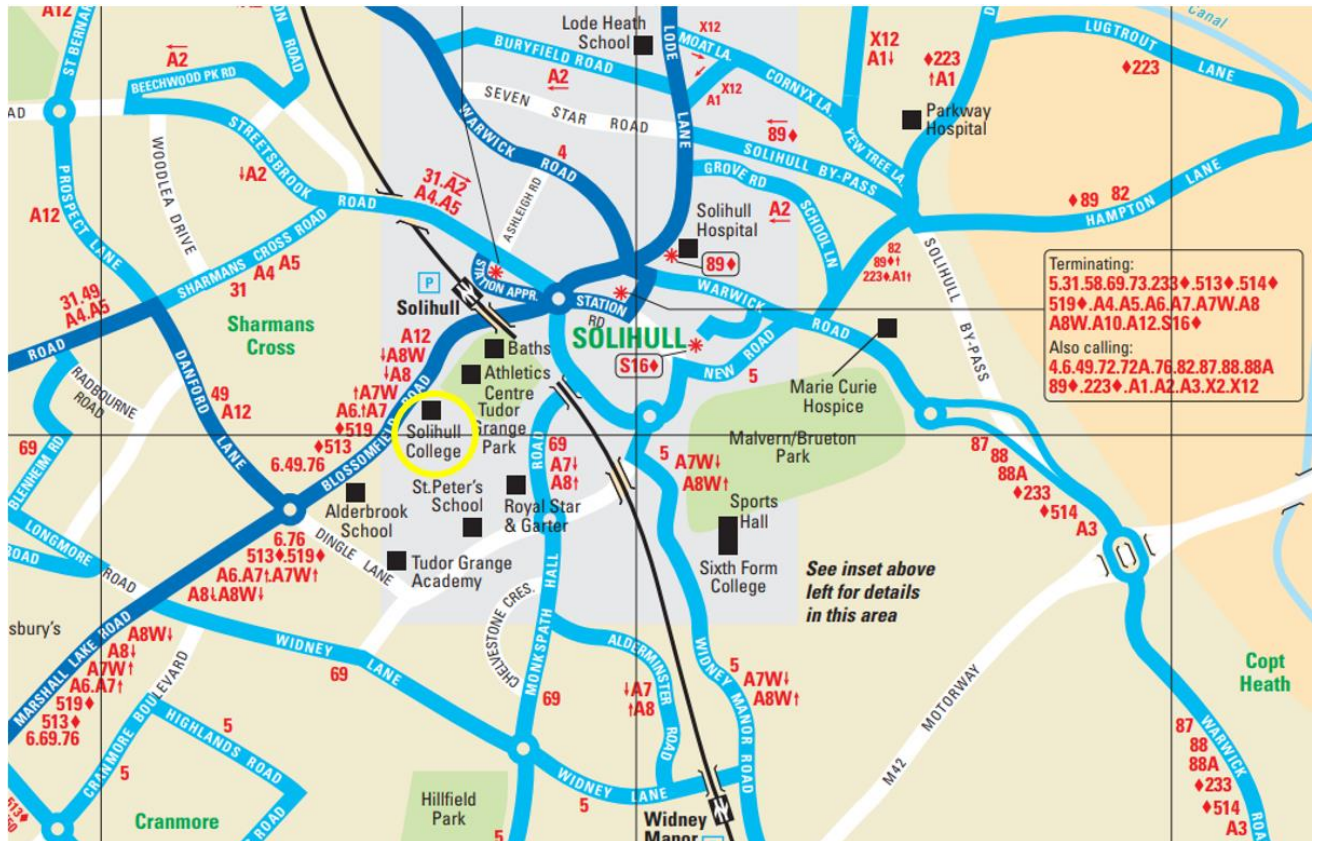
## PUBLIC TRANSPORT ACCESSIBILITY

### Bus

2.2.1.11 Blossomfield Campus has very good accessibility to the local bus network with the nearest bus stop located just 50m from the campus on Blossomfield Road, which is a red route.

2.2.1.12 As illustrated in **Figure 2-4**, several bus services serve Blossomfield Road. Services include: numbers: 6, 30, 49, 76, S2, 519, A6, A7, A7W and A12.

**Figure 2-4 - Bus services in the vicinity of Blossomfield Campus**



(Source: *Bus and Rail Services in Solihull, WMCA, 2019*)

2.2.1.13 The bus stops on Blossomfield Road are sufficiently accommodating for public transport users. Bus stops are well lit, covered and clean, with seating and timetable information available (see **Figure 2-5**).

2.2.1.14 Some bus stops along the road have real-time information (RTI) provided whilst some just have timetables. RTI is provided in the reception building on campus, reducing the length of time staff and students need to wait at bus stops.



**Figure 2-5 - Bus stop outside Solihull College**



(Source: Google Maps - March 2019)

2.2.1.15 The frequency of bus services stopping on Blossomfield Road is provided in **Table 2-2**. The table shows that 3 bus services, on a variety of routes, operate close to the campus providing good accessibility for staff and students.

**Table 2-2 - Frequency of bus services in the vicinity of the Blossomfield Campus**

Service	Route	Road	Distance from the college	Start and Finish times (Mon-Fri)	Frequency (Mon-Fri)
6	Birmingham - Solihull	Blossomfield Road	50 metres	05:51/00:55	Every 6 minutes during the day
30	Acocks Green – Solihull (via Olton)	Solihull Station Interchange	900 metres	07:00/18:25	Every 30 – 45 minutes during the Day
49	Northfield - Solihull		50 metres	05:37/23:13	Every 15 minutes during the day

Service	Route	Road	Distance from the college	Start and Finish times (Mon-Fri)	Frequency (Mon-Fri)
76	QE Hospital - Solihull	Blossomfield Road		06:59/23:37	Every 20 minutes during the day
S2	Dorridge – Cheswick Green (via Solihull)			06:31/19:13	Every 30 minutes during the day
519	Redditch - Solihull via Earlswood, Tanworth			10:30/13:47	Every 6 minutes
A6	Cheswick Green - Solihull			07:30/17:59	Every 60 minutes
A7/A7W	South Solihull Circular Clockwise			07:00/22:29	Every 60 minutes
A12	Solihull - Acocks Green via Olto			07:10/18:22	Every 60 minutes

## Rail

2.2.1.16 Blossomfield Campus is located approximately 900m away from Solihull Railway Station. The station is well-lit, has RTI and timetable information, seating areas, CCTV and provides step-free access throughout.

2.2.1.17 The facilities at Solihull Station include:

- Waiting rooms
- Café
- Pay phones
- Toilets
- Customer Help Points

2.2.1.18 The station directly serves various destinations including: Birmingham City Centre, London, Leamington Spa, Kidderminster and Worcester.

2.2.1.19 Vehicle access to Blossomfield Campus is provided via Blossomfield Road which is a two-lane single carriageway B-Road. It is a key part of Solihull's transport network providing access to Solihull Town Centre, Solihull Railway Station, Tudor Grange Leisure Centre, and Solihull Sears Retail Park.

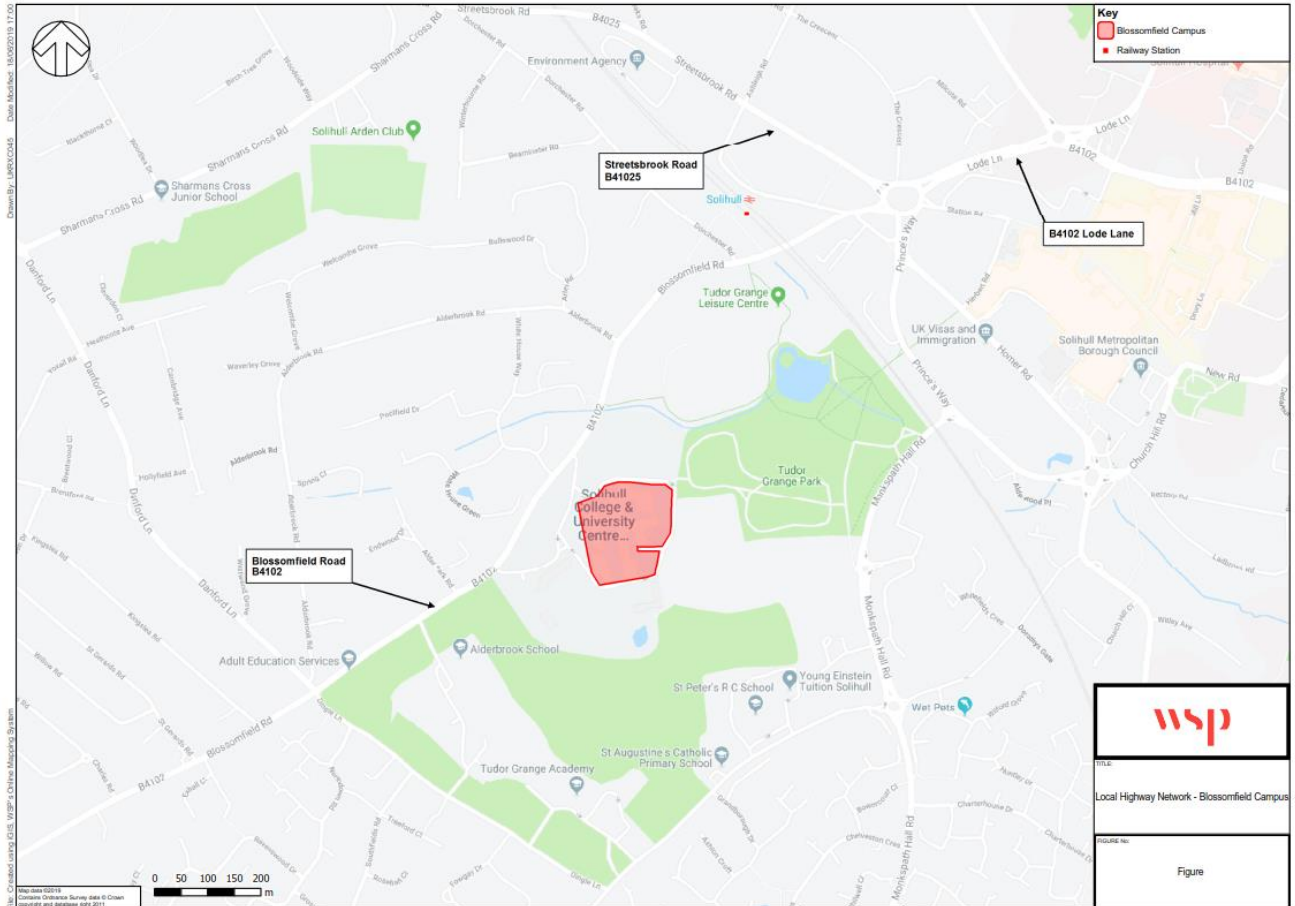
## PRIVATE VEHICLES

2.2.1.20 There is one access route from Blossomfield Road to the campus and one egress route from the campus onto Blossomfield Road. This follows the one-way system that is in place across the campus. At the egress junction with Blossomfield Road, there are no signals to assist traffic joining the main road.

2.2.1.21 Vehicle access to the site is considered good; however, Blossomfield Road can be busy at peak times, this can cause some congestion getting into and leaving the campus. In addition, occasionally there are issues with vehicles not following the one-way system around the campus.

**Figure 2-6** shows the local highway network in the vicinity of Blossomfield Campus.

**Figure 2-6 - Local Highway Network to Blossomfield Campus**



## PARKING

2.2.1.22 There are 755 car parking spaces at Blossomfield Campus, spread over seven car parks and some small areas adjacent to specific buildings. 32 of these spaces are for disabled users and nine are for visitors. There are also 10 motorcycle/scooter parking spaces provided in the main car park. A parent drop-off area and disabled drop-off bay is provided for students who are dropped to the site by car.

2.2.1.23 The capacity of each car park is outlined in **Table 2-3**.

**Table 2-3 - Car Parking Capacity at Blossomfield Campus**

<b>Car Park</b>	<b>Capacity</b>
<b>Main</b>	<b>180</b>
<b>Student and Visitor</b>	<b>182</b>
<b>Sports Hall</b>	<b>12</b>
<b>Staff</b>	<b>50</b>
<b>Construction Centre (Area)</b>	<b>42</b>
<b>New Car Park</b>	<b>271</b>
<b>Other</b>	<b>18</b>

2.2.1.24 The car park is free to use and managed on a first come, first served basis and staff and students must be registered to use it. An area of the car park is reserved for staff only.

2.2.1.25 The parking space availability at Blossomfield Campus is considered sufficient for the demand by staff and students; however, demand occasionally exceeds capacity. Blossomfield Road is a red route and many adjacent roads have double-yellow lines preventing staff and students from parking off-campus when they cannot find a space. In rare cases, this results in people parking on grass verges within the site when the car parks are full.

2.2.1.26 Issues sometimes arise when people accessing local businesses or the railway station park at the site. This normally occurs at the beginning of term time and is monitored by staff at the college.

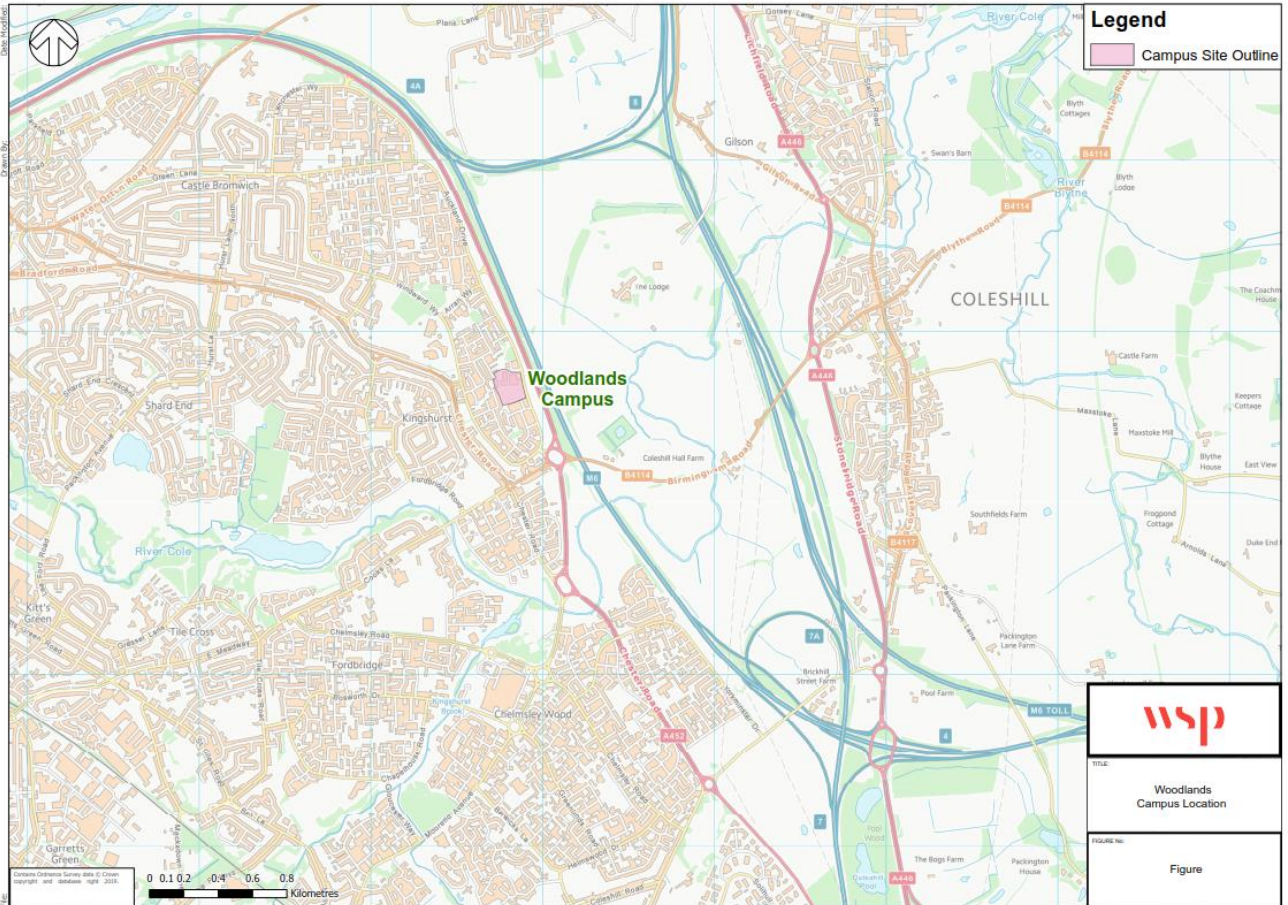
2.2.1.27 The Management Centre on-site is frequently used for external conferences which can increase the demand for parking spaces. When large events (up to 100 people) are planned, staff and students are informed in advance to encourage them to travel to the campus by alternative modes that day to prevent parking conflicts.



