
Transport Statement

*The Centre for Integrative and
Semi-Conductor Materials*

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Introduction

Swansea University delivered the existing Fabian Way development as a Science and Innovation Campus namely the Bay Campus which opened its doors in September 2015. With the opening of the £450 million Bay Campus Swansea University is now a dual Campus University. The second Bay Campus development is in fact within Neath and Port Talbot County Borough Council area.

Prior to the opening of the Bay Campus a full Travel Plan was submitted to the Local Planning Authority (Neath and Port Talbot Planning Authority). This was signed off in May 2015 prior to the occupation of the site.

Access to the site is via the Fabian way which is a main route from the East and M4 from the direction of Port Talbot which is the main corridor into the City of Swansea. The Fabian way Corridor is seen as main route into the City and any additional traffic along this route could have a detrimental effect.

The existing Travel Plan (2015-2020) has been developed in line with the guidance set out by Welsh Government within the Planning Policy Wales (July 2014) Guidance, however the 2020-2025 is being developed with the most recent Planning Guidance namely Planning Policy Wales (2018) . The University laid out its support for the principle of a transport hierarchy where Healthy and Sustainable transport are encouraged as the first choice of travel.

Since writing and implementing the Travel Plan the University have introduced a number of initiatives with the full support and backing of senior management within the University.

Through engagement and regular communication initiatives have been put in place which in many cases have been seen as best practice and have resulted in the University winning a number of Awards. These include National and UK Awards for partnership working to deliver a 24 hour bus service that everyone can use, a successful late night bus service under the category of Safety and also a number of active travel initiatives and awards. This includes winning the Santander University Cycles Competition which brought 5hubs/ 100 docking stations and 50 Next bikes to Swansea linking both Campuses as well as student accommodation areas. We are continuing to grow this scheme and now have an additional hub and an additional 15 bikes.

We are proud to have become the first employer in Wales to have been externally audited and achieve the highest Gold Standard in the Cycle Friendly Employer Accreditation (UK) for our on campus facilities and support for cycling initiatives for staff, students and visitors.

An annual Travel Survey is carried out with Staff and students which informs all further sustainable and active travel initiatives and measures. The latest of these shows that the trend to use active and sustainable travel is on the rise.

Existing Site

The existing site accommodates almost 3000 residential students with around 8000 students studying at the Bay and around 800 staff.

The site is well placed for public transport provision from both the Swansea and Neath Port Talbot areas with both tailored Campus to Campus services accessing the site one of which is 24 hours service 8), and an additional numbers of bus services stopping outside the Campus.

As part of the original planning conditions under the section 106 conditions the cycle route NCN Route 4 which links Singleton and Bay Campus and other areas of Neath Port Talbot was upgraded. This provides an off road route for staff, students and visitors accessing the Bay Campus.

There are 500 staff parking spaces and 100 visitor spaces. These include Blue badge spaces.

We have permit parking available for both students and staff at the Park and Ride Site at Fabian Way with travel between the Park and Ride to Bay Campus on the number 8 dedicated service.

Buses

There are two 6 meter bus shelters at the centre of the development which is in an area which has been developed into a transport hub. 3 separate services stop at this location which include the 24 hour number 8 services (every 15 minutes), the campus to campus direct service 9 (every 20 minutes) and service 10 which links to the main Swansea Railway station and popular student accommodation areas around Swansea (every 15 minutes) running until 2am.

Buses stopping inside Campus

Service number	Operator	Service	Frequency
8	First Cymru	Bay Campus ,Park and ride, Swansea Bus Station, Singleton Campus	Every 15 minutes (24 hours Monday through Saturday, 11.30 Sunday)
9	First Cymru	Hendrefoielan Student Village, Singleton Campus, Bay Campus	Every 20 minutes
10	First Cymru	Singleton Campus, Hospital, Uplands, Brynmill, Kingsway, Rail Station, Strand, Bay Campus.	Every 15minutes

Also within the transport hub area is the location of the Santander Next Bike bike hire hub as well as bike parking and 2 Public workstations for cyclists to use to make general repairs to their bikes. These are well used and feedback from students and staff is very positive.

