



the
UNIVERSITY
of
GREENWICH

AVERY HILL TRAVEL PLAN

CONSULTATION REPORT

June 2009

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1.0 Introduction

The University consulted with staff and students between July and November 2008 on plans to implement a travel plan for the Avery Hill campus – the Avery Hill Travel Plan Appraisal. A number of objectives were identified in the plan and these are listed in **Schedule 1** at the end of this report. **These objectives were set in the light of planning obligations imposed by Greenwich Council and referred to as a Section 106 Agreement** (of the Town and Country Planning Act 1990). The objectives were also designed to address operational difficulties associated with parking congestion and a broader aim to reduce the University's impact on the environment. It was recognised that sustainable forms of transport needed to be improved and this was crucial to achieving these aims.

Three options for parking were put forward:

- 1 – Do nothing other than enforce the existing parking rules
- 2 – Reduce car use by excluding some groups of people from parking on campus
- 3 – Continue to permit everyone to park on campus but reduce car use by imposing parking charges

Option 3 was recommended within the report as the preferred option. The target date for implementation was set as September 2009.

Staff and students were invited to comment on these proposals and to put forward alternative solutions that met the objectives.

In total there were 136 responses including 10 received from students. There were joint responses from Architecture & Construction, Education & Training, Health & Social Care, Information & Library Services, UCU, UNISON and SUUG. Most respondents did not state a specific preference between the stated options those that did were fairly evenly divided between Options 2 and 3. There were no distinct alternative solutions outlined but there were a number of issues highlighted and these are summarised and listed in **Schedule 2**. A management response to each of the main issues raised is provided in **Schedule 3**.

The Vice Chancellor's Group, University Executive Committee and the Resources Sub-Committee endorsed Option 3, the latter at a meeting held on 4th July 2008.

In September 2008 the University established a working party (the Avery Hill Transport Working Group) to discuss the issues raised, with a goal of implementing the travel plan Option 3. The group comprises representatives from Schools and Offices. It has met regularly in order to deliver a workable and fair solution within the required timescale. Membership, dates of meetings and reference material are all listed in **Schedule 4**.

This report includes changes made to the original proposals by the Transport Working Group and Resources Sub-Committee in the light of the consultation.

2.0 Summary of the Travel Plan (Option 3)

This section summarises the travel plan (Option 3).

2.1 Parking Arrangements

- All staff, students and visitors are permitted to park on campus providing they pay a parking charge (subject to there being available space).
- Charges apply from 1st September 2009 between 9am and 5pm Monday to Friday (excluding Bank Holidays) including vacations.
- Pay stations provided in the campus car parks accepting payment for tickets by cash in coins.
- Staff Annual Permit paid via salary sacrifice available by application to Facilities Management at Mansion Reception (space not guaranteed).
- Student Permit available to residents at Southwood by application to Facilities Management Accommodation Office or at Mansion Reception.
- Mobile phone payments accepted. Tickets/permits registered electronically on a central database. A 20p surcharge is paid to the operator for these transactions.
- Disabled drivers with valid Blue Badges can obtain a University permit to park free of charge - otherwise charges apply.

Tariffs:

- Day Ticket: £1 for 2 hours; £2 for 4 hours; and £3 over 4 hours (at pay station)
- Staff Annual Permit £480 (in 12 monthly instalments of £40 by deduction from salary)
- Student Resident Permit £150* for the year; or £80* if purchased after 31 December (added to accommodation fees)
- 7 calendar day ticket £12 (at pay station or via mobile phone)
- 28 calendar day ticket £40 (via mobile phone)

All rates are inclusive of VAT where due.

2.2 Green Transport Initiatives

Income generated from parking charges ring fenced to pay for management of the car parks and green transport initiatives with the following priorities:

- University car share scheme
- University inter-campus bus improvements
- Cycling facilities
- University shuttle bus service to local rail stations
- Bus facility improvements on campus

* Reviewed – see Section 3.2

3.0 Developments Following Consultation

The issues raised during consultation were carefully considered and it has been possible to adopt a number of the suggestions put forward by staff and students where these have not conflicted with the overall objectives. These developments are stated below:

3.1 Business trips

There is an amendment to the original proposals concerning parking on University business to allow staff to reclaim the cost of parking on campus for the relevant time period - providing the business trip is essential by car. This will only apply to tickets bought daily at the pay station.