## 2.3 WOODLANDS CAMPUS

2.3.1.1 Woodlands Campus is located on Auckland Road in a predominantly residential area in North Solihull (**Figure 2-7**). It is the smallest of the three campuses and delivers further education (FE) and higher education courses (HE), predominately in Engineering and Aviation. There are 980 students, 84 full-time members of staff, and a number of part-time sessional teaching staff at Woodlands Campus.

**Figure 2-7 - Woodlands Campus - Site Location**

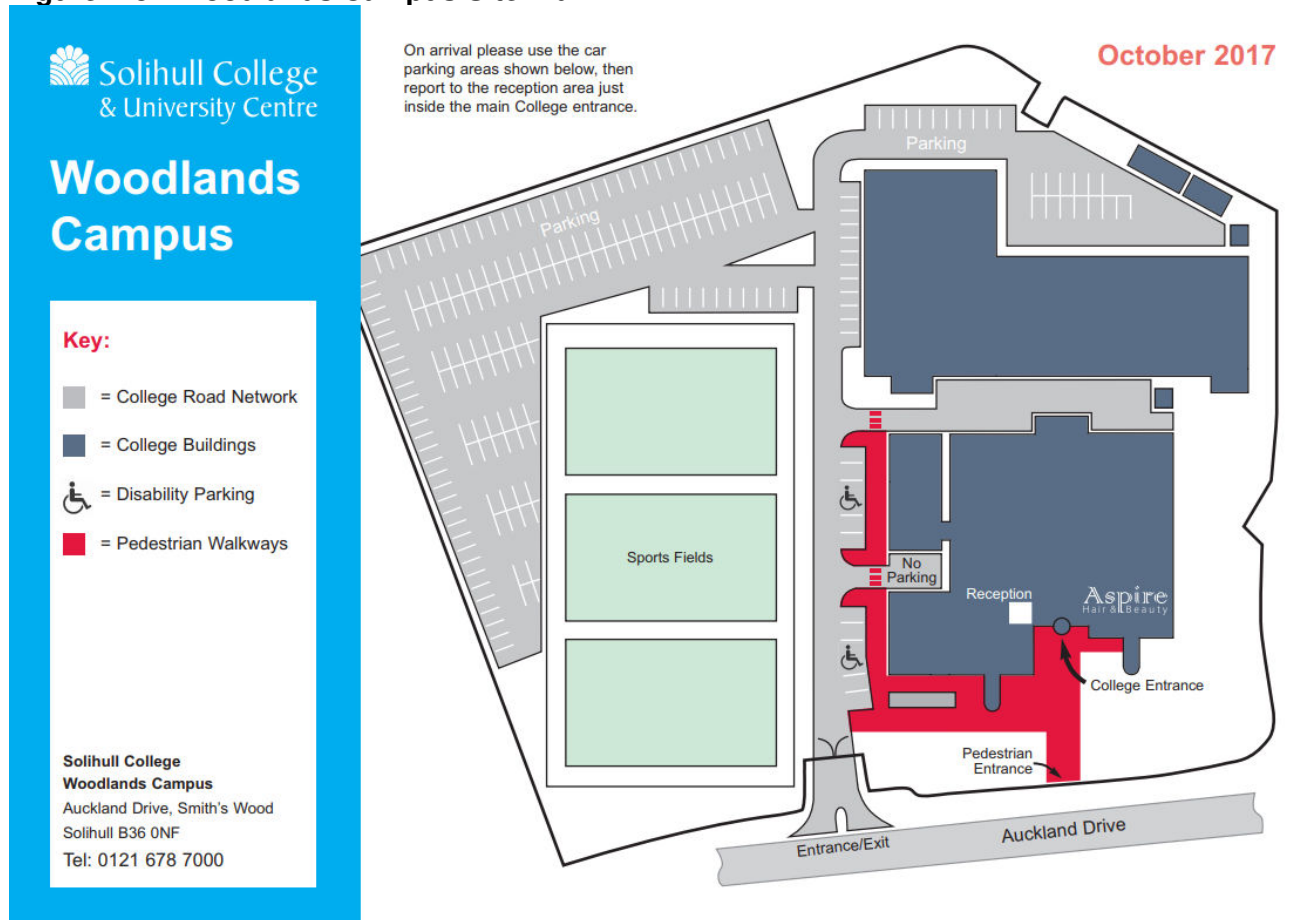


2.3.1.2 The opening times, during term time, for the Woodlands Campus are as follows:

- Monday & Thursday: 8:00am – 5:00pm
- Tuesday & Wednesday: 8:00am – 9:00pm
- Friday: 8:00am-4:00pm

2.3.1.3 A site plan of the Woodlands Campus is shown in **Figure 2-8**.

**Figure 2-8 - Woodlands Campus Site Plan**



**WALKING AND CYCLING**

**Walking**

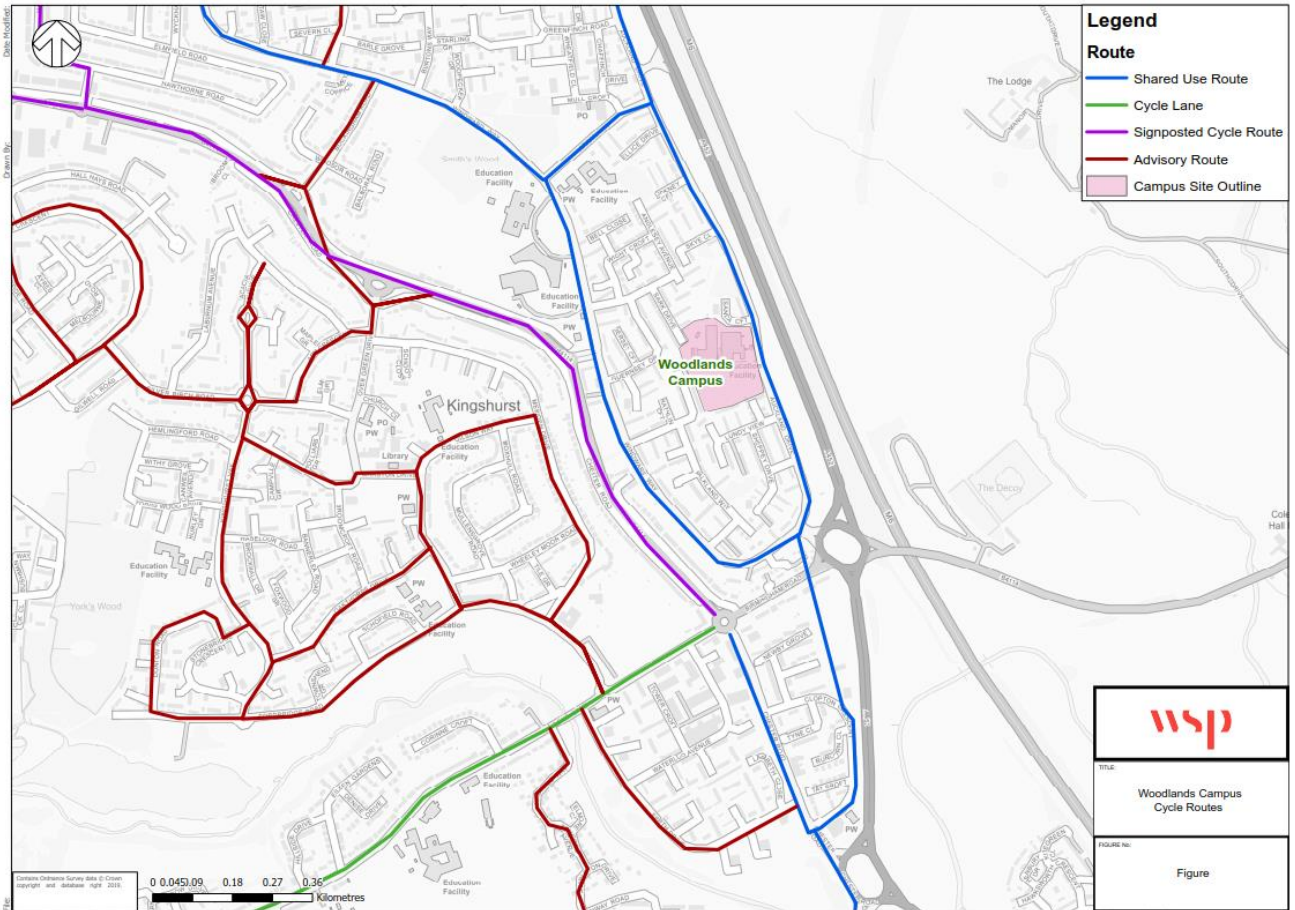
- 2.3.1.4 Woodlands Campus is well connected to the local pedestrian network through many on-site footpaths which are well lit and in a good state of repair. Pedestrian access to the campus is provided by one entrance/exit on Auckland Drive; this is also the only entrance/exit for vehicles. At the entrance, there is an uncontrolled crossing across the mouth of the junction to aid pedestrian movements. There are no pedestrian crossings across Auckland Drive as there is no footpath on the opposite side of the road.
- 2.3.1.5 There are a series of un-controlled pedestrian crossings within the site including dropped-kerbs and road markings. In general, it is considered that there are no access problems for pedestrians.

**Cycling**

- 2.3.1.6 Woodlands Campus has good access to the local cycle network (**Figure 2-9**). A shared use route is provided on Auckland Drive which provides access to a number of additional cycle routes in the vicinity, including a signposted cycle route to Castle Bromwich. However, there are no cycle lanes provided on campus; therefore, cyclists must share the road with vehicles.
- 2.3.1.7 In terms of cycle facilities, 30 bicycle parking spaces are provided on site, all of which are covered and located at the entrance to the college. These spaces are never fully occupied and are therefore

considered sufficient for the demand. In addition, showers, changing facilities, and lockers are provided for staff and students who walk/cycle/motorcycle to work.

**Figure 2-9 - Cycle network in the vicinity of Woodlands Campus**



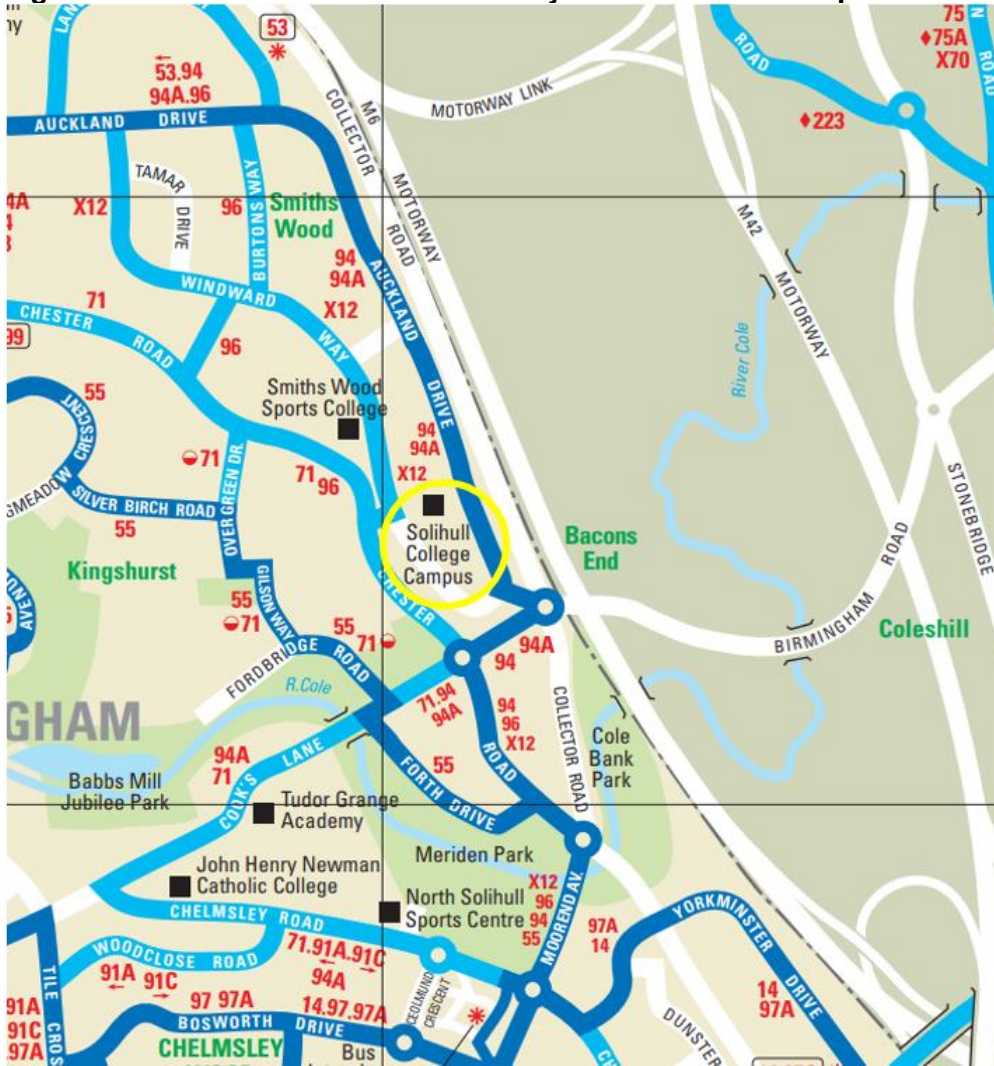
## PUBLIC TRANSPORT ACCESSIBILITY

### Bus

2.3.1.8 Woodlands Campus had good accessibility to the local bus network with the nearest bus stop located 50m from the site entrance on Auckland Drive, and six bus stops within 800m of the campus. As illustrated in **Figure 2-10**, the 94 bus serves Auckland Drive while the number 71, X12, 55 and 96 services stop within walking distance of the site.



**Figure 2-10 - Bus services in the vicinity of Woodlands Campus**



(Source: *Bus and Rail Services in Solihull*, WMCA, 2019)

2.3.1.9 The bus stops on Auckland Road are well-lit, covered and clean, with seating and timetable information available (**Figure 2-11**). RTI is not provided at either the bus stops on Auckland Drive nor in the reception building on campus.



**Figure 2-11 - Bus stop on Auckland Drive**



(Source: Google Maps - March 2019)

**Table 2-4 - Frequency of bus services in the vicinity of Woodlands Campus**

Service	Route	Road	Distance from the college	Start and Finish times (Mon-Fri)	Frequency (Mon-Fri)
94	Birmingham – Chelmsley Wood	Auckland Drive	50m	04:57/23:18	Every 9 minutes during the day
71	Sutton Coldfield - Solihull	Fordbridge Road	800m	05:39/23:55	Every 20 minutes during the day
X12	Solihull to Birmingham via Chelmsley Wood	Windward Way	300m	03:25/21:57	Every 20 minutes during the day
55/55A	Chelmsley Wood to Birmingham City Centre via Kingshurst, Shard End & Ward End	Fordbridge Road	800m	04:42-23:57	Every 10 minutes during the day

Service	Route	Road	Distance from the college	Start and Finish times (Mon-Fri)	Frequency (Mon-Fri)
96	Kingstanding to Chelmsley Wood via Erdington	Chester Road	600m	04:18-23:54	Every 30 minutes
966	Erdington, Six Ways to Solihull Station	Chester Road	600m	04:33-23:32	Every 30 minutes

### Rail

2.3.2. There are no railway stations within the immediate vicinity of Woodlands Campus. Marston Green and Lea Hall railway stations are approximately 3.5km from the campus.

