



EAUC Transport Planning Network Group

Meeting held on **12 October 2012**, 9.30am – 3.30pm,
at the University of Nottingham (The Hemsley Building)

Meeting Notes

Updates from March meeting

- Scope 3 data collection was discussed.
- The group agreed that it would be useful to share data and methodologies, as it was apparent that the approaches being taken were quite different.
 - **ACTION:** Institutions to submit carbon data/methodologies via Transport Group email if willing to do so.
- The benefit of involving a Travel Management Company (TMC) was discussed, where travel expenses are only refunded if the TMC is used for the booking. This has worked well at some institutions, although others have experienced problems implementing such a scheme.

The Ucycle Nottingham Project (Jo Ward, Sustrans Project Manager)

- Jo Ward (JW) provided a presentation on the U-Cycle Project, and agreed this could be circulated to the wider EAUC transport group via email. The project sets out to make hire bikes available to staff and students at the University of Nottingham and Nottingham Trent University, but also includes other elements to help with cycle promotion.
- Key points:
 - Funding secured via LSTF 'Access to Education' grant.
 - Bike Dr events prove especially popular!
 - Use of social media is an important part of the communication strategy.
 - Security remains a significant challenge to cycle projects.
 - Provision of in-house maintenance at Nottingham Trent (via the Students Union) has proven very successful.
 - Hire costs have been kept low; the initial cost of £49 per year was a barrier to participation, but a reduction to £35 has increased uptake (at the time of the presentation Nottingham Trent had hired out 152 of their available 220 bikes).

- Dedicated workshop space is an important element when introducing such a scheme.
- It is a challenge to balance the fleet of bikes (frame sizes, womens & mens frames etc).
- Having an online sign-up process has minimised paperwork.
- Bikes are not insured by the project, but should be insured by the person hiring them. The deposit is withheld if an uninsured bike is stolen.
- A scheme via a commercial supplier was explored as an alternative option, however all agreed this is not a good model for a commercial project (the need to make a profit would affect hire costs).
- The project is quite time and space intensive, but does deliver considerable benefits for increasing cycling.

Update from BPA Higher Education Parking Special Interest Group on parking enforcement (Kelvin Reynolds)

- Kelvin Reynolds (KR) gave a presentation on the introduction of the 'Protection of Freedoms Bill', the implications for private land owners, and the BPA 'Approved Operator' scheme.
- Key points:
 - The BPA currently has c.25 University members, within its Higher Education Special Interest Group (SIG).
 - With support from the SIG, the BPA are carrying out a benchmarking exercise, the results of which will be shared with all participants (not just BPA members). KR requested that members of the EAUC Transport group participate in this exercise.
 - The BPA have produced a 'Hospital Parking Charter', and are producing a similar document for Universities with support from the Higher Education SIG.
 - KR highlighted the difference between a ban on rogue clampers (the original objective of the new policy) and a ban on clamping (the outcome of the policy). The BPA preference would have been control of clamping rather than a blanket ban.
 - Audits of parking activity for BPA members will commence in April 2013 (allowing time for changes to be implemented by land owners).
 - KR explained the change to liability for parking fines; under the new policy the registered vehicle keeper (not the driver) is liable for parking fines, and must provide details of the driver if it was not them. Liability reverts to the registered keeper after 28 days, or if it remains in dispute.
 - KR described the 'Protection of Freedoms Bill' as a law of unintended consequence, with significant implications for land owners, and local authorities in particular.
 - The issuing of Penalty Charge Notices (PCNs) was discussed. Ticket prices must be demonstrated to be 'fair and reasonable', with appropriate warnings to motorists on the restrictions in place. Signage within car parks forms a contract between the driver and the land owner so must be clear and enforceable.
 - There is a general feeling that the rogue clampers targeted by the bill will become rogue ticketers under the new policy. It was estimated that 30% of motorists issued with a PCN would pay it without query or appeal.

- Under the new rules, the police now have the authority to remove vehicles causing obstruction. It was questioned whether they would actually be able to do so if requested.
- In discussions after the presentation, the use of Automatic Number Plate Recognition (ANPR) systems was discussed. This activity is under review by the Surveillance Commissioner, and a code of practice for CCTV and ANPR use is expected soon.

Bus Operations (round-the-table discussion of different approaches)

- The group discussed various elements relating to bus operations, including:
 - **Growth:** Some services have seen considerable growth (the UWE service has grown from 7 buses to 37 since 2007), whilst others (especially those operated independently by commercial bus operators) have seen less growth, and some shrinkage of services.
 - **Incentives:** Various suggestions were made to encourage people to use bus services. Examples of introductory offers (eg. a week of free travel for people living on a viable bus route) were discussed, as well as links to car parking costs and the provision of more flexible parking permits to encourage occasional public transport use.
- It was suggested that buses could be the theme for a future meeting of the group.

Green Gown Awards: suggest a transport category for future awards?

(Nb. Change to Agenda item; the presentation on the Nottingham Travel Management Scheme was not provided)

- AT introduced the possibility of requesting a Transport category in future iterations of the Green Gown Awards, as the current categories do not seem particularly well suited to transport projects.
- It was suggested that the Green Gown Awards had received less applications this year than last. This may be in part a result of the amount of effort required to put forward an application.
- The representation of transport amongst judges was also discussed, with the suggestion that the majority of judges had a broader environment focus. To broaden the pool of judges, it was suggested that being a judge could be a stipulation of winning an award the year before.
- The scale of existing awards/winning projects was discussed. The consensus was transport projects are often smaller in scale and/or investment compared to other environment initiatives, and are therefore difficult to compare.
- **Action:** AT to draft an email to the EAUC based on these discussions.

AOB

- Simon Earp (University of Greenwich) mentioned their work to date with Brompton Dock, who provide a hire facility for Brompton bikes on the campus.
 - **Action:** Simon will provide further information to be circulated with these notes.
- AT asked the group whether there were examples of 'Travel Planners Forums' in other cities/regions. Southampton operate a successful group, and would like to explore the possibility of linking to other national groups to compare notes. A number of attendees confirmed that they attend such groups.
 - **Action:** Institutions requested to provide details of similar forums if possible.
- KR provided an example of an initiative to encourage sustainable travel (especially car sharing); a 'postcode breakfast' may be a suitable way to bring people with similar journey requirements together, and make links to reduce the number of single occupant car journeys. All agreed this was a good idea!

Next Meeting: Topics and dates

- Suggested topics for the next group meeting:
 - Scope 3 Carbon Reporting
 - Green Impact
 - Car Sharing (discussion over the way Liftshare.com charge for services, representative to be asked to comment)
 - Bus Services
- Warwick University have offered to host the next meeting (the group met there in March 2012, so other offers are welcome!).
- Next meeting date TBC (likely to be March/April 2013).

Adam Tewkesbury
Transport Manager
University of Southampton
02380 59 3828