Also due to the location of the site we bring events to the Bay such as My Travel Pass sign up events (My Travel Pass is the new 16-21 young person's discount card announced by Welsh Government this year) to help students make savings on their travel by local bus network while studying in Wales. Other services can be found outside the Bay Campus and include: X1, X3, X5, X7, X8, 38, 84, T6 (run by New adventure Travel) as well as the X10 to Cardiff and the National Express.

Students, staff and visitors have access to the First App showing all of these services as well as the My Uni Journey website to plan journeys.

Active Travel

The NCN route 4 connects the Bay Campus to Swansea City Centre to the West and Neath and Port Talbot to the East. During the planning stage for the Bay Campus development, the NCN route 4 was upgraded because of monies provided as part of a section 106 agreement. The money was used by the local Authority to widen the route, increase and improve access to the Bay Campus, and provide better signage. Usage figures for the stretch of Cycle route from Swansea direction to Fabian Way have increased significantly since the opening of the Bay Campus from 100 journeys per day previously to over 700 per day. This shows that the investment has paid off.

We also run regular bike roadshows such as the Switch on event in October where we give away lights, locks, hi Vis, and local maps etc. to students and staff as well as carrying out free security bike marking and Dr Bike safety checks.

We also hold a bi monthly Student and staff Cycle user group and Bus user group at the Bay Campus with reps invited from each of the colleges/schools and departments.

The Santander Next Bike Hub can also be found in the transport hub area next to the Scholl of Management building. This area is e=served by CCTV cameras and has two public workstations for cyclists. Lights, locks, helmets, maps and other active travel items can be picked up from My Uni Hub which is located in the centre of this area in the Tower building.

Trains

The Rail Station at Swansea has a dedicated and direct bus service via the number 10 service from the Bay campus.

Port Talbot Parkway has direct access via the X1 and X3 services every 20 minutes throughout the day.

We have special offers and incentives with GWR (Great Western Railway) for Open days and Conferences which offer long distance train travellers 20% off their journey price. This reduces the need for visitors to bring cars to the site.

Conditions of Planning relating to Traffic accessing site

Under Section the 106 conditions the University have to abide by a strict set of rules relating to the numbers of vehicles accessing and leaving the site. One of the conditions applied is the counting of vehicles entering and leaving the site using a MOVA system. That is a traffic signal control system that uses detectors to count the number and type of vehicles using the site

Within the conditions the number of vehicle movements allowable is as follows: this is a simplified version, for the full conditions please see Appendix 2 at the end of this document.

(See Schedule 3 Permanent Traffic Counters)

The following table shows the number of permissible vehicle movements as set out in the Conditions along with the Trigger points for penalties being imposed.

Threshold Figures	Morning Peak: between the hours of 8 and 9am	Morning Peak Trigger figures:	Financial Payment: (incurred if Trigger figures are reached over a given time included in condition)
Average vehicle movements allowed	763 Car Movements per day in the Morning Peak	778 Car Movements per day in the Morning Peak	Each additional 4 Car Movements by which the Threshold Figure for the Morning Peak has been exceeded
			&
Threshold Figures	Evening Peak: between the hours of 17:00 and 18:00	Evening Peak Trigger figures:	Each additional 3 Car Movements by which the Threshold Figure for the Evening Peak has been exceeded
Average vehicle movements allowed	677 Car Movements per day in the Evening Peak averaged over a week	691 Car Movements per day in the Evening Peak which average figure shall be calculated as an average per week	

The numbers of car movements have been collected and reported on every term end and submitted to the Planning Authority and to date we have not exceeded the thresholds on any occasion. Our rolling average to date for peak traffic movements is **338** in the am peak time and **293** in the pm peak time.

We do not expect to see large numbers of visitors to the CISM site as this site is more of a research building. We are experienced in dealing with larger numbers of visitors with no detrimental effect on our Peak traffic threshold figures by planning for visitors and encouraging use of Park and Ride, Public Transport and Active travel. Visitor parking is arranged prior to visit using the online booking facility.

Chapter 10 of the Environmental Statement provides an assessment of the impacts of the Proposed Development on the surrounding highway network, public transport, and cycling and pedestrian amenities. It is based on an assessment of the interaction between future development related movements and existing patterns of vehicular and pedestrian movements.

TRICS data was used to estimate the likely vehicle movements associated with the different element of the campus and the total car trip generation included in the Transport Assessment. The data was based

upon the maximum permitted development at the campus to ensure the development was capable of accommodating the worst case scenario in relation to transport movements.