### PRIVATE VEHICLES

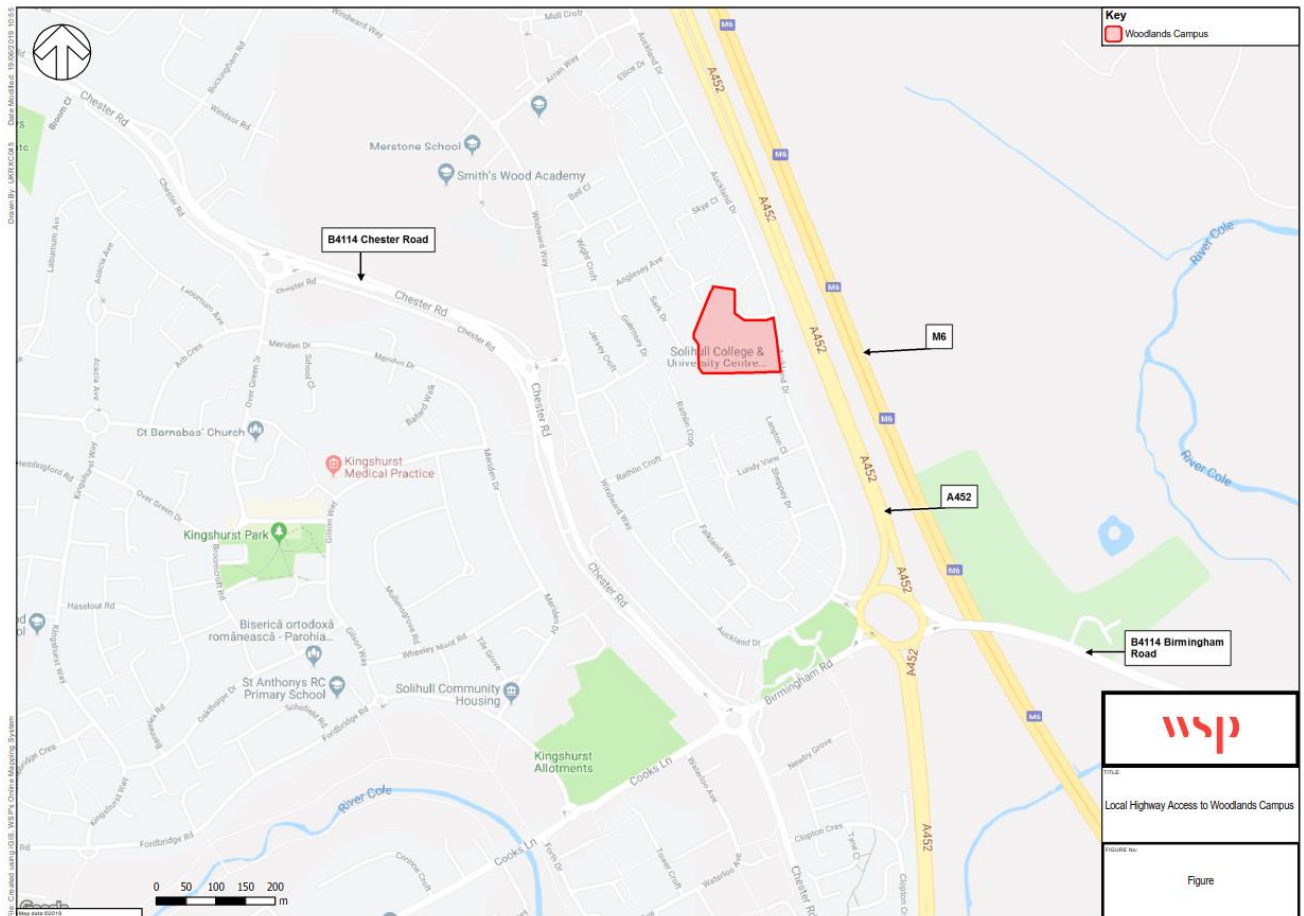
2.3.2.1 Vehicle access to Woodlands Campus is provided through Auckland Drive which is a two-lane single carriageway. Auckland Drive runs parallel to the A452 and M6 and close to Chester Road and Birmingham Road which are all strategically important roads in the West Midlands.

2.3.2.2 There is one route from Auckland Drive to the campus which provides both access and egress. This access has two lanes and provides access to the car park. At the junction with Auckland Road, there are no signals to assist traffic joining the main road.

2.3.2.3 Vehicle access to the campus is considered good; however, there is no drop-off point for the site which can result in vehicles stopping on Auckland Drive. In addition, large events at the NEC (located approximately five miles from the campus) can cause congestion when travelling to the college.

2.3.2.4 **Figure 2-12** shows the local highway network to Woodlands Campus.

**Figure 2-12 - Local Highway Access to Woodlands Campus**



### Parking

- 2.3.2.5 There are 216 parking spaces at Woodlands Campus located in one main car park with some additional spaces available by the Construction and Automotive building for staff. Eight of the total spaces are for disabled users and two are for visitors. In addition, two areas are available for motorcycle/scooter parking with capacity for eight motorcycles to park. The car park is free to use and managed on a first come, first served basis and staff and students must be registered to use it.
- 2.3.2.6 In 2012, the number of parking spaces at the campus was increased to accommodate additional demand. However, due to an increase in higher education and day-release students attending the college, demand once again exceeds capacity. This has resulted in a number of students parking on Auckland Drive or on local residential roads, causing complaints from residents.
- 2.3.2.7 The demand for parking regularly exceeds capacity, especially on weekdays when more higher education and day-release students attend the college. The perception that the car park may be full has resulted in students parking on local roads when there are spaces available in the car park.
- 2.3.2.8 Subject to a survey confirming the need, planning permission has been granted for an additional 13 parking spaces for staff at the north side of the campus, which would be served off Sanda Croft via an old access that is currently closed off. This will release some parking spaces for students but it is not expected to completely resolve the parking issues at the campus.

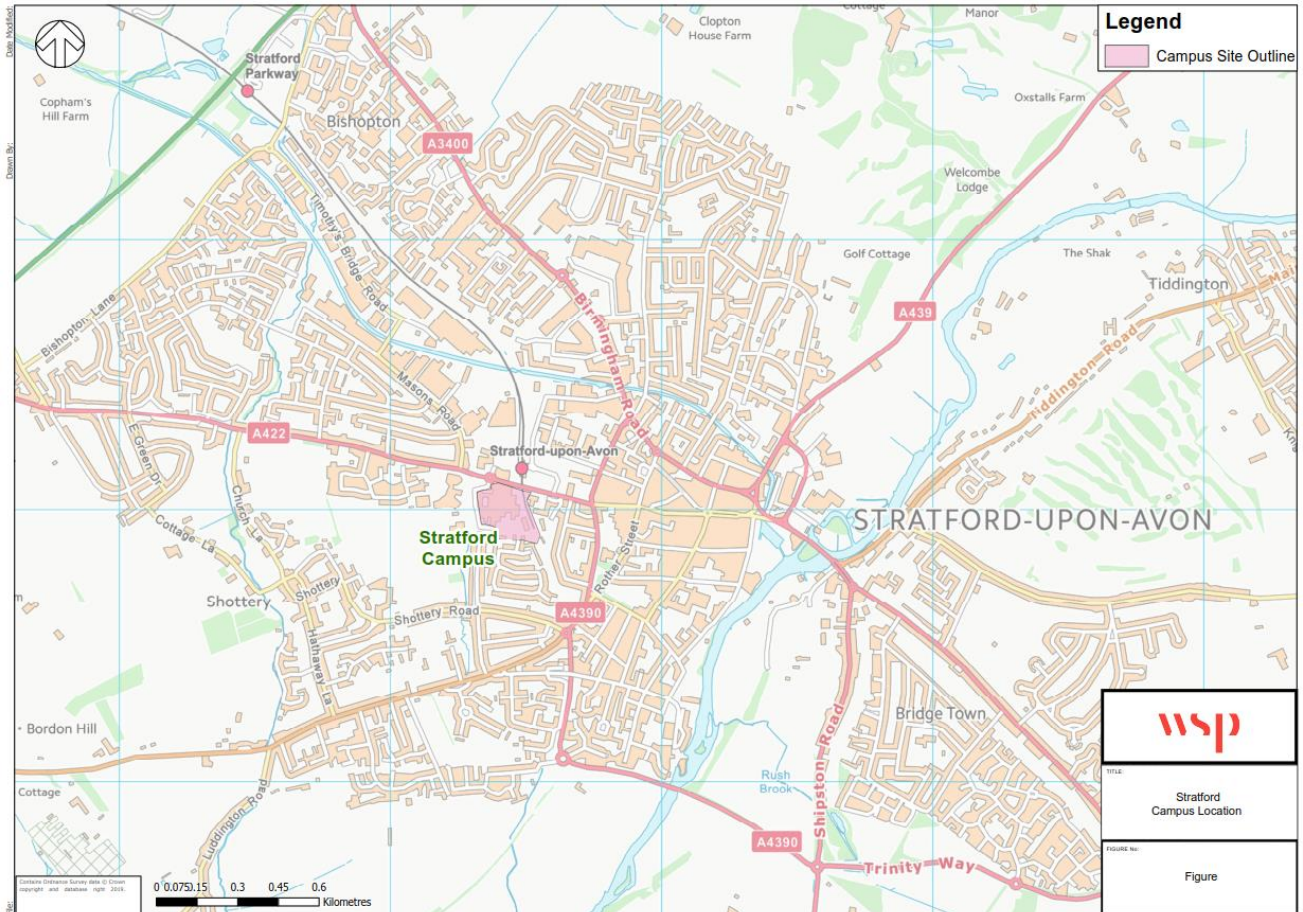


## 2.4 STRATFORD CAMPUS

2.4.1.1 The Stratford Campus is located on Alcester Road, in the heart of Stratford-upon-Avon. The campus is relatively compact and delivers higher education courses (HE), predominately in performing arts, hospitality and catering, music and media and other vocational courses.

2.4.1.2 In February 2018, Stratford-upon-Avon College merged with Solihull College & University Centre. There are 1,500 students, 115 members of staff at the Stratford Campus.

**Figure 2-13 - Stratford Campus - Site Location**



2.4.1.3 The opening times for the Stratford-upon-Avon campus, are as follows:

- Monday & Tuesday: 8am – 5pm
- Wednesday & Thursday: 8:00am – 9:00pm
- Friday: 8:00am - 4:00pm

### WALKING AND CYCLING

#### Walking

2.4.1.4 Located close to the town centre, the Stratford Campus is well connected to the local pedestrian network through numerous on-site footpaths which are well lit and in a good condition. Pedestrian access to the campus is provided through one entrance/exit off the Alcester Road roundabout onto Willows Drive North. This is also the only entrance/exit for vehicles. At the entrance, there is a

roundabout with uncontrolled crossings on all four sides of the roundabout to aid pedestrian movements.

2.4.1.5 There are a series of un-controlled pedestrian crossings within the site which include road markings. In general, it is considered that there are no access problems for pedestrians.

### Cycling

2.4.1.6 The Stratford Campus has good access to the local cycle network. A shared use route is provided on Alcester Road which provides access to additional cycle routes in the vicinity.

2.4.1.7 Figure 2-14 shows the local cycle network in the vicinity of the Stratford Upon Avon Campus.

**Figure 2-14 - Cycle network in the vicinity of Stratford-upon-Avon Campus**



(Source: Stratford upon Avon, Cycling Guide, 2014)

Figure 2-14 shows a public footpath bisecting a part of Stratford campus. This is no longer possible due to the installation of security gates to the Campus

## PUBLIC TRANSPORT

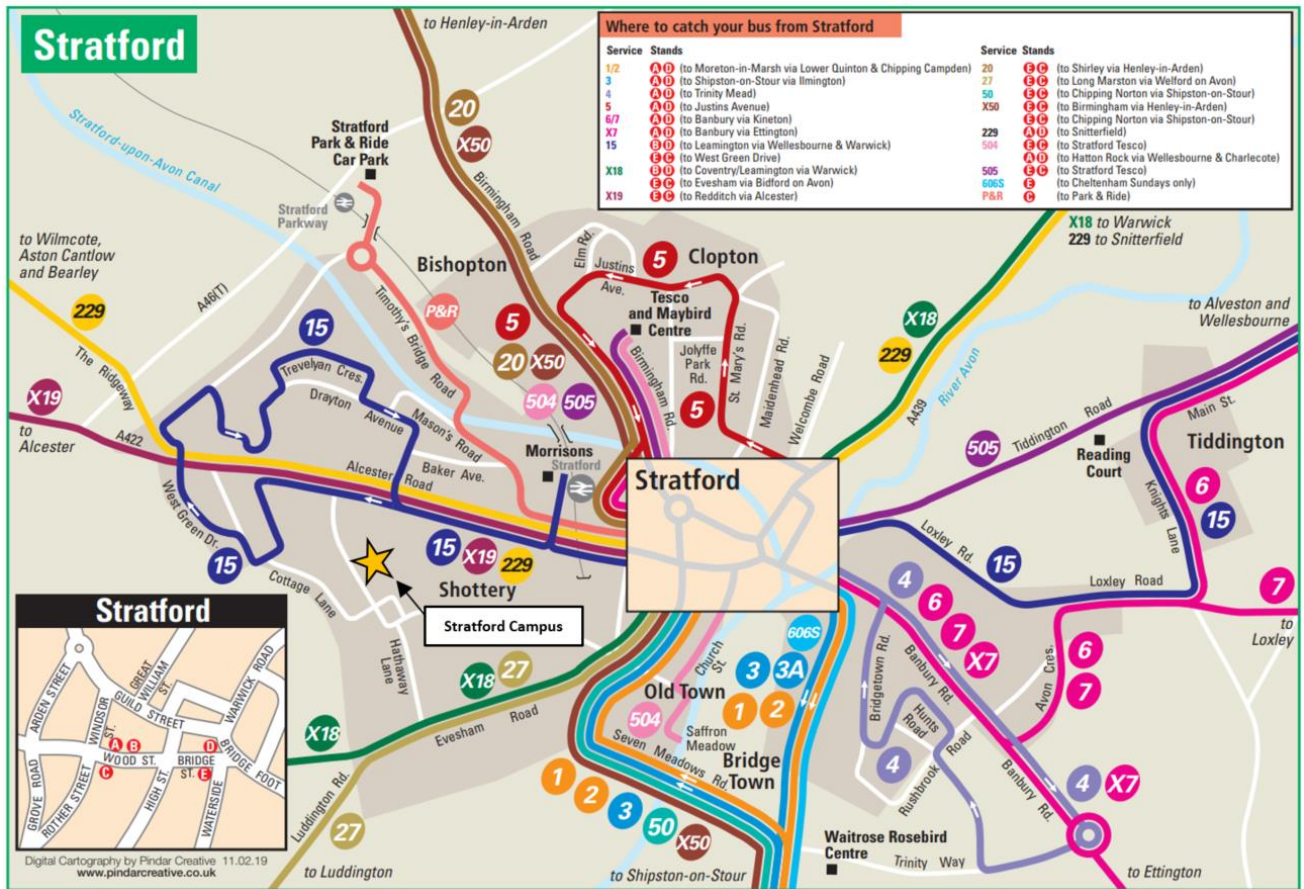
### Bus

2.4.1.8 The Stratford Campus has excellent accessibility to the local bus network with the nearest respective bus stops located approximately 60m from the site entrance and 150m east of the college campus at Alcester Road.

2.4.1.9 As illustrated in, various services serve Alcester Road; 15, X19, 229.



Figure 2-15 - Bus services in the vicinity of Stratford Campus



(Source: Stratford Bus Route Map, [www.warwickshire.gov.uk/busroutemaps](http://www.warwickshire.gov.uk/busroutemaps), 2019)

2.4.1.10 The bus stop located outside the college (Figure 2-16) is well lit and clean. The stop does not benefit from seating or timetable information.

2.4.1.11 The Railway Station Bus stop (Alcester Road) (Figure 2-17) is located approximately 150m east of the college campus. The bus stop benefits from offering, seating, shelter and timetable information and being well lit.

**Figure 2-16 - Bus stop outside Stratford College (Alcester Road)**



*(Source: Google Maps – Sept. 2018)*

**Figure 2-17 - Stratford-upon-Avon, Railway Station Bus stop (Alcester Road)**



*(Source: Google Maps – Sept. 2018)*

2.4.1.12 The frequency of bus services stopping by the Stratford Road Campus is provided in **Table 2-5**. The table shows that 5 bus services, on a variety of routes, are in operation close to the campus providing good accessibility for staff and students.