See **Schedule 3.1**.

3.2 Student residents

Further analysis was carried out amongst student residents at Southwood to try to understand more fully the reasons why cars are used and brought onto campus. As a result of this - and comments made during the consultation charges for residents permits have been increased to £150 per annum.

See **Schedule 3.10**

3.3 Car parking at Mansion site

Work is being planned to improve the Nursery site car park. This is taking place during June and July in time for September 2009.

3.4 Ticket options and assistance with budgeting

The possibility of offering a range of ticket types and payment options available to all drivers was investigated. There will be longer duration tickets available on an ad hoc purchase basis. This will assist those staff unable or unwilling to commit to an annual permit deducted from salary. It will also benefit some students. An option to pay by mobile telephone will also be available to all drivers as a convenient alternative to paying the daily charge in cash and as a way of purchasing longer duration tickets.

4.0 Conclusions and Recommendations

This report considers the points highlighted during consultation (**Schedule 2**) and in each case provides a management response (**Schedule 3**). The Travel Plan Appraisal in 2008 recommended Option 3 should be adopted - giving an opportunity for all staff, students and visitors to park on campus. The overall necessity of reducing car use was recognised and a recommendation that parking charges be introduced was made. The plan also suggested a number of green transport initiatives.

On Friday 29th May 2009 at a meeting of the University Resources Sub-Committee the following actions were approved:

- Implement a University car share scheme – by June 2009
- Introduce car park management controls and proper enforcement against offending drivers – to commence 1st September 2009
- Appoint a specialist car park management contractor – to start 1st September 2009
- Publish a Parking Policy and Terms and Conditions for the Avery Hill campus based on the parking arrangements outlined in Section 2 - to commence 1st September 2009
- Implement the Government Cycle to Work scheme for staff – by June 2009
- Invest in more lockers for cyclists and further covered secure cycle storage – by September 2009
- Re-locate and re-design the bus approach route and bus stop area on the Southwood site to allow for safer coach turning and more comfortable waiting space – by September 2009.
- Improve the Nursery site car park – by September 2009
- Improve the frequency of the inter campus bus service between Avery Hill and Greenwich and extend it to operate throughout the year - from September 2009 (See **Schedule 5**)
- Extend the inter-campus bus service for Medway to cover vacation periods.
- Introduce (initially on a trial basis) a bus service between the campus and the local rail stations from 7.30 to 10.00 in the morning and 4.30 to 6.00 in the evening – from September 2009

These initiatives represent a major change in travel arrangements to the campus. Predicting the precise effect they will have on travel patterns is extremely difficult. It is accepted that subsequent changes may need to be made and the plan will be reviewed regularly by the Resources Sub-Committee to make sure it is operating effectively.

A further series of communications will take place over the summer months in order to properly disseminate details of the plan to staff, students and visitors prior to full introduction in September.

Schedule 1 - Avery Hill Travel Plan Appraisal - Objectives

A) Essential

1. Make progress towards Travel Plan target of 25% reduction in car use by 2010
2. Improve the probability of staff and students dependent on car travel finding a parking space on campus
3. Increase the proportion of staff and students using sustainable modes of travel i.e. car share, public transport, University inter-campus buses, cycling and walking
4. Reduce the University's overall impact on the environment by reducing our carbon footprint
5. Introduce controls to ensure the parking of vehicles on campus in non-designated spaces is eliminated

B) Desirable

- 1A. Generate income to cover the cost of all car park administration, enforcement of controls and maintenance of parking areas
- 1B. Invest surplus income from 1A for the benefit of improving site accessibility to those without cars
2. Actively discourage drivers from parking on site and taking onward transport to another campus (Park and Ride)
3. Develop a successful model that could potentially be implemented at Medway campus

