



BIRMINGHAM CITY  
University

# TRAVEL PLAN SUMMARY

2018 - 2020  
CITY CENTRE CAMPUS







# 1 INTRODUCTION

Birmingham City University (BCU) appointed Peter Brett Associates to update our Travel Plans for 2018-2020. The purpose of this is to encourage the use of sustainable transport and anticipate the changes in travel provision and behaviour. This document summarises the key findings and next steps.

City Centre Travel Plan Inclusion Areas	<ul style="list-style-type: none"><li>• Birmingham School of Art</li><li>• Joseph Priestley Building</li><li>• Millennium Point and Parkside Building</li><li>• Royal Birmingham Conservatoire</li><li>• Curzon Building</li><li>• School of Jewellery</li><li>• STEAMhouse</li><li>• University House</li></ul>
City Centre Campus Statistics (2018/19)	<p><b>Students:</b> Approximately 16,800</p> <p><b>Staff:</b> Approximately 1,752 (part-time and full-time)</p>

## APPROACH AND DATA COLLECTION METHODS

 <b>STAKEHOLDER MEETINGS</b>  HS2, LM, TfWM, BCC, BCU colleagues.	 <b>SITE AUDITS</b>  Site audit report generated.	 <b>TRAVEL SURVEY (3,057 RESPONSES)</b>  City Centre: 955 staff and 1327 student responses.	 <b>SURVEY ANALYSIS</b>  Travel survey report generated.	 <b>ENGAGEMENT SESSIONS</b>  Internal and external travel stakeholder events (August 2018).
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## 2 EXISTING TRAVEL PROVISION

The following information summarises the existing travel provision for active travel (cycling and walking), the proximity and availability of public transport and car parking facilities.

**TABLE 1 – ACTIVE TRAVEL: CYCLE PARKING, SHOWERS, LOCKERS AND CHANGING FACILITIES**

Location	Cycle Parking Spaces	Showers	Changing Room	Locker Area	Comments
University House	15	1			Cycle parking for staff.
Bartholomew Row (close to University House)	17	n/a	n/a	n/a	
Royal Birmingham Conservatoire	16	5	5	2	
Conservatoire/MP	n/a	n/a	n/a	n/a	EV charge point available.
Millennium Point (Car Park)	5	n/a	n/a	n/a	
Parkside (Car Park)	25	n/a	n/a	n/a	6 Brompton Bike lockers.
Parkside (Cardigan Street)	4	n/a	n/a	n/a	
Parkside Building		2	2		
Millennium Point	10	11		3	
Curzon Building	10	7	7	1	
Joseph Priestley	26	5	2	2	Facilities on the ground floor.
School of Jewellery	4	2		1	
School of Art	12			1	
STEAMhouse	10				Showers to be provided.