**Table 2-5 - Frequency of bus services in the vicinity of Stratford Campus**

Service	Route	Road	Distance from the college	Start and Finish times (Mon-Fri)	Frequency (Mon-Fri)
15	Warwick - Stratford	Alcester Road	60m	06:20-23:24	Every 60 minutes during the day
X19	Redditch - Stratford	Alcester Road	150m	06:18-19:10	Every 60 minutes during the day
229	Stratford - Snitterfield	Alcester Road	150m	07:52-19:07	Every 2 hours during the day
X18	Coventry - Stratford	Evesham Road	550m	07:03-20:17	Every 30 minutes during the day
27	Stratford - Broad Marston	Evesham Road	550m	08:04-19:05	Every 2 hours during the day

## Rail

2.4.1.13 The Stratford campus is located just 200m away from Stratford-upon-Avon Station. The station is well lit, has RTI and timetable information, seating areas, CCTV and provides stepped access throughout.

The facilities at the station include:

- Pay phones
- Café
- Toilets
- Waiting rooms
- Customer help points

2.4.1.14 The station directly serves various key destinations including Birmingham city centre, London, Stourbridge, Leamington Spa.

## PRIVATE VEHICLES

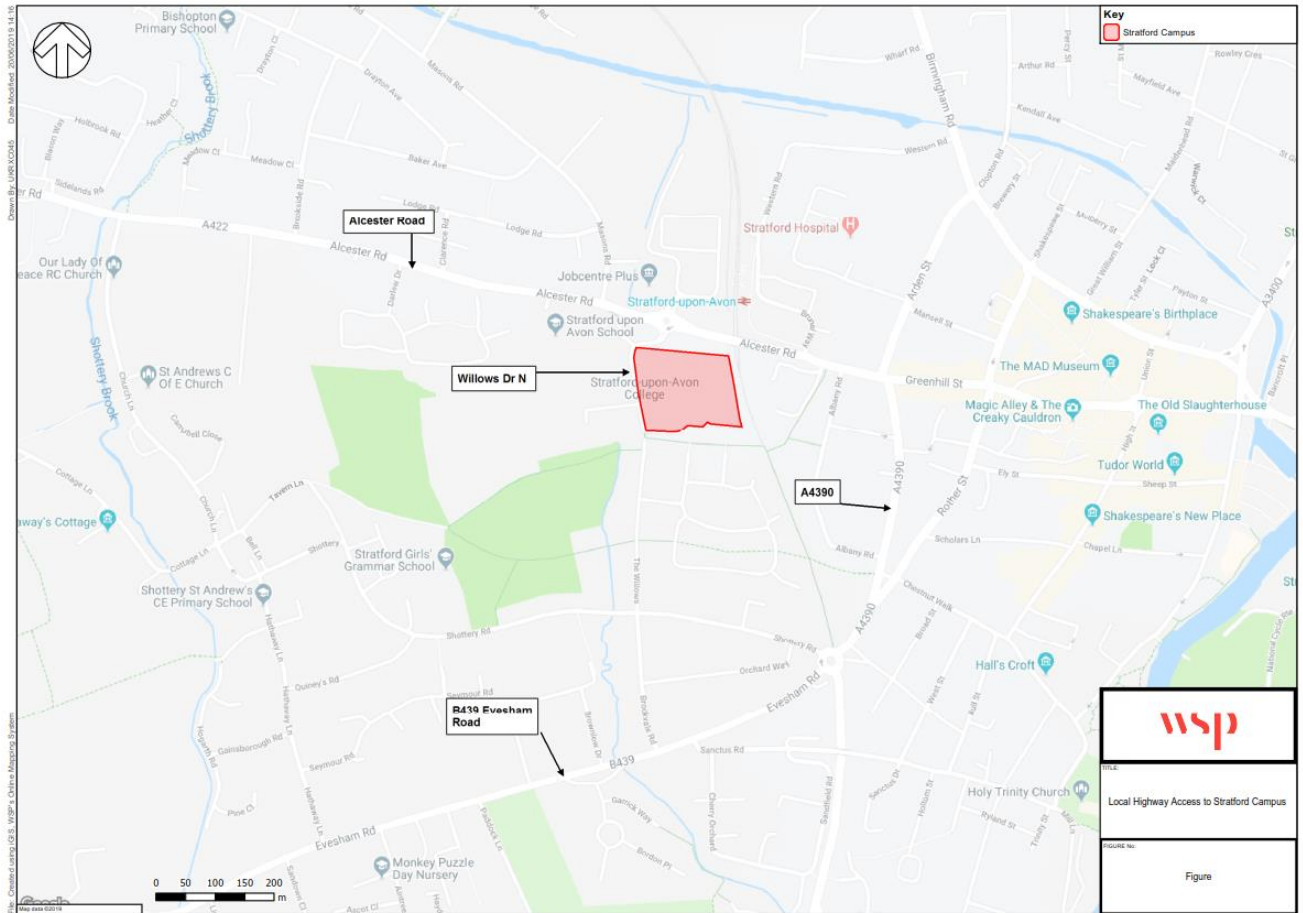
2.4.1.15 Vehicle access to the Stratford Campus is provided off the Alcester Road roundabout (Willows Dr N). Alcester road is a key part of Stratford-upon-Avon's road network, linking the rail station to the north, the town centre (via Bridge street) to the east and to the A46 to the west.

2.4.1.16 There is one access route from Alcester road to the campus and one egress route from the campus onto Alcester Road.

2.4.1.17 Vehicle access to the site is considered good, however, Alcester road can be busy during peak times at the eastern and western arms of Alcester road roundabout, causing congestion arriving and leaving the campus. Figure 2-18 shows the local highway access to the Stratford campus.



**Figure 2-18 - Local Highway Access to Stratford Campus**



**PARKING**

- 2.4.1.18 The college benefits from marked car parking spaces for students/ staff with physical disabilities. This is located adjacent to the campus. Signs state 'Parking for Staff and Student permit holders only' where permits must be displayed at all times. This area is located east of the campus.
- 2.4.1.19 A total of 280 spaces are provided; 150 at the rear car park, 30 near block A, and 100 in the front car park.
- 2.4.1.20 In summary, given the town centre location and very good accessibility to bus/rail services from the campus, it is not envisaged that parking is a significant issue at the college campus for staff and students.

**2.5 SUMMARY**

- 2.5.1.1 This section of the report has examined the campus details and existing transport conditions surrounding the proposed development site and identifies that:
  - The campuses are mostly accessible by walking and cycling. Bus service provision is good and two campuses are located in reasonable distance to rail stations.
  - Vehicle parking at campuses vary slightly, with some issues arising when people accessing local businesses or the railway station park at the site.

### 3 TRAVEL SURVEY 2018-2019

---

#### 3.1 INTRODUCTION

3.1.1.1 This chapter provides an overview of the key findings taken from the 2018/19 staff and student travel survey. It will provide the key messages that Solihull College and University Centre will endeavour to communicate to staff and students.

#### 3.2 STAFF

3.2.1.1 An online staff travel survey was carried out in May 2019 and the following sections provide an overview of the key findings.

3.2.1.2 A total of 418 staff responses were received. **Table 3-1** summarises the survey responses.

**Table 3-1 - Survey Responses**

Campus	Number of responses
Blossomfield Campus	257
Woodlands Campus	47
Stratford Campus	75
Other	21
<b>Total</b>	<b>418</b>

3.2.1.3 Based on the total number of staff across all campuses (688) there is a response rate of 61%.

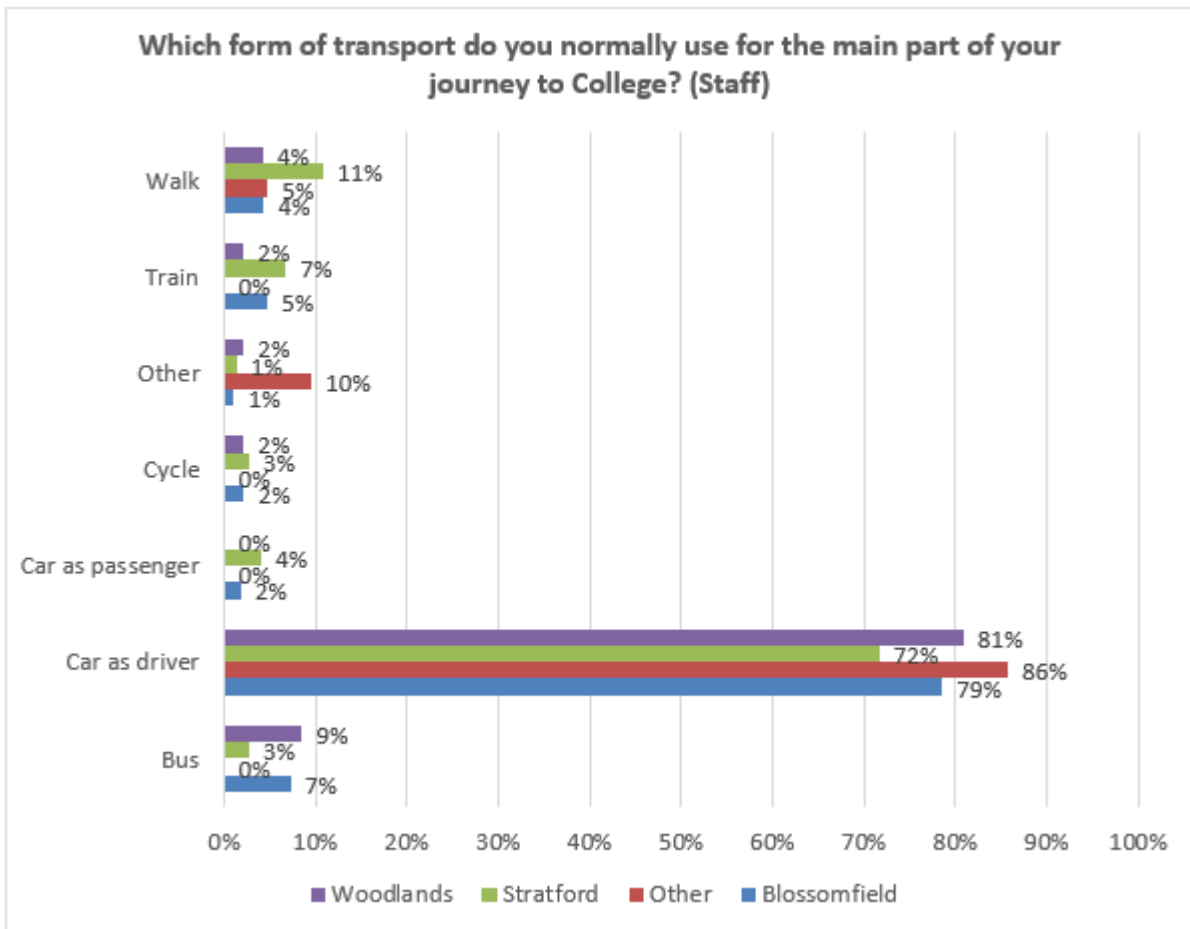
### Attendance at the college

3.2.1.4 The travel survey found that the majority of staff survey respondents work at the college during the daytime. 98% of respondents attended during the day, with 2% during the evening. This covers staff working at all three campuses.

### Current Travel Behaviour - Staff

3.2.1.5 Figure 3-1 presents the current (2019) mode share data for staff respondents across all campuses.

**Figure 3-1 - Mode of Travel – Staff**



3.2.1.6 The survey found that the majority of staff respondents travel to the college by car as driver. This figure is higher for Woodlands Campus (81%) than Stratford Campus (72%) and Blossomfield Campus (79%). This suggests that the Woodlands campus is less accessible by sustainable modes.

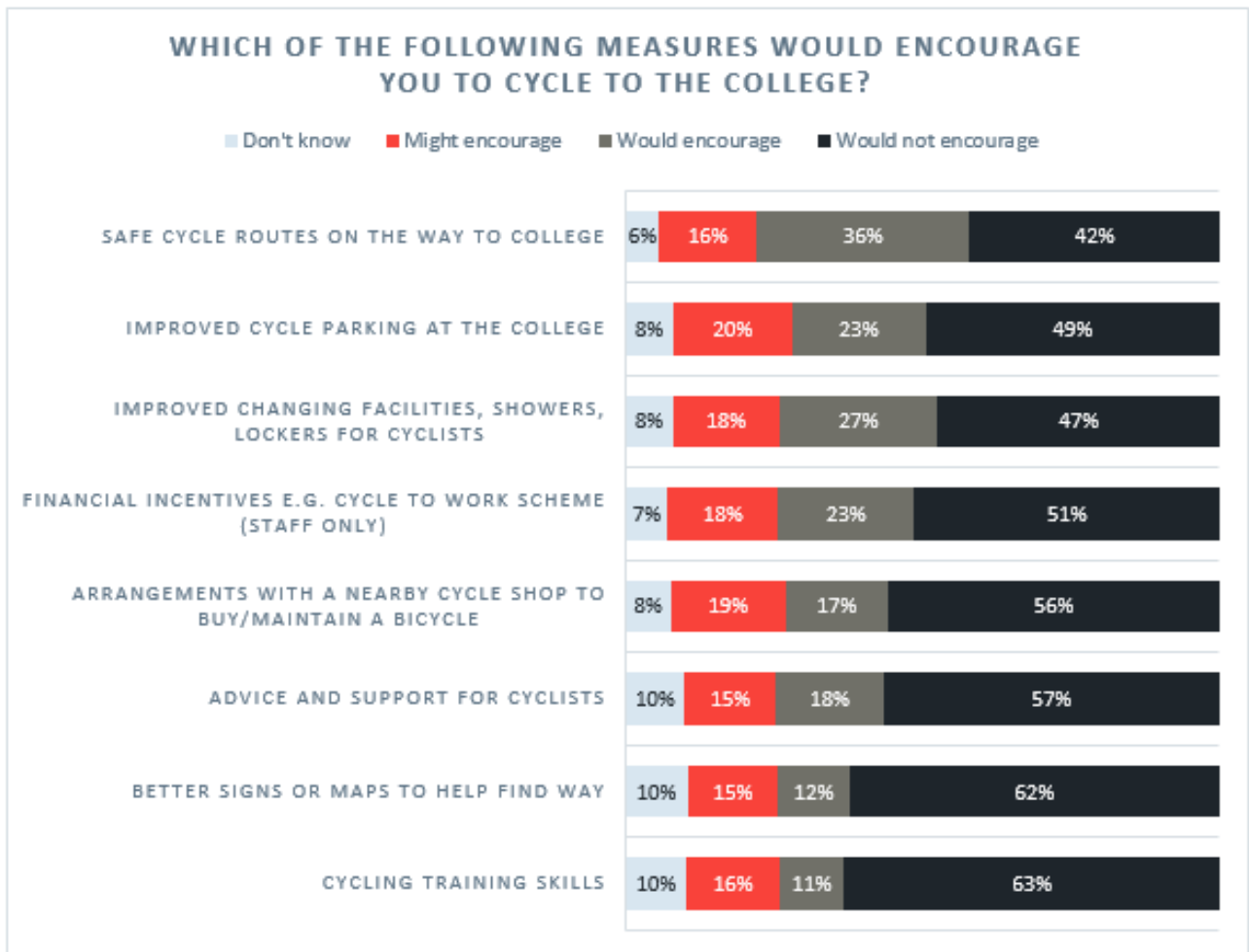
3.2.1.7 The second most popular mode of travel for both the Woodlands and Blossomfield campuses is by bus; 7% of respondents at Blossomfield campus, 9% at Woodlands and 3% at Stratford. Although Stratford also had 7% of staff travelling by train.

3.2.1.8 Active modes were some of the least popular modes indicated by correspondents, however, 2% of respondents from the both the Woodlands and Blossomfield campuses (3% at Stratford) reported they cycled to the campus. While 4% of respondents of both Woodlands and Blossomfield campuses stated that they walked to the campus in comparison to 11% of Stratford staff walking to the campus.

### Attitudes to Travel - Staff

- 3.2.1.9 The survey asks staff which measures would encourage them most to cycle to the college. The results for current non-cyclists, for both campuses, are provided in Figure 3-2.
- 3.2.1.10 Safer cycle routes gained the most interest on the way to college with 36% indicating they would encourage this. The second most popular intervention improved changing facilities, showers, lockers for cyclists etc. with 27% indicating they would encourage this.
- 3.2.1.11 The least popular intervention was providing cycling training skills with 63% of respondents not encouraging this.