Schedule 2 - Issues Highlighted from Consultation

A) Main Issues in order of frequency

Issue	Frequency
1- Free parking for staff on University business trips	47
2- Opposition to parking charges	45
3- Public transport to campus insufficient	35
4- Recognise need to do something and positive remarks about plan	27
5- Monthly permit holders do not have a reserved space	22
6- Long distance commuters disadvantaged	20
7- Drivers will park off-campus	19
8- Carriage of bulky items necessitates a car	19
9- Car required for family dependants or other commitments outside of work	18
10- Student resident parking needs tougher restrictions than proposed	18
11- Part-Time staff disadvantaged with permit arrangements	16
12- Improve cycling facilities	13
13- Shuttle bus from rail stations good idea	12
14- Improve University bus service	12
15- Charges are unfair on low paid staff	11
16- Personal safety concerns about leaving car at home	10
17- Proposals will affect student recruitment and retention	10
18- Nursery car park at Mansion site needs investment	9
19- Arrangements for Avery Hill staff parking at other campuses	8
20- University should join Government 'Cycle to Work Scheme'	7
21- Car share good idea or car share needs incentives	7
22- If green transport options existed charges wouldn't be necessary	7
23- Lower parking charges would be acceptable	6
24- Need for reserved free visitor parking space	5
25- Restrictions on local drivers parking on campus	5
26- Work output will be reduced if staff leave cars at home	5
27- Better enforcement of parking controls	5
28- There is no problem parking	4
29- Park and ride drivers should be stopped	4
30- Create more parking space	3

B) Other Observations Made

- Additional pedestrian access at Mansion site opposite Riefield Road
- Enable students to pay up front to help with budgeting
- Abuse of disabled parking spaces and badges
- Access across park between sites
- Adopt a ballot system to allocate student parking
- Bar first year students
- Create a barrier entrance to car park
- Staff from partner colleges will be discouraged from visiting
- Direction signage from local rail stations needs improving
- Flexible working hours would help
- Vacations should be free parking
- Gym and sports users on Wednesday will be affected
- Staff 'hot-desks' should be encouraged
- Motorcycle usage overlooked
- Phase-in charges starting with first year students
- Phase-in charges by gradually increasing rates over next few years
- Reduce daily rate more in line with daily equivalent rate of permit
- Restrict issue of monthly permits to certain groups or up to a maximum quantity
- Create spaces that can only be used at certain times of day
- Consider a park and ride scheme
- Some staff work unsocial hours
- Charges could kill off demand and generate no income for green transport
- Promote and improve video-conferencing facilities
- Consider selling weekly tickets
- Why is low administration important?
- Work with Greenwich Council to improve cycle routes and signage

Schedule 3 - Management Response to Consultation Issues

1 Free parking for staff on University business trips

It is recognised that some business trips will continue to be impractical by public transport and access to a car in some cases will be essential in order to achieve University work schedules and manage cost. This might necessitate parking on campus either before or after the trip.

Where parking is **essential** to fulfil a University business trip then staff will be able to reclaim the cost of parking on campus for the relevant time period and submit this attached to a claim for business mileage. Costs for both will need to be met by the School or Office. This will only apply to daily pay and display parking tickets bought at the pay station. Staff paying for parking with a monthly/weekly permit will **not** be allowed to offset their parking costs on days that they drive on business as it assumed that the car would have been used to commute to work regardless of the business trip. Staff using University vehicles will not be required to pay for parking.

2 Opposition to parking charges

Using charges to manage demand is considered fairer than the alternative of excluding certain groups from parking on campus. It is clear from the consultation that car dependency occurs for a range of different circumstances and is a real issue for many staff and students. The core principle of the plan is that everybody continues to have the opportunity to bring their car to University and charges alone are used to manage demand. All income derived from car park charges will be reinvested in support of the Green Travel Plan.

3 Public transport to campus is insufficient

With two local rail stations and 8 bus routes within walking distance, public transport is a realistic option on many journeys to campus; its suitability as a viable alternative to car use depends on individual circumstances, and some members of the University community will continue to choose to drive. The University would however, like public transport to the campus to be enhanced and is pressing the relevant authorities for improvements to routes. The new 132 bus route direct to North Greenwich tube is a recent and welcome development.

As part of the travel plan the University is to make links to the railway stations easier by introducing a new bus service from the campus – see Point 13.

4 Recognition of the need to do something and positive remarks about plan

It is encouraging and also perhaps a sign of how severe parking problems are that many people acknowledged something needs to be done about car use and were broadly supportive about the plans.

5 Monthly permit holders do not have a reserved space

This is a point that has been considered carefully. By introducing parking charges on campus it is hoped to reduce demand for parking to a point where space is usually available on campus. Reserving space for all permit holders, would inevitably lead to some being unoccupied and wasted. Drivers paying daily charges would then have less space available to them. The inherent inefficiency of reserving space would therefore actually increase the overall likelihood of staff and students being unable to park. This policy can be reviewed in the light of the scheme operating.