**TABLE 2 – BUS, TRAIN/LIGHT RAIL AND CAR PARKING: EXISTING PROVISIONS**

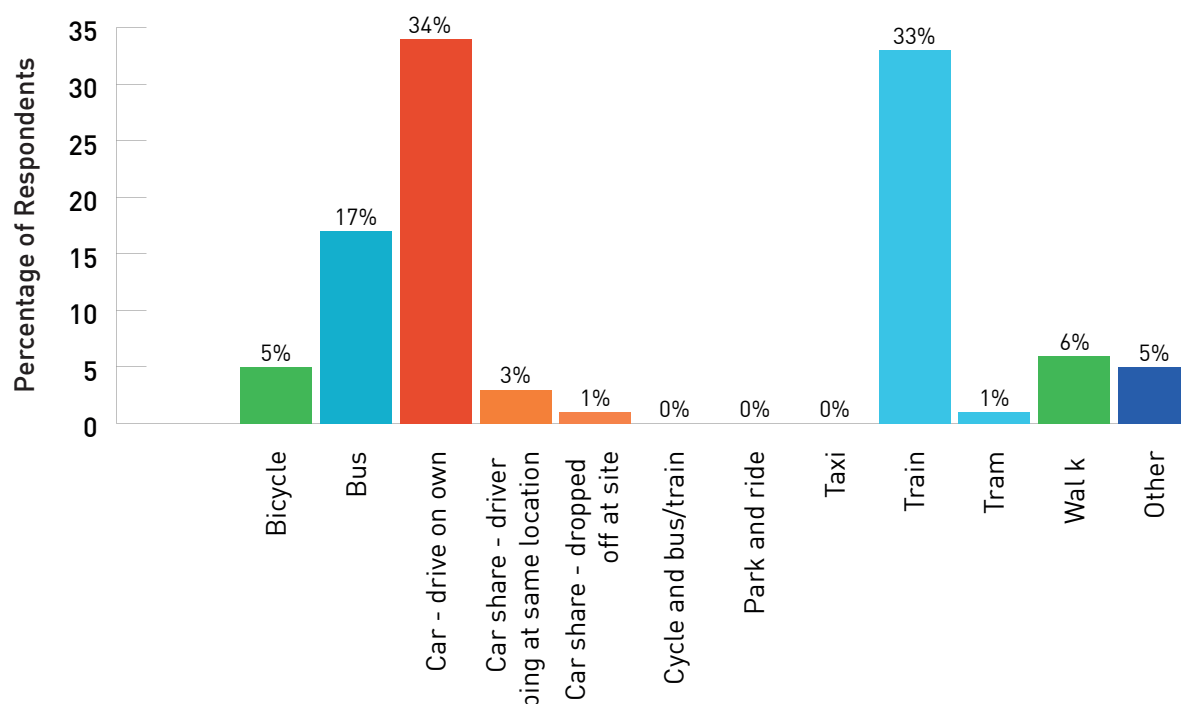
			
City Centre Campus	There are a number of bus stops within a 400 metre walking distance from the main City Centre Campus.	<ul style="list-style-type: none"> <li>• 10-15 minute walk to Moor Street station.</li> <li>• 15-17 minute walk to New Street station.</li> <li>• 15-20 minute walk to Snow Hill station.</li> <li>• A Midland Metro stop is on Bull Street.</li> </ul>	The main car park is Millennium Point (central location). With the closure of Curzon Street Car Park for HS2 works in August 2018, temporary car parking will be provided by BCU for staff. There is an electric vehicle charge point near Conservatoire/Millennium Point.
Birmingham School of Art	The closest bus stop is located approximately 30 metres from the building.	<ul style="list-style-type: none"> <li>• 6 minute walk to New Street and Snow Hill station.</li> <li>• 15 minute walk to Moor Street station.</li> <li>• Midland Metro services from Grand Central tram stop.</li> </ul>	On-street pay and display parking but a lot is limited to 2 hours stay. On Margaret Street there are 2 electric vehicle charging bays, disabled bays, motorcycle parking and 2 Enterprise Car Club spaces.
School of Jewellery	Bus stops are situated within 250 metres of the building entrance.	<ul style="list-style-type: none"> <li>• 4 minute walk to Jewellery Quarter station.</li> <li>• 18 minute walk to New Street station.</li> </ul>	There is a staff only car park. Car parks are located in the vicinity of the site and some on-street parking is permitted.
STEAMhouse	The site is located close to several bus stops.	<ul style="list-style-type: none"> <li>• 9 minute walk to Moor Street station.</li> <li>• 11 minute walk to New Street station</li> </ul>	No specific parking but a number of public pay and display car parks nearby.