**Figure 3-2 - Changes in Travel Behaviour: Cycling (Non-cyclists) - Staff**

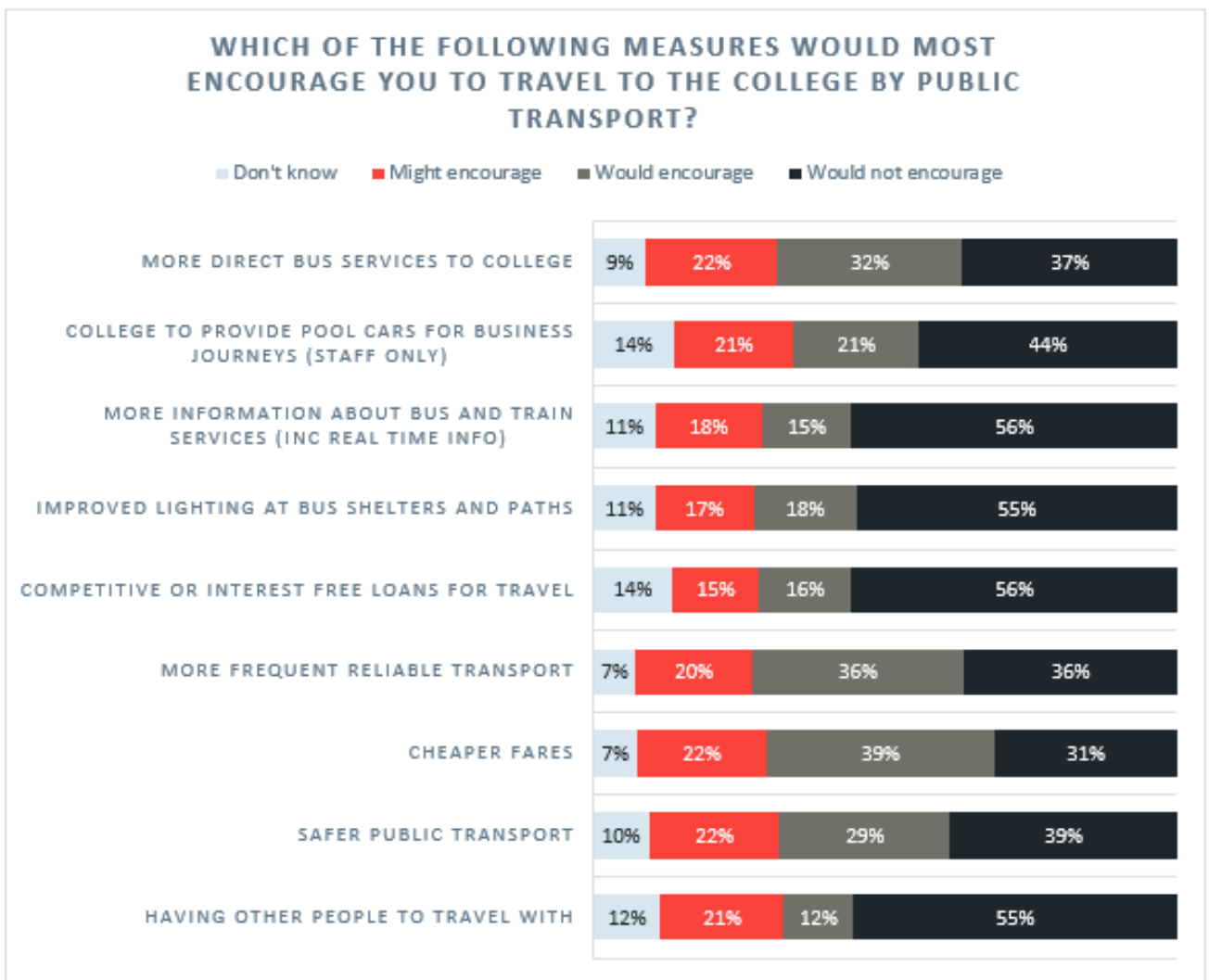


3.2.1.12 The survey then asked what would encourage staff to travel by public transport to college. The results for current non-public transport users, for both campuses, are provided in Figure 3-3. The intervention that gained the most interest was cheaper fares with 39% of respondents indicating they would encourage this.

3.2.1.13 The second most popular intervention was more frequent reliable transport services with 36% of respondents voting for this as a measure which would encourage them to travel to the college by public transport.

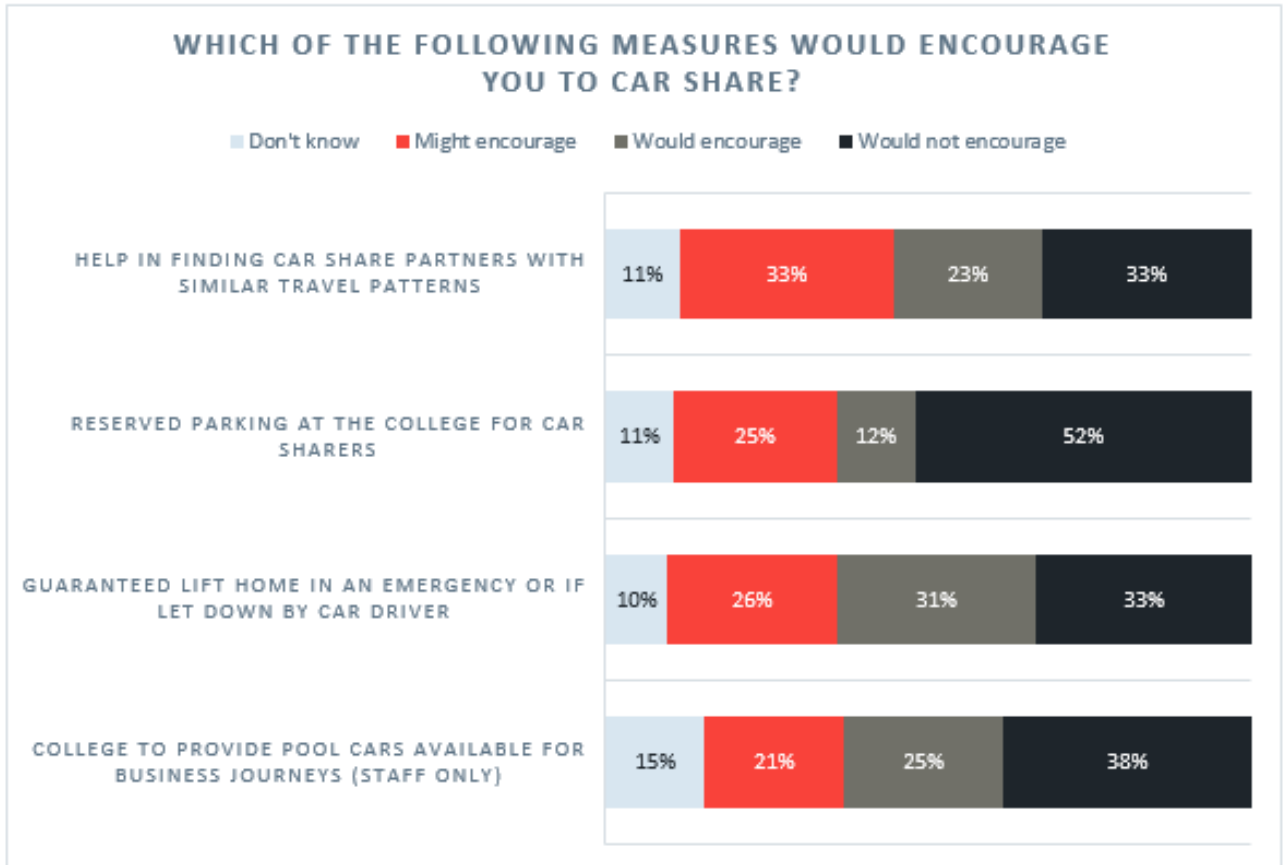
3.2.1.14 The least popular interventions were found to be to measures which 56% of respondents indicating measures they would least encourage. These measures were providing more information about bus and train services and providing competitive or interest free loans for travel.

**Figure 3-3 - Changes in Travel Behaviour: Public Transport (Non-PT users) - Staff**



3.2.1.15 Staff were asked what would encourage them to car share and the results are presented in Figure 3-4. The intervention that gained the most positive response was a guaranteed lift home in an emergency or if let down by car driver, of which 31% of respondents indicated that it might or would encourage them to car share. The least popular response was reserved parking at the college for car shares, of which 52% of staff indicated that it would not encourage them to car share.

**Figure 3-4 - Changes in Travel Behaviour: Car Sharing – Staff**

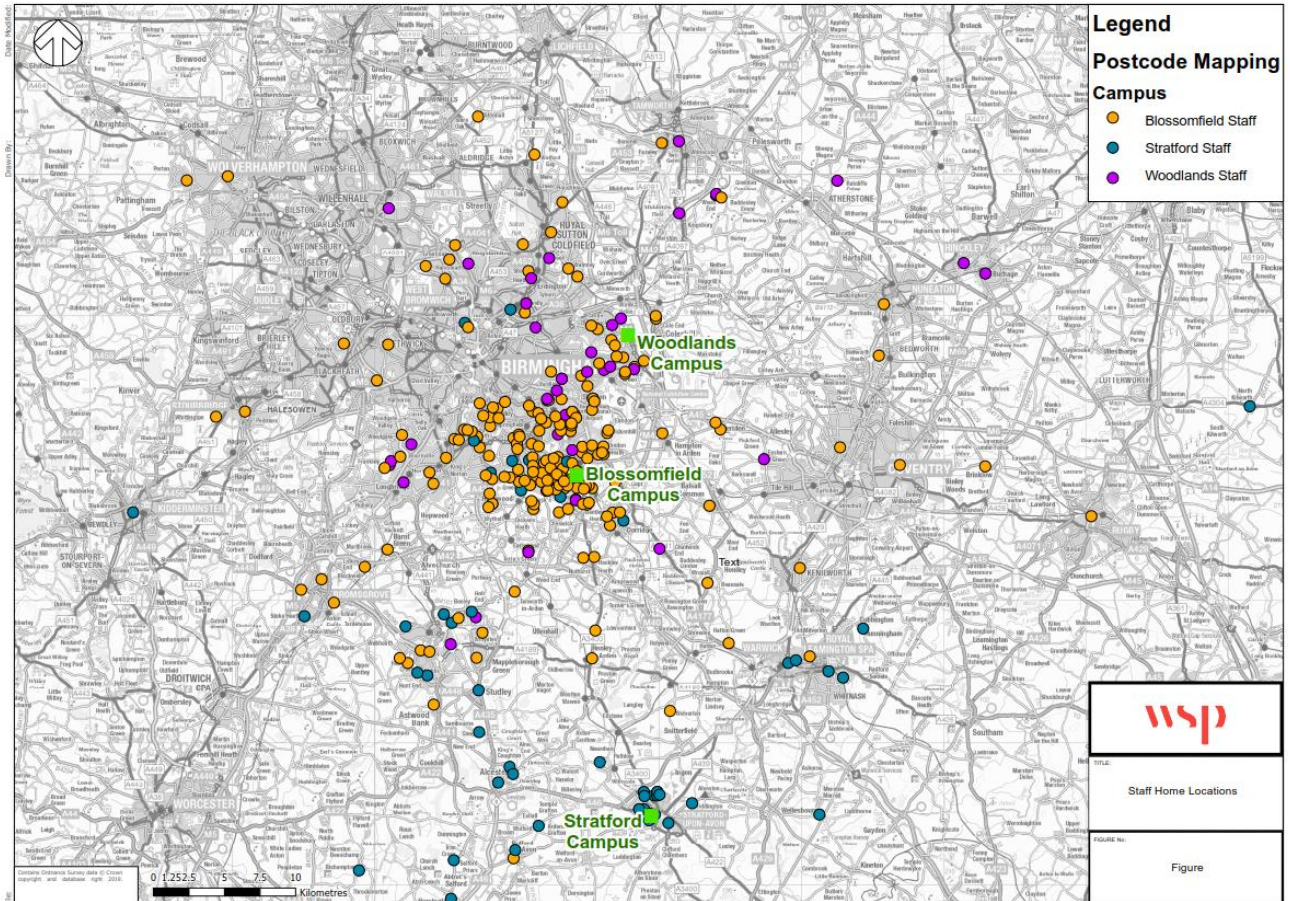




## Attitudes to Travel - Staff

3.2.1.16 Respondents were asked to provide their home postcode in order to map their home locations. This was done to illustrate the potential for using more active modes of travel to work, based on distance travelled to work. The results are provided in Figure 3-5. The map shows clusters around Solihull Town Centre and South-East Birmingham; however, there were a number of staff who indicated that they live much further afield in areas such as Wolverhampton and Sutton Coldfield.

**Figure 3-5 - Staff Home Geographical Spread**



Base: 380

### 3.3 STUDENTS

3.3.1.1 An online student travel survey was carried out in March 2019 and the following sections provide an overview of the key findings.

3.3.1.2 A total of 589 student responses were received. **Table 3-2** summarises the survey responses.

**Table 3-2 - Survey Responses**

<b>Campus</b>	<b>Number of responses</b>
Blossomfield Campus	336
Woodlands Campus	136
Stratford Campus	107
Other	10
<b>Total</b>	<b>589</b>

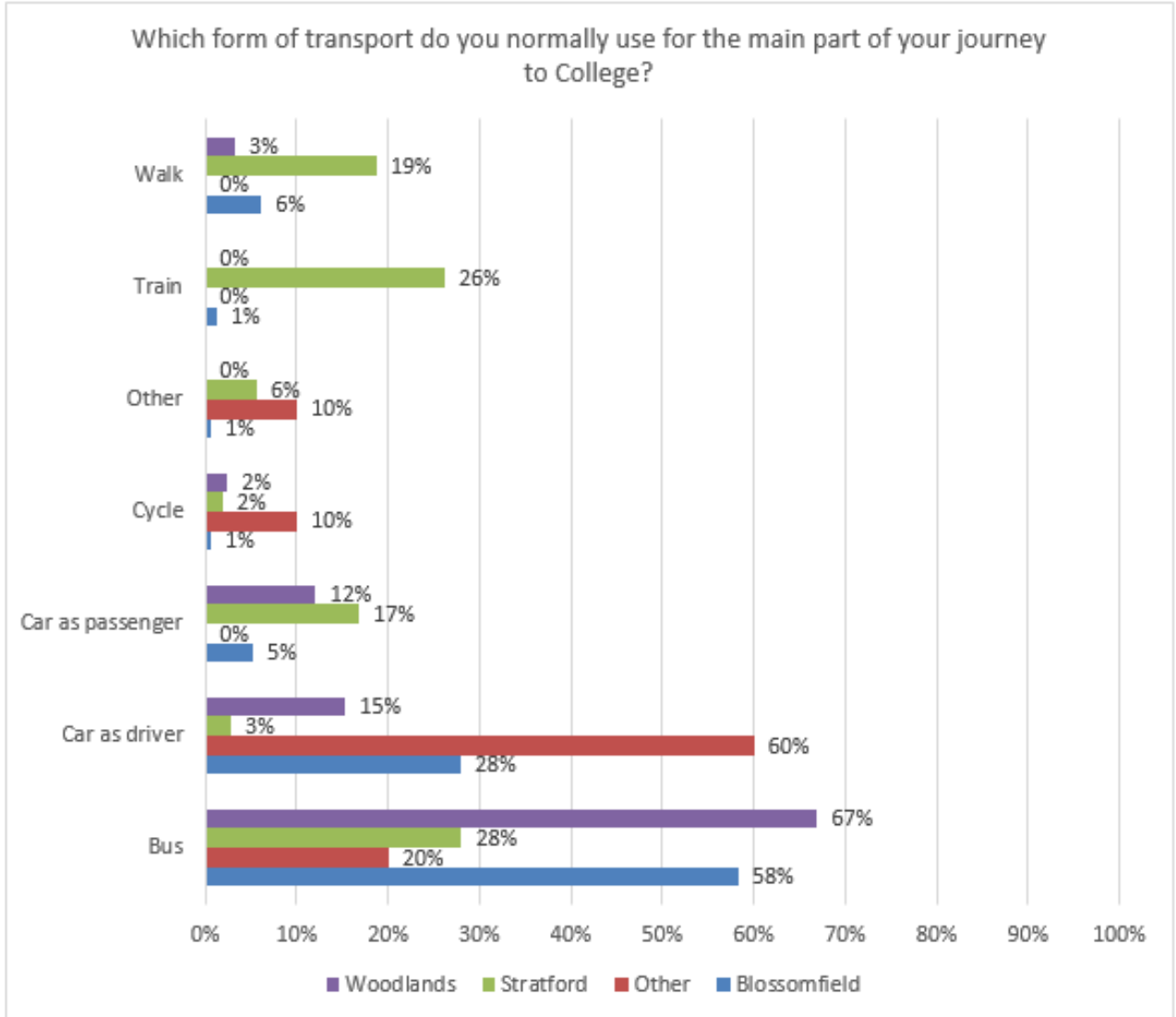
3.3.1.3 This represents a response rate of 9% based on 6,555 students across all campuses.