6 Long distance commuters disadvantaged

It is recognised that drivers located further away from the campus, especially in rural locations, are likely to have fewer travel options. Yet residing a long distance from work remains a choice made based on individual circumstances. To offer long distance commuters a reduction in parking costs would seem contrary to the objective of reducing carbon emissions. It has therefore been decided that parking charges are set the same regardless of journey length.

7 Drivers will park off-campus

The University is responsible for implementing policies for the car parks on campus. If as a result of these, drivers decide to park outside the campus, this will almost inevitably place the University in a negative light with local residents. The Local Authority recognises the likely impact of the University's efforts and will be monitoring forthcoming developments. It is anticipated that they will set their own policies in further support of reducing car use by for example, introducing a Controlled Parking Zone (CPZ). Discussions will continue to take place between the University and Greenwich Council on these matters.

8 Carriage of bulky items necessitates a car

What constitutes a bulky item requiring private transport for carriage can be subjective. As such, the approach of allowing anyone to park providing they pay the charge is perhaps the fairest practical way of dealing with this concern. The University is able to assist with transport of bulky items being moved on University business.

9 Car required for family dependants or other commitments outside of work

This issue was a principal factor in proposing that everybody should continue to have the choice to park regardless of their status or location. Offering exemptions or lower rates for drivers in this group would be open to abuse and impractical to manage. It might also be perceived as unfair by others.

10 Student resident parking needs tougher restrictions than proposed

Parking space being occupied by students in accommodation at Southwood has risen considerably in recent years with over 200 residents applying for a permit this year. Whilst most of the parking space was originally intended for residents and a view exists that many of the vehicles are not used that often, they still contribute towards car use and a significant reduction would be a valuable contribution towards tackling parking congestion on campus.

A survey of residents recently carried out indicated that car use was fairly evenly split between travelling to lectures, placements, part-time employment, shopping and home, and most cars are used at least 4 days per week. Many respondents indicated that they would rather not park than pay a charge, although some of this group stated that a car was essential.

It is now thought necessary to set a higher charge in order to make a significant reduction in the number of cars brought onto campus by residents. Compared to other car drivers the rate still recognises the fact that students live on campus and pay considerable fees for this privilege.

11 Part-Time staff disadvantaged with permit arrangements

It is anticipated part time staff will opt to pay the daily charge as this will be a more cost effective option than paying for a monthly permit. Other ticket types will be made available and these might be beneficial to some part time staff – see Point 32.

12 Improve cycling facilities

Many staff expressed an interest in cycling. The University will continue steadily to improve cycling facilities. There are improvements planned for cycle and equipment storage at Avery Hill. Both shower and changing facilities are already provided on campus and these will be enhanced. The University will liaise with cycle organisations and with the local authorities to improve cycling conditions on routes to the campuses.

13 Shuttle bus from rail stations good idea

Many staff welcomed this proposal. The University is planning to run a bus between 7.30 and 10.00 in the morning and 4.30 and 6.00 in the evening from Southwood and Mansion sites to Falconwood station and a location close to New Eltham station. These are the two closest stations to the campus, both take around 15 minutes on foot and public buses cannot be relied on to arrive in the time that it takes to walk. It is anticipated that improving access will encourage some existing drivers to commute by rail. A third nearby station at Eltham is on a bus route already used by many existing commuters to campus so efforts have been focussed on the other two to achieve the best use of resources and allow a better frequency of service.

14 Improve University bus service

As part of the proposals an improved University bus service will operate between Greenwich and Avery Hill offering a more practical alternative to the car for staff and students commuting to campus and travelling between campuses during the day. The service will finish later and operate more frequently - approximately every hour (see **Schedule 3**). It will also be extended to run beyond the end of exams in May and during vacations throughout the year.

A service will also be introduced from Greenwich and Avery Hill to Medway campus during the vacations and beyond the exams until the end of June.

A commuter service from Medway campus to Avery Hill and Greenwich campus has been ruled out for now. Limited access by public transport to the Medway campus - particularly early morning - would mean that many potential users would need to park. This would exacerbate the increasing parking problem at Medway. Long stay parking close-by off-site might alleviate this and may need to be considered in the future.

Extending the University bus service across new routes in public locations e.g. Chatham town centre, Woolwich, and Lewisham to and from our campuses; would be subject to permission from external organisations. In London this is more challenging as bus services are still regulated. Managing operation of the service would also be more difficult at public locations. For these reasons, engaging with existing service providers to tailor arrangements to suit our needs might be the best option longer term. This could include rail service providers.