# 3 CURRENT TRAVEL BEHAVIOUR

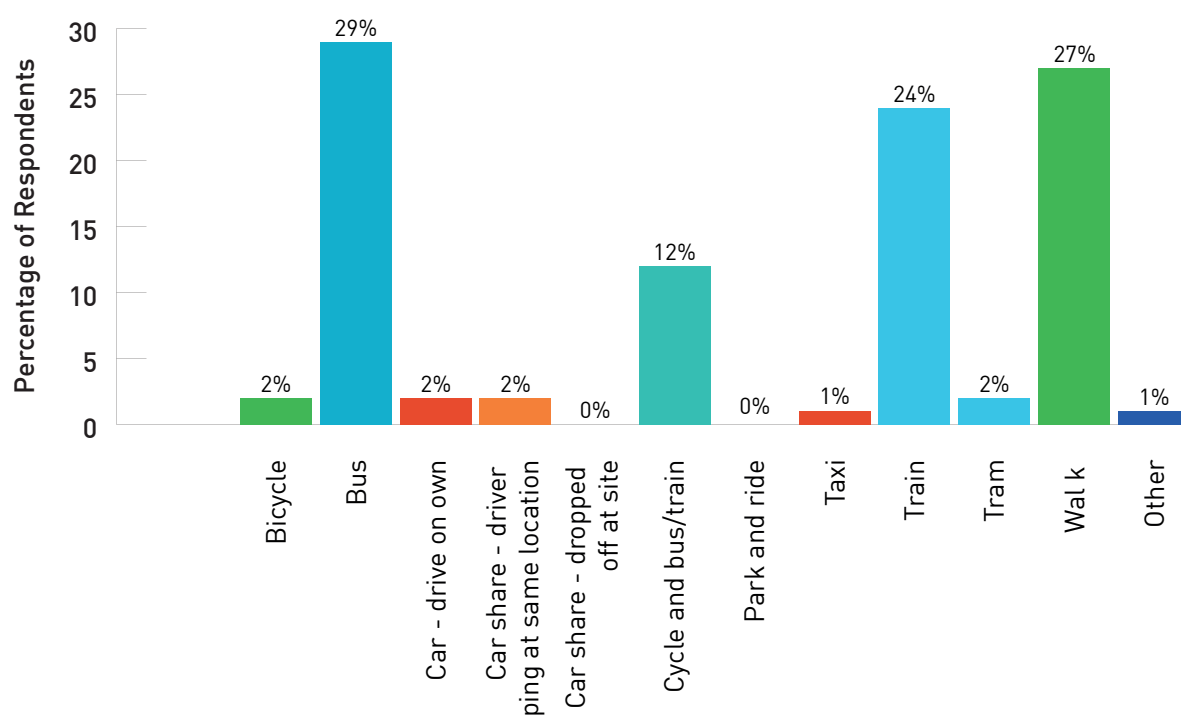
Approximately 69% of students across the City Centre and City South campuses are classed as 'commuter' (having the same term-time and permanent home address rather than living in University Halls) showing that a large number of students are travelling daily to reach the University.

The charts below show the modes of transport used by staff and students. The highest percentage of staff drive (34%) while 51% of staff use some form of public transport (the train is the highest, totalling 33%), and 11% are involved in active transport. The highest percentage of students take the bus (29%), followed closely by walking (27%) and taking the train (12%). Only 12% of students drive.

## STAFF - MODES OF TRANSPORT

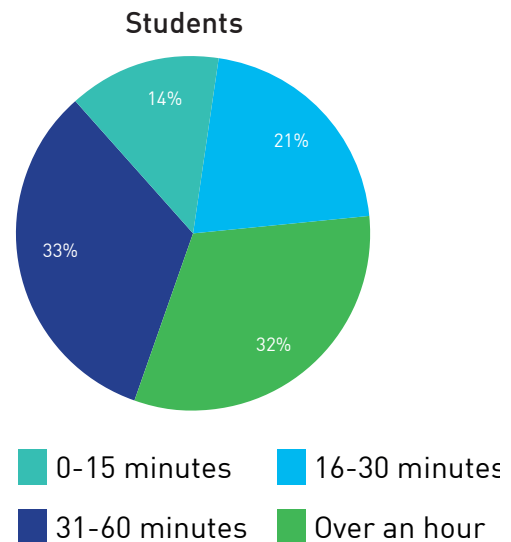
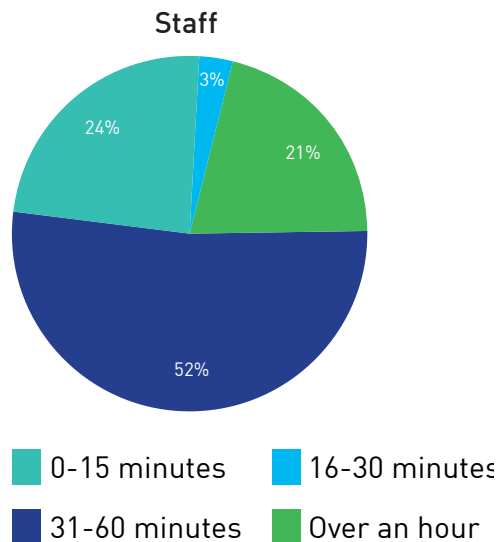


## STUDENTS - MODES OF TRANSPORT



## JOURNEY TIMES AND ARRIVAL TIMES

The majority of staff arrive to work between 8 - 9am, and typically leave between 5 - 6pm. The majority of students arrive between 9 - 10am, and typically leave between 4 - 5pm. The average journey times to campus can be seen below. The largest percentage of staff (52%) travel for 31-60 minutes, while 33% of students take between 31-60 minutes, and 32% take over an hour.