### Current Travel Behaviour – Students

3.3.1.4 **Figure 3-6** presents the current (2019) mode share data for staff respondents across all campuses.

**Figure 3-6 - Mode of Travel - Students**

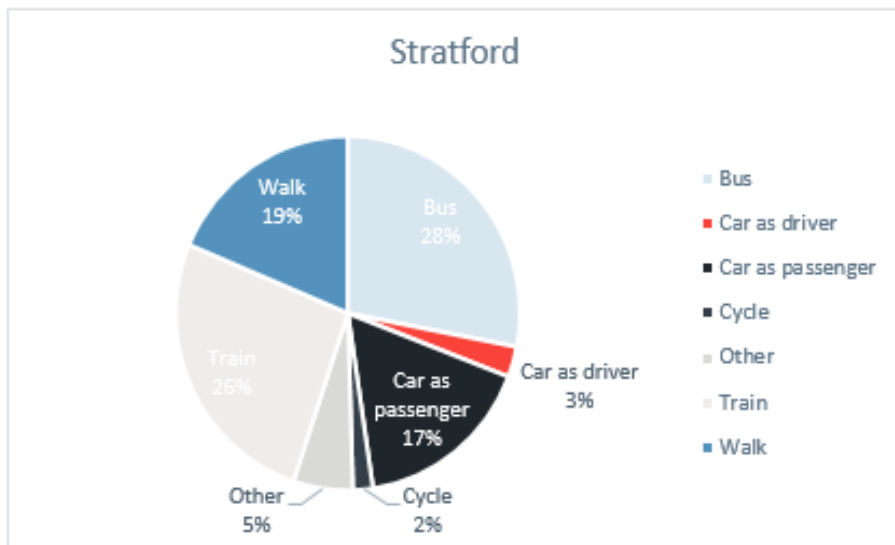
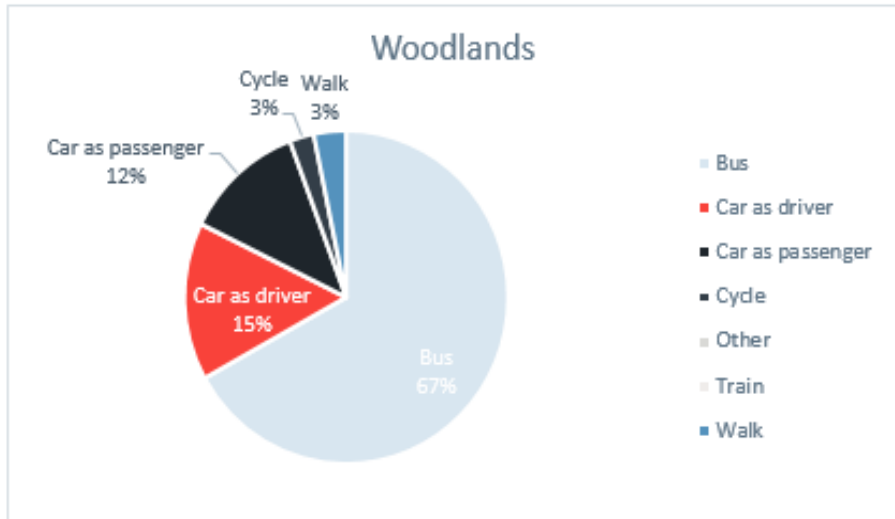
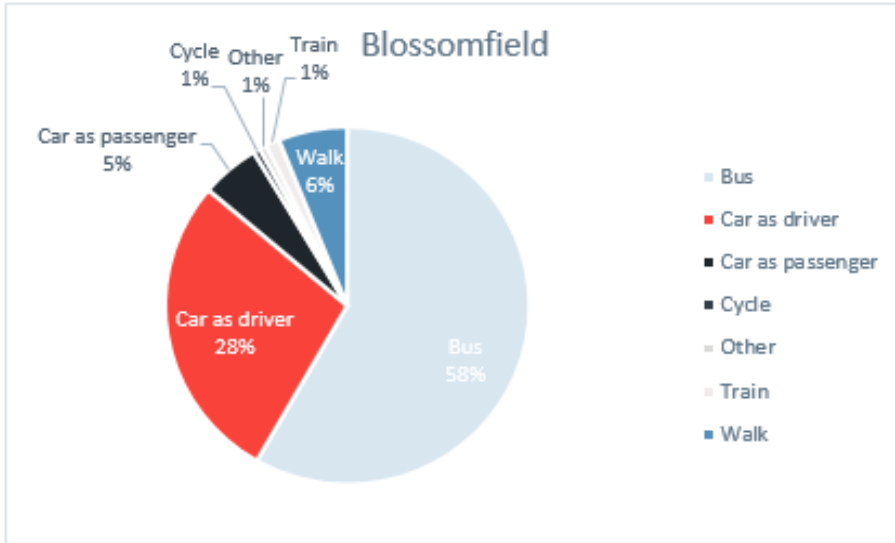


The travel survey found that the majority of survey respondents take the bus to college; 58% at Blossomfield Campus, 67% at Woodlands Campus and 28% of students at Stratford. Stratford also had 26% traveling by train.

3.3.1.5 The second most popular response was car as driver, 28% at Blossomfield Campus, 15% at Woodlands Campus and only 3% at Stratford.

3.3.1.6 Travel by active modes was low for both the Blossomfield and Woodlands campuses, but 3% of respondents at Woodlands Campus indicated that they walked to the site, 6% at Blossomfield Campus and 19% at Stratford.

**Figure 3-7 - Mode of Travel by Campus – Students**



## Attitudes to Travel - Students

### Blossomfield Campus

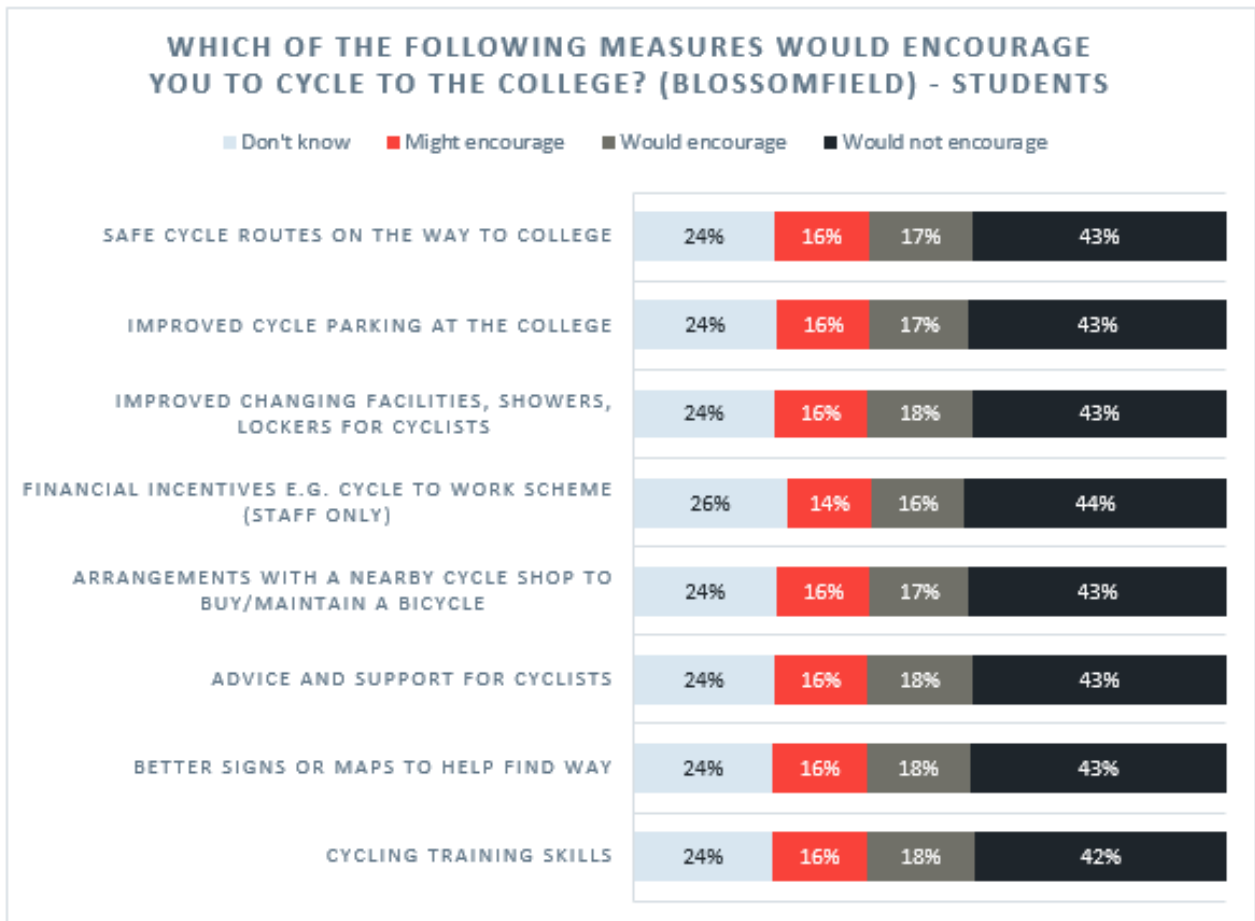
3.3.1.7 Respondents were asked to consider a range of measures and to then indicate whether they would encourage them to cycle to college. Figure 3-8 presents the results for non-cyclists at Blossomfield Campus. Four measures received the most positive response in being encouraged to cycle to college (18%). These were:

- Improved changing facilities, showers, lockers for cyclists
- Advice and support for cyclists
- Better signs or maps to help find the way
- Cycling training skills

3.3.1.8 The second most popular responses (at 17%) in being encouraged to cycle to college were:

- Safe cycle routes on the way to college
- Improved cycle parking at the college
- Arrangements with a nearby cycle shop to buy/ maintain a bicycle.

**Figure 3-8 - Changes in Travel Behaviour: Cycling (Non-cyclists) – Blossomfield**

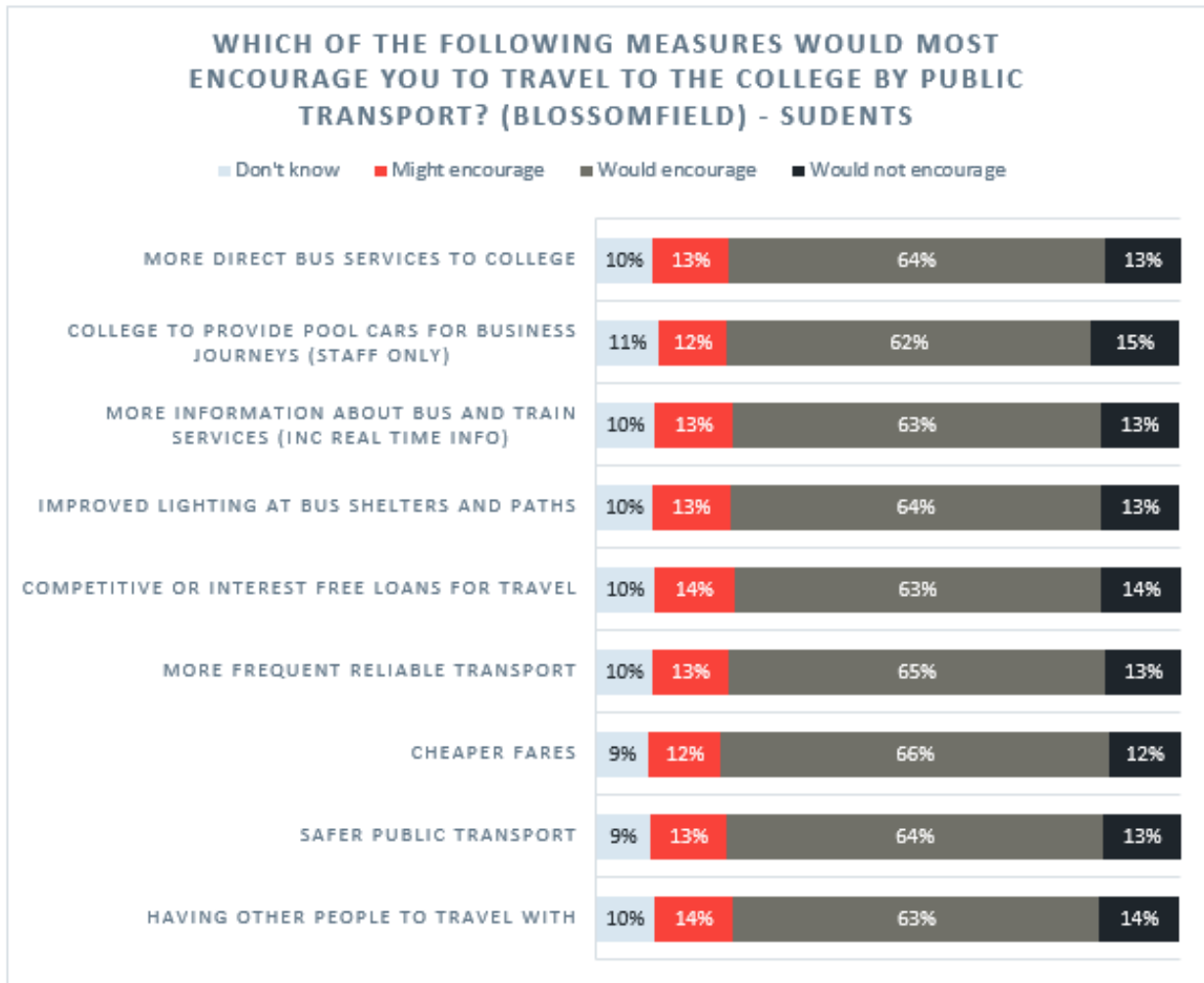


3.3.1.9 Respondents were then asked to consider a range of measures and to then indicate whether they would encourage them to travel by public transport to college. Figure 3-9 presents the results for non-public transport users at Blossomfield Campus. The measure that received the most positive response

was cheaper fares, of which 66% of respondents indicated that it would encourage them to travel by public transport to college. The second most popular response was more frequent reliable transport, of which 65% of respondents indicated that it would encourage them to travel by public transport to college.