15 Charges are unfair on low paid staff

This is a difficult issue. Adjusting charges based on income would tend to undermine the key objective of deterring car use and therefore parking charges will not be graduated. Differential pricing for different groups of staff would also be more complex to administer.

16 Personal safety concerns about leaving car at home

A key advantage of this scheme over other methods of limiting car use (i.e. Option 2 which might exclude students) is that no member of the University is barred from travelling by car. Any member of staff or student who feels that this is an issue can continue to travel to University by car. Also parking will be free at times when public transport is reduced i.e. weekends and outside 9am and 5pm.

17 Proposals will affect student recruitment and retention

Unlike many other university campuses, all students at Avery Hill will be able to bring their vehicles onto campus – providing they pay the charge. It is difficult to estimate what impact car use policy will have on recruitment of new students and the retention of existing. It is anticipated that many existing students will choose to make some minor adjustments and switch to using other travel modes costing less overall than driving and parking. Car sharing is also likely to be popular amongst students. Where students are car dependent, in most cases parking costs should still be a relatively small proportion of the overall costs of owning and running a car. New students will need to be made aware of the Green Travel Plan and associated parking arrangements. It is hoped that the provision of free parking will not be the deciding factor for many prospective students.

The University will continue to investigate a range of other initiatives as alternatives to travel by car.

18 Nursery car park at Mansion site needs investment

The University is making a considerable investment to improve the car park at the Nursery site. Staff and students also use the Rose Garden hard surfaced car park which is owned by Greenwich Council. It is anticipated that the Council might alter arrangements for parking there.

19 Arrangements for Avery Hill staff parking at other campuses

The parking charge only applies to parking at the Avery Hill campus. Arrangements for visiting the other campuses will remain unchanged.

20 University should join Government Cycle to Work Scheme

A number of staff expressed an interest in this scheme and we are pleased to advise that the University has agreed to participate in 'Cycle to Work'. This allows staff to purchase a bike tax free, spreading the cost over 12 months deducted from salary. It is anticipated that this benefit for staff will be available very soon.

21 Car share good idea or car share needs incentives

Car share received a positive reception and the University has entered into an agreement with Liftshare.com to provide a campus wide car share scheme open to all staff and students. In addition partner institutions at Medway campus, will also be linked to the scheme improving the likelihood of drivers finding a suitable lift.

It is hoped that the scheme will result in many commuter and business trips being consolidated into one vehicle. Participants will then save on travel and parking by entering into private arrangements to split costs. Some space will also be reserved, specifically for staff car sharers. Staff car sharers will be issued with a membership disc and these would need to be displayed in the vehicle as proof of entitlement to park in a car share space.

Staff car sharing on a business trip can claim an additional 5 pence per mile as detailed in the University's Financial Regulations.

22 If green transport options existed charges wouldn't be necessary

A key part of a travel plan is investment in various green transport initiatives e.g. better buses, a car share scheme, and cycle facilities. However it is perhaps unlikely that investing in green transport initiatives whilst leaving parking free, would result in a significant reduction in car use as required. Furthermore without parking charges there will be no additional income to help finance such initiatives.

23 Lower parking charges would be acceptable

The charge level has been considered very carefully. To have the required impact on reducing car use, charges need to be raised to a level at least comparable with the daily cost of public transport. This will raise the relative attractiveness of public transport on many journeys. It is accepted however that driving a car is extremely convenient and even with relatively high charges, parking congestion may remain.

24 Need for reserved free visitor parking space

All visitors - including staff holding permits from other campuses - will be required to pay to park at Avery Hill. There will be no specific visitor parking space and whilst space is not guaranteed it is hoped that it will usually be available. Staff visiting from other campuses on business, will be entitled to claim for the cost of parking with their business mileage providing the journey using a car was essential. On occasions when the campus is expecting an important external visitor it will be possible to reserve a free space.

The visitor policy differs from that at Greenwich campus. Space there is extremely limited and this necessitates booking in advance.