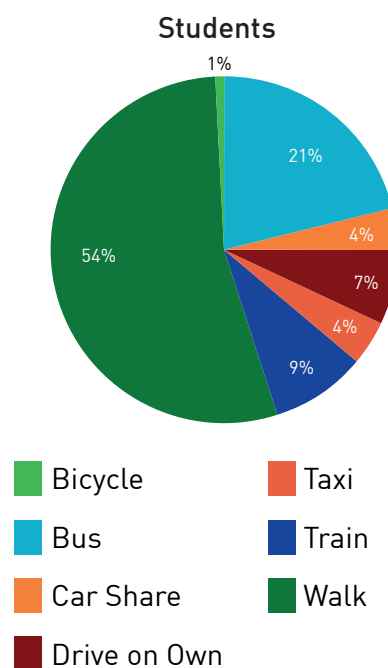
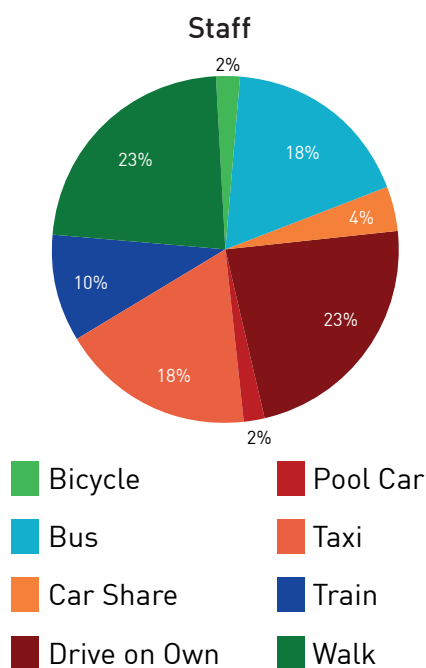


## INTER-CAMPUS TRAVEL

**Staff** – 58% of staff travel to other BCU sites occasionally while 23% never travel to other sites. In terms of mode share, walking and driving (both 23%) and taxi and bus (both 18%) are the most popular modes.

**Students** - 44% never travel between sites while 41% occasionally travel between sites. Of those that travel between sites, 54% walk while 30% use public transport.

The charts below show the modes used by staff and students for inter-campus travel.