3.3.1.10 The results from the staff survey showed the same two measures as being the most popular.

**Figure 3-9 - Changes in Travel Behaviour: Public Transport (Non-PT users) - Blossomfield**



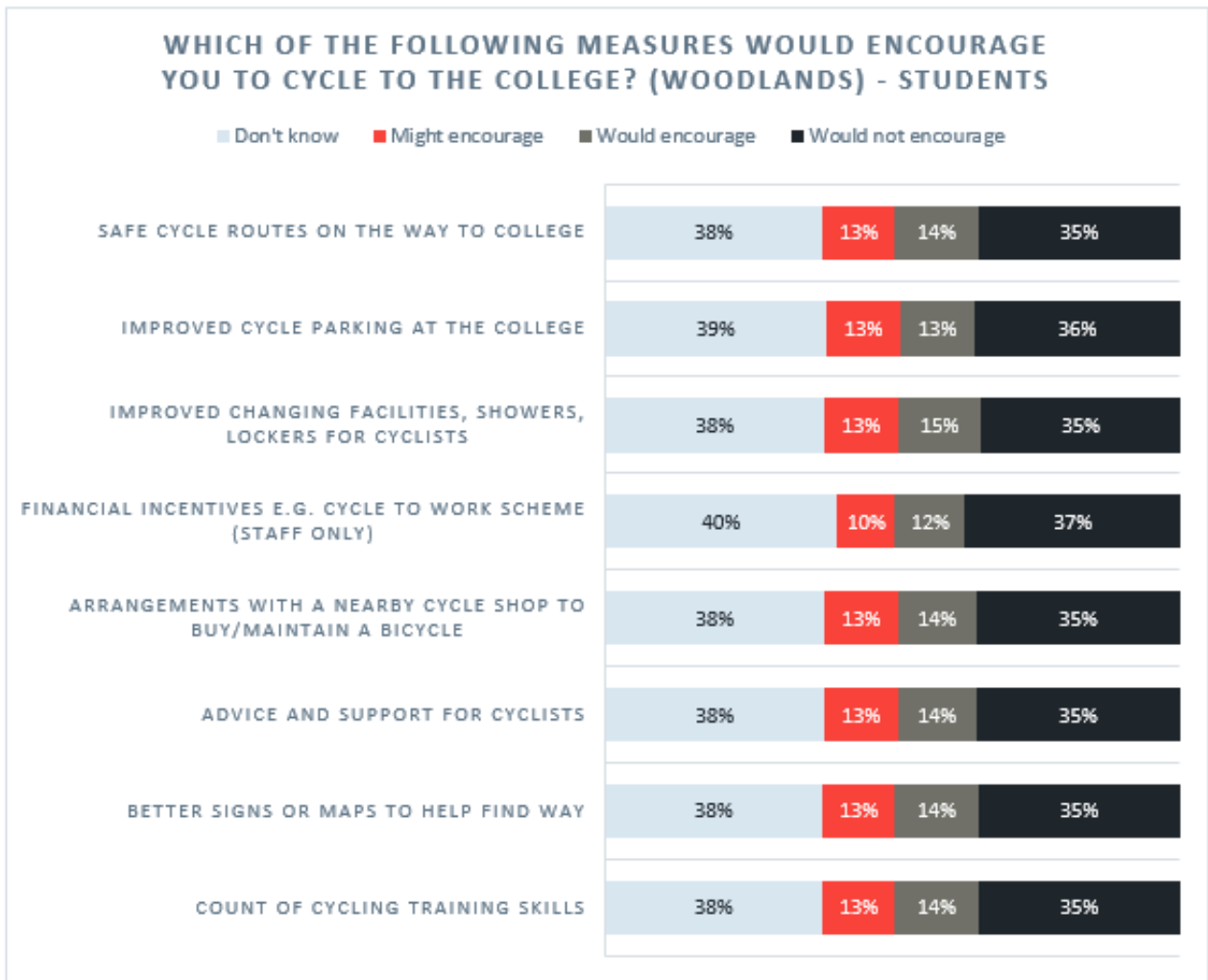


### Woodlands Campus - Students

3.3.1.11 Student respondents were asked to consider a range of measures and to then indicate whether they would encourage them to cycle to college. Figure 3-10 presents the results for non-cyclists at Woodlands Campus.

3.3.1.12 The measure that received the most positive response was Improved changing facilities, showers, lockers for cyclists etc. on the way to college, of which 15% of respondents indicated that this would encourage them to cycle to college. Most other measures were identified by 14% of respondents as being encouraged to cycle to college.

**Figure 3-10 - Changes in Travel Behaviour: Cycling (Non-cyclists) – Woodlands**



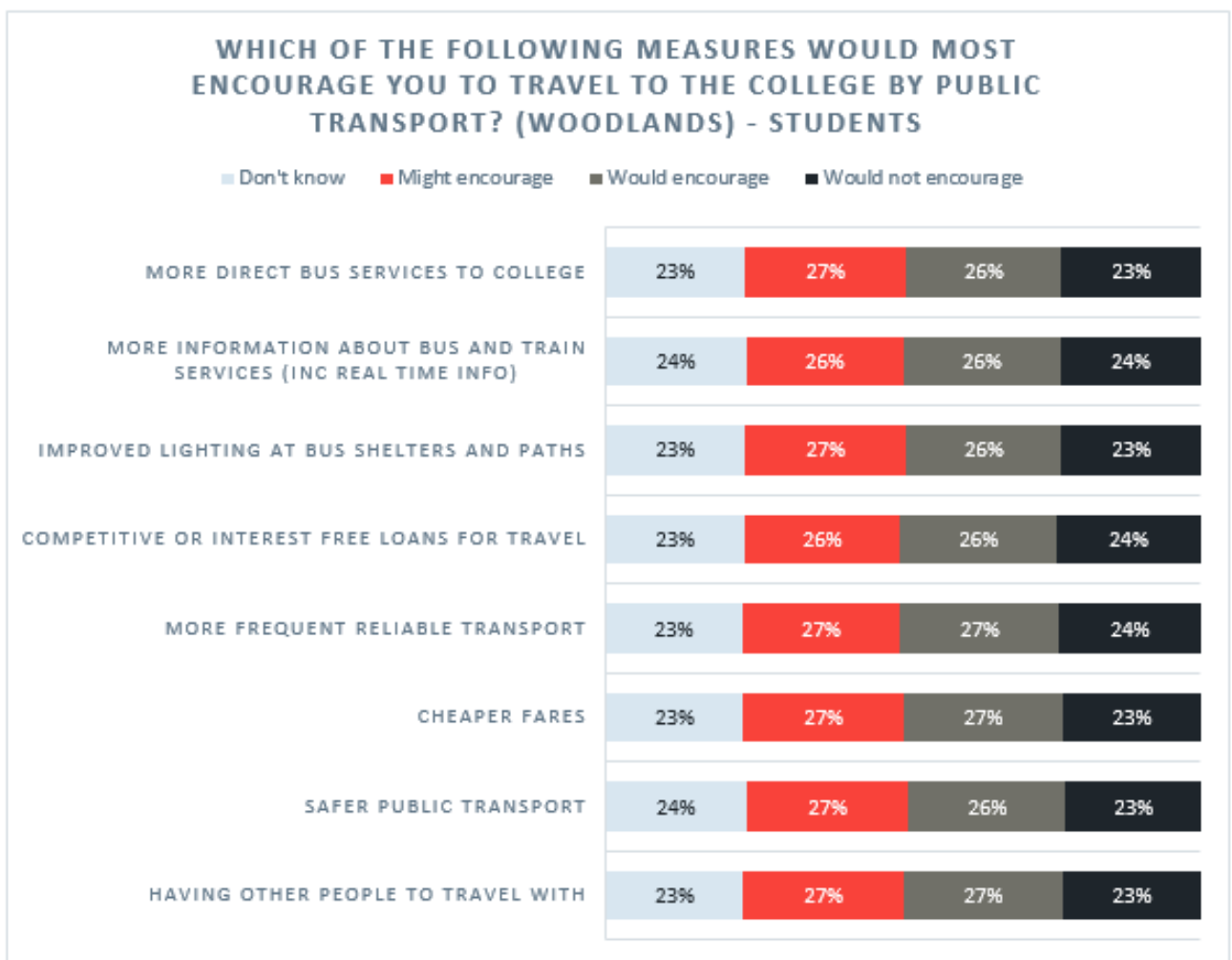
3.3.1.13 Respondents were then asked to consider a range of measures and to then indicate whether they would encourage them to travel by public transport to college. Figure 3-11 presents the results for non-public transport users at Woodlands Campus.

3.3.1.14 The measures that received the most positive responses, (27%) indicating that it would encourage them to travel by public transport to college were:

- Cheaper fares
- More frequent reliable transport
- Having other people to travel with

3.3.1.15 The remaining set of measures were identified by 26% of respondents as would encouraged them to travel by public transport to college.

**Figure 3-11 - Changes in Travel Behaviour: Public Transport (Non-PT users) – Woodlands**

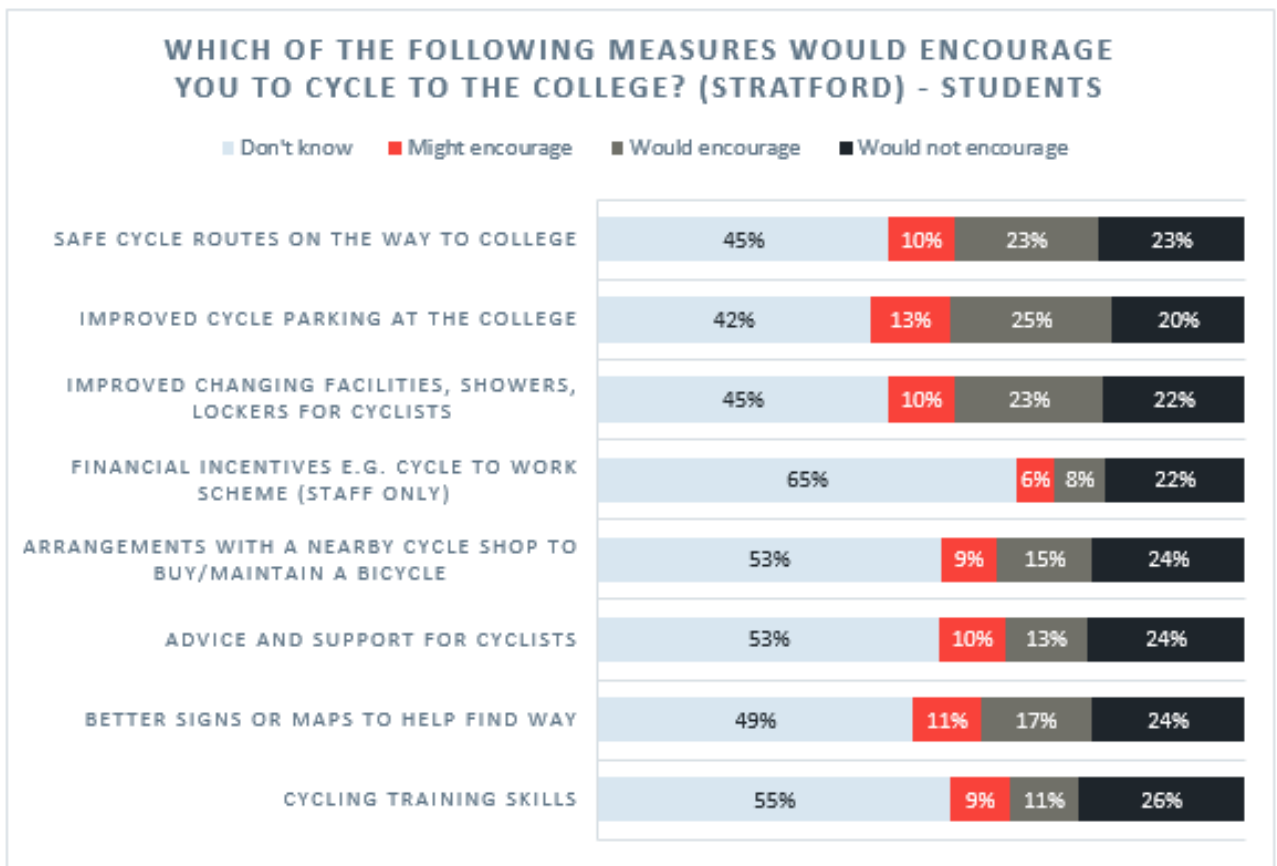


### Stratford Campus - Students

3.3.1.16 Respondents were asked to consider a range of measures and to then indicate whether they would encourage them to cycle to college. Figure 3-12 presents the results for non-cyclists at Stratford campus.

3.3.1.17 The measure that received the most positive response was Improved cycle parking at college, of which 25% of respondents indicated that this would encourage them to cycle to college. Safe cycle routes on the way to college and improved changing facilities, showers, lockers for cyclists etc. were both encouraged by 23% of respondents.

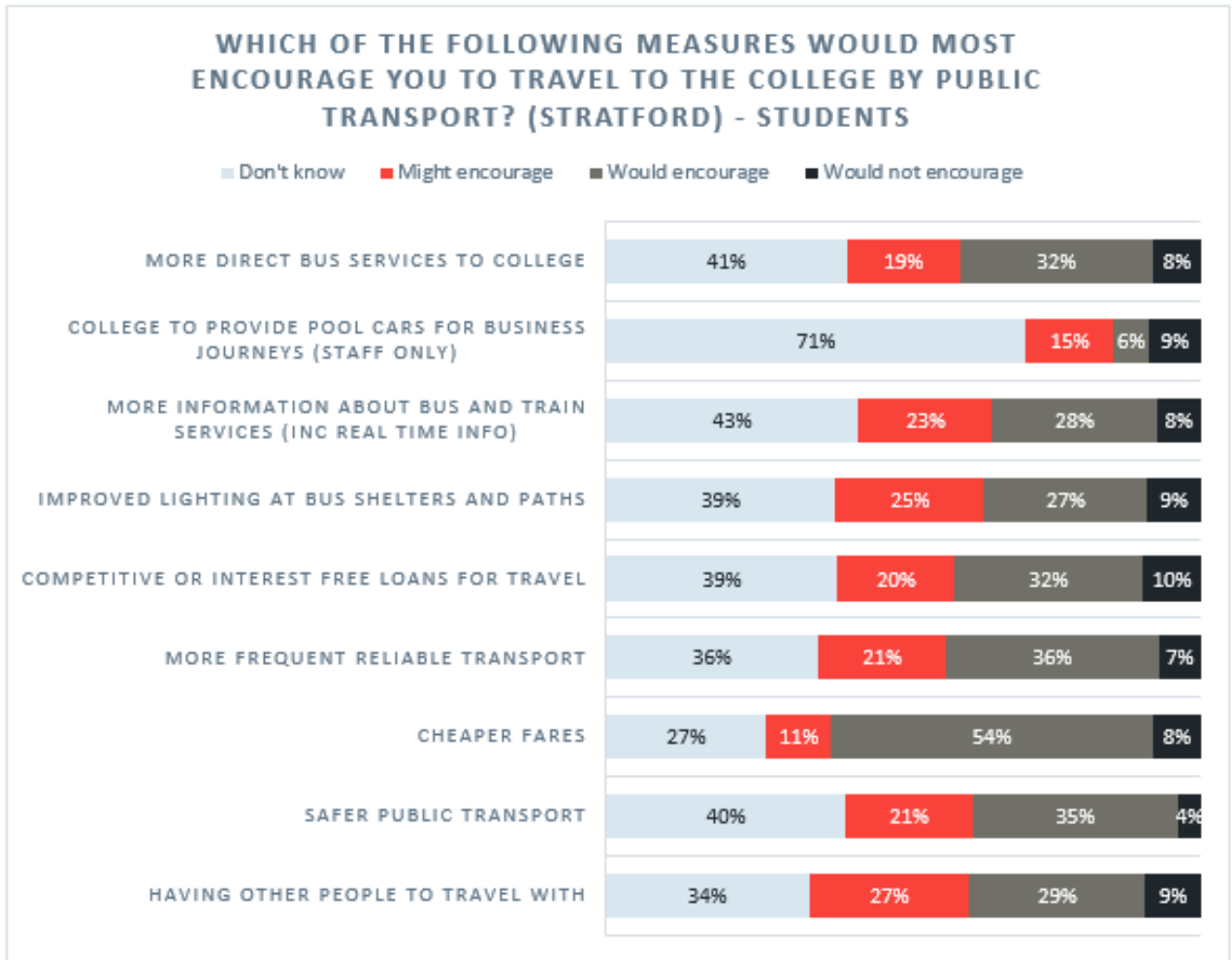
**Figure 3-12 - Changes in Travel Behaviour: Cycling (Non-cyclists) – Stratford**



3.3.1.18 Respondents were then asked to consider a range of measures and to then indicate whether they would encourage them to travel by public transport to college. Figure 3-13 presents the results for non-public transport users at Stratford Campus.

3.3.1.19 The measure that received the most positive response (54%), indicating that it would encourage them to travel by public transport to college were cheaper fares. The second and third most positive measures received were more frequent and reliable transport (36%) and safer public transport (35%).