25 Restrictions on local drivers parking on campus

Option 2 of the plan considered that local drivers would be excluded from parking on campus. Placing tougher restrictions was also mooted as part of Option 3 e.g. restricting monthly permits to drivers from further distance. However, to keep the scheme as simple as possible and preserve choice it was recommended that all staff be allowed the option of a monthly permit. This avoids the complication of defining geographical boundaries. It is also anticipated that local drivers are more likely to be deterred by paying for parking; as public transport, walking and cycling will be more viable as against drivers commuting longer distances.

26 Work output will be reduced if staff leave cars at home

It is acknowledged that some staff use the time saved making journeys by car to carry out additional unpaid overtime either end of their day or increase their 'desk time' during the normal working day. It is further acknowledged that use of other modes might reduce this working time.

27 Better enforcement of parking controls

Better parking enforcement will be required. This is necessary in part to protect the interests of staff and students who are paying for their parking. The University has approached a number of professional and experienced organisations for their expertise in the management of the car parks at Avery Hill. The new arrangements will facilitate proper enforcement of parking controls by issuing penalty notices of up to £60 to discourage 'illegal' and inconsiderate parking. In exceptional circumstances vehicles could also be clamped. Appropriate information and advance notice will be given to staff and students prior to these changes taking effect in September.

28 There is no problem parking

Drivers who currently arrive on campus early in the morning will not have any problem finding a parking space, however parking congestion regularly occurs from 9am until the afternoon. At peak periods demand for parking bays can exceed supply by over 200 vehicles. This represents approximately 25% over capacity. Drivers hunting for a parking bay during these busy periods are left feeling stressed and frustrated. Many vehicles are parked inappropriately as a result e.g. on double yellow lines or on grassed areas.

29 Park and ride drivers need to be stopped

Drivers who park on campus and then use the University bus to Medway or Greenwich will not be specifically prevented from doing this – it would be difficult to identify their vehicles. All drivers however, will have to pay for the time their car is parked on campus. This should deter drivers parking on campus in order to use the bus.

30 Create more parking

This is not an option as it would actually be contrary to the primary objective of reducing car use. Furthermore Greenwich Council will not approve any planning applications to convert more land to parking.

31 Improve pedestrian access and signage

Encouraging staff to walk makes an important contribution to the travel plan and the University has entered into dialogue with Greenwich Council about local signage and directions. Enquiries have been made about improving access into the Mansion site.

32 Provide for weekly tickets and assistance with budgeting

The University has investigated if it would be practical to introduce some form of pre-payment for frequent drivers that do not qualify for, or do not wish to purchase, a monthly permit deducted from salary e.g. students and staff working on campus not employed by the University. Payment by mobile phone will be available as a convenient alternative to cash.

33 Free parking at vacations

Changing the parking arrangements during vacations would introduce an extra level of complexity in conflict with monthly permits and potential problems of communication to daily payers. More importantly it would undermine the overall reduction in car use target by encouraging car use during quieter periods. This would send out a mixed message and put an even greater requirement on reducing cars during term. It would also tend to reduce the sums of income available for green transport initiatives.

Schedule 4 - Avery Hill Transport Working Group

A) Membership:

David Wills – PVC (Chair)
Chris Powner – Director of Facilities Management
Simon Earp – Transport & Green Travel Manager
Lee Devlin – Campus Manager Avery Hill
Caron Jones – Public Relations
Catherine Churchill – Space Management (FM)
Jill Fenwick-Walpole – School of Health & Social Care
Felicity Hilditch – School of Education & Training
Rosemary Moon - ILS
Sue Short – Partnership Division
Benson Adeeso – President SUUG

B) Meeting Dates:

16 September 2008
23 October
10 December
27 January 2009
17 March
6 May

The Minutes of the meetings are available on request.

C) Reference Documents:

Cycle to Work Scheme Report AHT 08/17
Avery Hill Travel Plan Matrix of Consultation Responses
Car Park Income Scenarios
Southwood Traffic Analysis
Car Park Income Simulation
Travel Plan Budget 2009-10

These documents are available on request.

Schedule 5 - Inter-Campus Bus Avery Hill to Greenwich Draft Timetable

From Sept 21st 2009

<i>AVERY HILL - GREENWICH</i>	
Departs Avery Hill	Departs Greenwich
	08:15
08:15	08:45
09:15	10:00
10:30	11:00
11:30	12:00
12:30	13:30
13:30	14:00
14:30	15:00
15:30	16:00
16:30	17:15
17:30	18:15

Timetable operates Monday-Friday: All through the year except public holidays and between Christmas Day and New Years Day.

REPORT ENDS