Land Use	08:00 – 09:00		17:00 -18:00	
	Arrivals	Departures	Arrivals	Departures
University Staff	286	30	36	228
University Students (Non-resident)	100	25	25	100
University Students (resident)	13	52	52	13
University Visitors	25	5	5	25
Company Building	21	2	3	16
Industry – Business Park	114	19	14	92
Industry - Industrial Unit	58	13	7	61
TOTAL	617	146	141	536

Copy of Table 6-9 of the Transport Assessment (Car Trip Generation)

The estimated car trip figures are incorporated into the Section 106 Agreement which applies a sanction should the peak hour trip generation figures exceed those included in the above table. The University have traffic counters to monitor such movements.

The worst case scenario was calculated based on the maximum permitted parameters of the site. In relation to light industrial/R&D the following parameters were included:

- *Maximum Permitted = 20,000m²*
- *Development Completed and Committed = 7,524m² (SMART 3321m² and ESRI 4203m²)*
- *Remaining = 12,476m²*

While the CISM project will increase the total number of movements on the site these will remain substantially below the worst case scenario figure tested. The CISM building will therefore not result in an impact in excess of that previously tested through the outline planning application. The EIA submitted with the outline application therefore remains robust.

Access by Sustainable Modes

Existing Staff and students at the Bay Campus benefit from a suite of tailored measures which encourage sustainable travel. The Staff and Students who are based at the new CISM building will also have access to these. This will encourage Sustainable and active travel which has been evidenced by the travel choices made by our existing users of the Bay Campus.

The Public transport hub at Bay Campus is closer to the CISM building than the staff car park which will encourage more Staff and Students to move to bus travel.

The site is easily accessed by Cyclists via the NCN route 4 cycle and walking path with the site itself being a cycle friendly site.

Several initiatives have been put in place since the existing Sustainable Travel Plan was written and implemented to encourage all of our staff and students at the Bay Campus via the intranet and on line as well as apps and which will include the new CISM building occupants which include:

- Staff Benefit scheme including Cycle to work Salary Sacrifice scheme open to all employees
- Use of clearly mapped out shower and cycle storage facilities (found on our travel pages)
- Free light and locks for all commuting cyclists
- Free security bike marking
- New £3.50 day ticket available for all students and staff on production of the student/staff identity pass
- Regular bi monthly Student/staff Bus user group
- Regular bi monthly Student /staff cycle user group
- Trained University Ride Leaders which include 2 members of staff, 1 post graduate, and 1 undergraduate from the Engineering department at Bay campus to take staff /students out on commuter rides to encourage travel by bike.
- 3 newly installed Public Bike Work Stations 2 outside SOM building and one behind Impact building.
- The new Santander Next Bike Scheme which has hubs and bike available by annual reduced membership of £30 for staff or students or ad hoc pay as you go. There are currently 6 bike stations connecting the Bay Campus to Park and Ride the City Centre, Singleton Park Campus and the Mumbles.
- A brand new Staff annual bus pass covering South West Wales as far as Carmarthen in the west and Bridgend in the East as well as X10 to Cardiff Bay and Cardiff centre for just £31, 66 per month by direct debit. This has been negotiated with First Cymru to use on all of their buses in this area.
- Brand new student annual bus pass covering the same area as the staff pass starting at £220 for an annual 3 term pass with My Travel Pass. Term time passes start at £97 with My Travel Pass. Flexi 5 bundles and day tickets can also be purchased in advance and stored on the mobile app making travel easier and more accessible.

All Active travel and Sustainable initiatives are promoted over parking. The car park being further away than the Active travel hub encourages those who can choose more sustainable travel options to do so.

Our Travel pages support our message which is to reduce single occupancy car travel with staff and student benefits promoted as well as up to date travel messages.

Existing Staff and Student Travel Patterns

We carry out annual staff and student travel surveys and keep an eye on trends as well as taking on board comments made by them.

Unlike the majority of organisations who write and implement workplace travel plans in line with the requirements of the BSI standard PAS 500:2008 National specification for workplace travel plans, which requires the employer to survey staff on 1st year, 3rd year and 5 year frequencies, Swansea University have decided to run regular annual Student and staff travel surveys to capture comments and measure effectiveness of measures.