**Figure 3-13 - Changes in Travel Behaviour: Public Transport (Non-PT users) – Stratford**



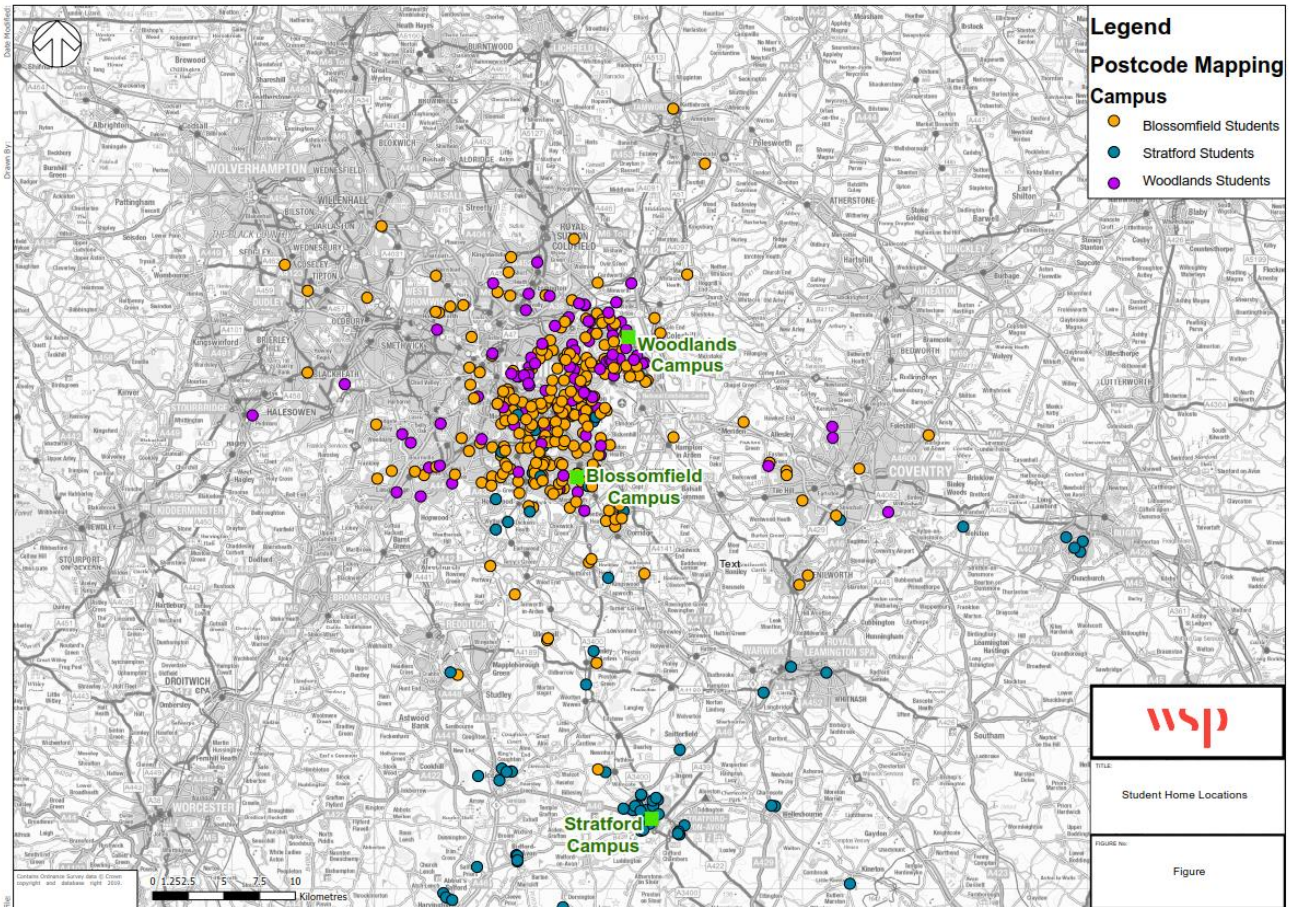


## Students – Geographical Spread

3.3.1.20 Respondents were asked to provide their home postcode in order to map student home locations. This was done to illustrate the potential for using more active modes of travel to work, based on distance travelled to work. The results are provided in Figure 3-14.

3.3.1.21 The map shows clusters around North Solihull for respondents at Woodlands Campus, however the locations for respondents at Blossomfield Campus are more spread out across Solihull and Birmingham. Students attending the Stratford campus can be seen to live outside of the town.

**Figure 3-14 - Student Geographical Spread**



## 4 TRAVEL PLAN OBJECTIVES & TARGETS

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### 4.1 INTRODUCTION

4.1.1.1 Utilising the findings from the recent travel surveys, this chapter reviews the targets that were set out in the 2017 Travel Plan and outlines subsequent Travel Plan targets. It is important that this Travel Plan is reviewed on an ongoing basis and updated, when required, to ensure that it remains relevant to the college and that the targets are challenging yet achievable.

### 4.2 TRAVEL PLAN OBJECTIVES

4.2.1.1 The aims and objectives of the 2019 Travel Plan Update are as follows:

- Reduce the number of students who travel by car to the college;
- Increase the number of students walking and cycling to the college;
- Increase the number of staff who car share to work; and
- Increase the number of staff who use active modes of travel to work.

### 4.3 2017 TARGETS MONITORING

4.3.1.1 The latest survey information has enabled us to review the targets set in previous Travel Plans. A number of targets were set in the 2017 Travel Plan and were revised in the Travel Action Plan. For the purpose of this Travel Plan, we have used the most recent targets from the Action Plan.

4.3.1.2 **Table 4-1** shows the student travel targets and the actual results for 2019 for the Blossomfield and Woodlands campuses, and the actual 2019 data for the Stratford campus.

**Table 4-1 - Students Travel Targets – 2019 Monitoring**

Target	2017 Students Baseline	2019 Students Target	2019 Actual All Students	2019 Actual Students (16-18) (Base: 428)
Reduce the number of students arriving by car	Blossomfield: 23%	Blossomfield: 19%	Blossomfield: 33%	Blossomfield: 19%
	Woodlands: 24%	Woodlands: 20%	Woodlands: 27%	Woodlands: 20%
	Stratford: N/A	Stratford: N/A	Stratford: 20%	Stratford: 20%
Increase the number of students arriving by active travel	Blossomfield: 5%	Blossomfield: 7%	Blossomfield: 7%	Blossomfield: 4%
	Woodlands: 10%	Woodlands: 12%	Woodlands: 5%	Woodlands: 14%
	Stratford: N/A	Stratford: N/A	Stratford: 21%	Stratford: 19%
Increase the number of students arriving by public transport	Blossomfield: 69%	Blossomfield: 74%	Blossomfield: 74%	Blossomfield: 80%
	Woodlands: 63%	Woodlands: 67%	Woodlands: 67%	Woodlands: 69%
	Stratford: N/A	Stratford: N/A	Stratford: 54%	Stratford: 58%

4.3.1.3 Table 4-1 shows the previous 2017 results, targets and the actual 2019 student survey results. The ‘All Students’ data includes a disproportionate percentage of Higher Education students who are more likely to drive and therefore, distort the 2019 survey results. For the purpose of this Travel Plan update and comparisons to targets set in 2017, the ‘16-18 Students (which make up the majority of students) are considered a suitable and a more representative benchmark for assessment.

4.3.1.4 The table shows that:

- Students (16-18), the majority ‘student type’ in the campuses, results have achieved all but one 2019 target. The one exception being a decrease of 1%, rather than an increase, in the number of students arriving by active travel in the Blossomfield campus.

4.3.1.5 **Table 4-2** shows the previous staff travel baseline, original targets for 2019 and the actual results for 2019.

**Table 4-2 - Staff Travel Targets – 2019 Monitoring**

Target	2017 Baseline	2019 Target	2019 Actual
Reduce the proportion of staff who travel to work by car alone	Blossomfield: 78% Woodlands: 89% Stratford: N/A	Blossomfield: 77% Woodlands: 88% Stratford: N/A	Blossomfield: 79% Woodlands: 81% Stratford: 72%
Increase the proportion of staff who use active travel modes	Blossomfield: 6% Woodlands: 0% Stratford: N/A	Blossomfield: 7% Woodlands: 1% Stratford: N/A	Blossomfield: 6% Woodlands: 6% Stratford: 14%

4.3.1.6 **Table 4-2** shows that Woodlands Campus exceeded its target to reduce the proportion of staff travelling to work by car alone by a reduction of 7%, whilst the Blossomfield Campus did not meet the

target. Woodlands Campus also beat its target for increasing the proportion of staff who use active modes by 5%, although it had a 2017 baseline of 0%, whilst the Blossomfield Campus did not meet the target and stayed at 6% for active travel.

4.3.1.7 Stratford has a reasonable 2019 base of 72% single occupancy car trips and 14% for active travel trips for staff.

## 4.4 2019 OBJECTIVES AND TARGETS

4.4.1.1 Utilising the latest travel survey information, new targets for this Travel Plan have been set out in **Table 4-3** and **Table 4-4** for students and staff respectively. The next travel survey for Solihull College and University Centre will be undertaken in April 2021, therefore the targets reflect this date, presenting 2021 and 2023 targets.





**Table 4-3 - Students Travel Targets**

Target	2017 Students Baseline	Students (16-18) (Base: 428)		
		2019 Actual	2021 Target	2023 Target
Reduce the number of students arriving by car	Blossomfield: 23%	Blossomfield: 19%	Blossomfield: 18%	Blossomfield: 17%
	Woodlands: 24%	Woodlands: 20%	Woodlands: 19%	Woodlands: 18%
	Stratford: N/A	Stratford: 20%	Stratford: 19%	Stratford: 18%
Increase the number of students arriving by active travel	Blossomfield: 5%	Blossomfield: 4%	Blossomfield: 6%	Blossomfield: 7%
	Woodlands: 10%	Woodlands: 14%	Woodlands: 15%	Woodlands: 16%
	Stratford: N/A	Stratford: 19%	Stratford: 20%	Stratford: 21%
Increase the number of students arriving by public transport	Blossomfield: 69%	Blossomfield: 80%	Blossomfield: 81%	Blossomfield: 82%
	Woodlands: 63%	Woodlands: 69%	Woodlands: 70%	Woodlands: 71%
	Stratford: N/A	Stratford: 58%	Stratford: 60%	Stratford: 62%

**Table 4-4 - Staff Travel Targets**

	<b>2017 Baseline</b>	<b>2019 Actual</b>	<b>2021 Target</b>	<b>2023 Target</b>
<b>Reduce the proportion of staff who travel to work by car alone</b>	Blossomfield: 78% Woodlands: 89%	Blossomfield: <b>79%</b> Woodlands: <b>81%</b> Stratford: 72%	Blossomfield: 77% Woodlands: 80% Stratford: 71%	Blossomfield: 76% Woodlands: 79% Stratford: 70%
<b>Increase the proportion of staff who use active travel modes</b>	Blossomfield: 6% Woodlands: 0%	Blossomfield: <b>6%</b> Woodlands: <b>6%</b> Stratford: 14%	Blossomfield: 7% Woodlands: 7% Stratford: 15%	Blossomfield: 8% Woodlands: 8% Stratford: 16%

## 5 MANAGEMENT AND MONITORING

### 5.1 INTRODUCTION

5.1.1.1 For the Travel Plan to be effective, it is necessary to have a committed team monitoring the progress of the targets. This chapter sets out how monitoring will be undertaken and who will be responsible for undertaking it.

### 5.2 MANAGEMENT

5.2.1.1 The Solihull College and University Centre Travel Plan Coordinator will be David Lodge, who is the Head of Estates at the College. The key external contacts for the College are Jacqui Miller (Smarter Choices Officer, Transport for West Midlands) and Tina Wiggin (Sustainable Transport Team Lead, Solihull Metropolitan Borough Council). **Table 5-1** provides key contact details.

**Table 5-1 – Key Travel Plan Contacts**

Contact	Role	Contact Details
David Lodge	Solihull College and University Centre Travel Plan Coordinator	David.Lodge@solihull.ac.uk
Jacqui Miller	Smarter Choices Officer, Transport for West Midlands (TfWM)	Jaqui.Miller@TfWM.org.uk
Tina Wiggin	Sustainable Transport Team Lead, Solihull Metropolitan Borough Council (SMBC)	TWiggin@Solihull.gov.uk
Daniel Morris	Warwickshire County Council	DanielMorris@warwickshire.gov.uk

5.2.1.2 The role of the Solihull College and University Centre Travel Plan Coordinator is as follows:

- Oversee the overall implementation of the Travel Plan;
- Manage the implementation of the specific measures and initiatives;
- Raise awareness of the Travel Plan;
- Undertake follow-up travel surveys with staff and students; and
- Amend the travel plan as required.

## 5.3 TRAVEL PLAN MONITORING

5.3.1.1 In order to monitor the Travel Plan, a travel survey will be repeated biannually to understand progress against the targets set and the implementation of the action plan. The travel survey will be undertaken with staff and students at the College during March/April every two years and the results will feed into an updated version of the Travel Plan. The targets and action plan in the Travel Plan will then be amended as necessary. **Table 5-2** outlines the monitoring activities that will take place.

**Table 5-2 - Monitoring Plan**

Monitoring Activity	Key Information	Timescale/ Frequency	Responsibility
Repeat staff and student survey and update site audit	To be undertaken biannually to increase response rate	Spring, biannually 2021	David Lodge
Update the Travel Plan	To be undertaken biannually	Spring, biannually June 2021	David Lodge
Green Travel / Sustainability meetings	To be addressed to students and staff at all 3 campuses	1 per term/ 3 per year	David Lodge



## 6 ACTION PLAN

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### 6.1 INTRODUCTION

6.1.1.1 This chapter sets out the travel plan which has been developed based on the findings from the recent travel survey and this subsequent Travel Plan update.

### 6.2 ACTION PLAN

6.2.1.1 The Travel Action Plan is set out in **Table 6-1**. It lists all the actions that will be carried out to achieve the objectives and targets outline in the previous chapter. The Action Plan is a working document and should therefore be continually reviewed to ensure that it meets the needs of students and staff at the college.

6.2.1.2 The action plan is intended to be delivered during 2019-20.

6.2.1.3 The Travel Plan is an evolving document and interim 'snap-shot' summaries should be considered on an annual basis where possible.

6.2.1.4 It is important to undertake these actions when staff and students are most receptive to change. This is usually at the start of term, or when they are new starters, and are making changes to their daily routines anyway.

**Table 6-1 – All campuses Travel Plan Action Plan - Modes**

Action	Justification	Target Date/ Frequency	Responsibility
<b>Active Travel</b>			
<p>Provide all campuses with advice, information, and incentives promoting walking and cycling</p>	<p>Raise the profile of walking and cycling to the college for both staff and students.</p> <p>Repeat in the spring after the clock have gone forward to make the most of the lighter evenings</p> <p>To increase the awareness of cycle routes and encourage more student to travel by bicycle or walk to the College To produce plans of cycle routes to be placed upon the student and staff hubs</p>	<p>Oct 2019, Oct 2020</p> <p>April 2020, April 2021</p>	<p>Solihull College and University Centre</p> <p>David Lodge (all sites)</p>
<p>Circulate information about local cycle route improvements</p>	<p>There are a number of improvement to safe cycle route provision being implemented in Solihull, close to the Blossomfield Campus. Information of these routes should be provided. To produce information to be placed upon the student and staff hubs</p>	<p>Oct 2019, April 2020</p>	<p>Solihull College and University Centre, David Lodge</p>
<p>Explore opportunity for cycle training/ led rides/ Duke of Edinburgh cycle expedition/ bike restoration training with SMBC</p>	<p>Improve perception of cycling safety and confidence. The local Council have been approached to provide incentives to promote active travel by cycling and walking. This will be placed on the staff and student hubs.</p>	<p>Oct 2019, April 2020</p>	<p>Solihull College and University Centre, David Lodge (all sites)</p>



Public Transport			
Investigate free 'taster bus tickets' and provide information about season tickets. Particularly for staff across all campuses through liaison with TfWM/ Warwickshire CC.	Staff sited 'Cheaper Fares' as the main thing that would encourage them to switch to public transport. Most campuses have high levels of students using public transport, but relatively low levels of staff.	Autumn 2019, Sep 2020	Solihull College and University Centre, David Lodge
Contact public transport providers, SMBC, WCC and TfWM to attend recruitment/open days to share information about public transport provision, timetables and ticketing options	To provide information about public transport provision, timetables and ticketing.	Autumn 2019, Sep 2020 Open Days	Solihull College and University Centre  David Lodge (all sites)
Contact Solihull MBC to discuss the possibility of creating a pedestrian crossing on Auckland Drive.	There are no pedestrian crossings on Auckland Drive in the vicinity of the Campus entrance gates. There is also no footpath to the bus stop side on the road opposite the Campus gates.	Dec 2019	Solihull College and University Centre David Lodge
Car Parking			
Explore opportunity to provide funding for a RTI parking space sign at the entrance to the Woodlands Campus car park	To prevent students from parking on the surrounding highway network instead of in the car park. Seek quotes for the provision of a RTI parking space sign	December 2019	Solihull College and University Centre  David Lodge

Other			
Solihull College and University Centre to complete a full staff and student survey in 2021 to monitor the success of the initiatives	To monitor initiatives and inform the 2021 Travel Plan	March/ April 2021	Solihull College and University Centre  David Lodge
Issue an interim 'snap shot' survey and a summary of main outcomes	Provides brief snap shot of progress and raises awareness of the Travel Plan targets prior to the full update,	April 2020	Solihull College and University Centre  David Lodge



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