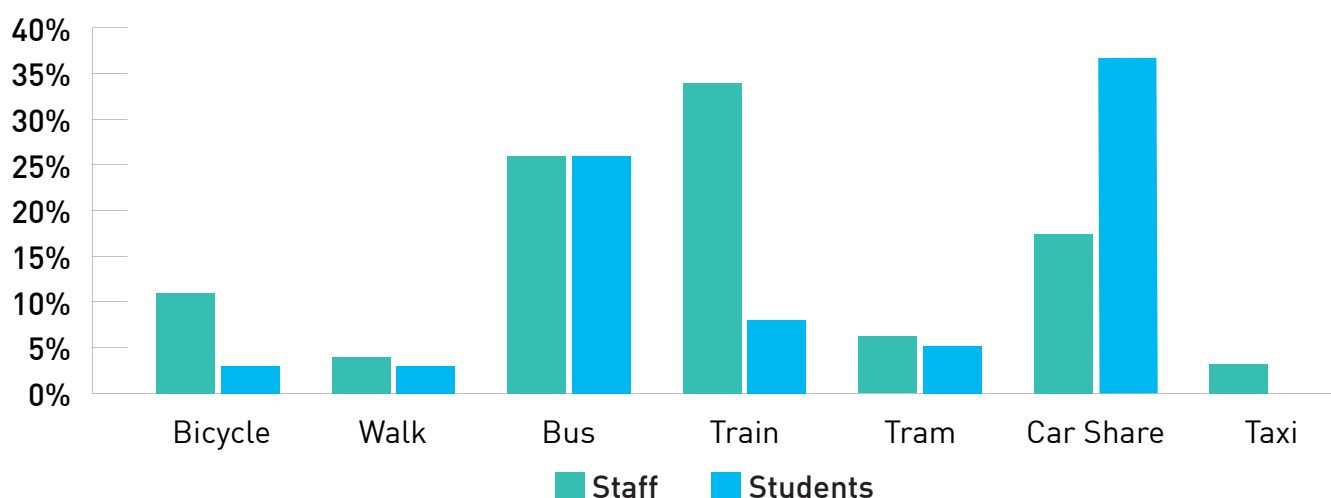


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# 4 INCENTIVES TO CHANGE TRAVEL BEHAVIOUR

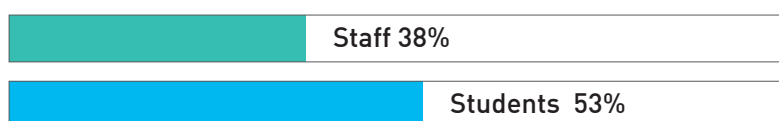
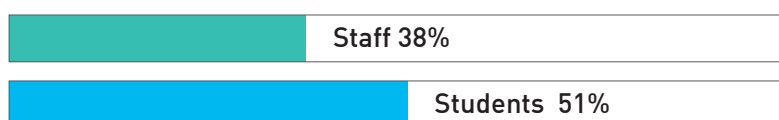
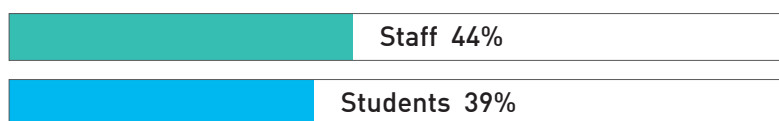
For staff and students that travel alone in a car as their primary transport mode, the significant reasons for driving are because it is the cheapest option or it is too far to walk/cycle. A number of comments stated that some people drive because they need to drop children off at school or nursery. The results below highlight the alternative sustainable modal changes that staff/students would consider, demonstrating that train, bus and car share would be the most popular alternatives.

## STAFF AND STUDENTS - ALTERNATIVE TRAVEL



The statistics below show the priority incentives that would encourage staff and students to opt for more sustainable travel behaviour. This is grouped by active travel, public transport and car sharing.

## INCENTIVES FOR SUSTAINABLE TRAVEL



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# 5 RESULTS AND TARGETS

**RESULTS** – The results below show the percentage increase or decrease in travel mode from the 2018 travel survey compared to the results from the 2014 survey.

## STAFF

Travel Mode	Modal Change		
	City Centre	Birmingham School of Art	School of Jewellery
Single-Occupancy Car	-21%	+9%	-10%
Public Transport (Bus/Train/Tram)	+19%	-3%	0%
Walking and Cycling	+3%	-6%	-8%

## STUDENTS

Travel Mode	Modal Change		
	City Centre	Birmingham School of Art	School of Jewellery
Single-Occupancy Car	0%	-3%	+10%
Public Transport (Bus/Train/Tram)	-6%	-5%	-13%
Walking and Cycling	+6%	+12%	+6%

## BCU TRAVEL PLAN TARGETS: 2018–2020

## STAFF

Travel Mode	Modal Change		
	City Centre	Birmingham School of Art	School of Jewellery
Single-Occupancy Car	-6%	-3%	-3%
Public Transport (Bus/Train/Tram)	+3%	+2%	+2%
Walking and Cycling	+2%	+2%	+1%
Car Share	+1%	+1%	+1%

## STUDENTS

Travel Mode	Modal Change		
	City Centre	Birmingham School of Art	School of Jewellery
Single-Occupancy Car	-3%	-1%	-3%
Public Transport (Bus/Train/Tram)	+2%	+1%	+2%
Walking and Cycling	+2%	+1%	+1%
Car Share	+1%	+1%	+1%