Existing Staff and student travel (May 2019) show that of those surveyed (860 students and 652 staff) the following was reported:

Staff

- 53% of staff arrive during the morning peak (between 8 and 9 am)
- 33% leave during afternoon peak (between 5 and 6pm)
- 14% of staff frequently commute by bus
- 5.5% frequently use the train
- 25.8% reported cycling to campus
- 55% report driving to work with 9.8% reporting that they car share.

Students

- 41.8% of students arrive during morning peak
- 25% of students leave during the afternoon peak
- 40.5% of students frequently use the bus to commute
- 13.1% of students frequently cycle to campus

The City and County of Swansea recently reported to the Sustainable Travel officer that:

The daily annual average traffic for Fabian way is £35,000 vehicles (two way flow) of this the Bay Campus will obviously contribute. The following was reported from just the Swansea direction for Bay Campus alighting):

For bus travel:

1700 alighting for Bay Campus (3,400 trips per day)

For Cyclists: (From Swansea Direction Only)

700 peak cycle trips (2 way figure)

This equates to 4, 100 non-car trips per day.

Flexible Working Practices

Since writing and implementing our existing Travel Plan more flexible working practices have been introduced including agile working, working from home and use of skype, webinar and other web based solutions.

Communication

We are constantly looking at the way in which we communicate to our staff and students especially in the area of travel and transport. One of the effective ways we have used to develop better more targeted ways to communicate our sustainable travel messages is to engage with staff and students via a question in the annual travel plan. Using the answer to the question: How would you prefer to receive information about travel and transport? We now use less paper based communication tools and more on line, app, internet and online solutions as well as Digi screens.

With over 68% of staff and 65% of students showing a preference to internet and online communication we have completely revamped the Sustainable Travel Pages to make them informative and also up to date as well as user friendly. A real one stop shop.

Digi screens, social media, and limited numbers of posters are also used. The Sustainable Travel Officer also visits colleges/Schools/departments across the University delivering training to key staff and student reps n new and existing initiatives.

CISM Additional Commuters Impacts

By understanding current staff and student travel patterns especially within the Engineering department we can reasonably asses and plan for the impact of these additional numbers on campus.

At full capacity the CISM building will house 222 building users, this will be made up of approximately 50% of users relocating from other buildings on campus with the other 50% being new additions. There will also be an anticipated additional 25 daily building visitors.

From the last Travel Survey carried out in 2019 54% of existing staff travel by car for 70% plus of their journeys and 29% of staff occasionally. On this basis, we can plan for an additional 146 cars on campus worst-case scenario.

We also have robust induction and ongoing communication plans to inform staff and students of the bus ticket options and cycle to work scheme. We are also launching a brand new car share scheme in May of this year to encourage car sharing with ½-price parking for those who choose to car share.

Since the introduction of the monthly direct debit scheme for staff and Post Graduate bus pass purchase the number of people choosing bus travel has increased. It is expected that this will show up in the 2020 Travel Survey, which is being launched on the 1st of May this year.

There are plans for additional parking spaces to be installed in 2021, which should also accommodate any additional need for parking from staff and visitors. We do not provide Student parking other than for those with special circumstances such as blue badge however we do provide parking permits for Fabian Way Park and ride with free onward bus travel to Bay Campus. Staff and students who park occasionally and do not want a permit can also pay daily at £2.50 at Fabian Way Park and Ride and pay £1 per vehicle to Bay Campus.

Future Travel Planning

We are about to write and implement the Centenary Sustainable Travel Plan which we are planning to roll out in August 2020 with the full support of our Senior Management Team.

We plan to continue to run annual travel surveys and work collaboratively in partnership with other organisations and employers in the area to deliver results in the next 5 years. Our Travel Plan will also be reflected in the overall Estates and University Strategy for the next 5 years and beyond.

Conclusion

Swansea University are fully supportive of encouraging Sustainable Travel and are committed to encouraging sustainable travel options going forward over car use. We are confident that by continuing to engage with all of our staff and students we will deliver measures and support to help our staff and students to travel actively and sustainably.

We are continuing to work with partners to develop and deliver improved transport solutions for the Bay Campus, which will encourage new starters such as those who will be employed or studying at the new CISM building to use. We will deliver these messages via Induction training and further engagement throughout the year.