

MOBILITY PLAN FOR 2019-2021

University name

1. MOBILITY DIAGNOSIS

**1.1 Analysis of Population and Territory**

First, the University is introduced briefly in terms of population, location and accessibility:

| TERRITORIAL ANALYSIS | | |
| --- | --- | --- |
| Location | | |
| University is situated in *CITY*, north of *COUNTRY*, whose population is about 300,000 inhabitants. | | Map of the area |
| University areas | The main campus is located in the north-west outskirts of CITY and has an area of 240,000 square meters. | Map of the campus |
| TRANSPORT MEANS TOWARDS THE CAMPUS | | |
| The main transport means to access to the campus are as follows:   * On foot: In general, good pedestrian network connects the areas surrounding the campus, but it should be improved in some areas. * By bike: There is a lack of cycle network linking the campus with the neighbouring areas. The public bicycle loan system has no station inside the campus. * By public transport: Expensive and with high occupation in peak hours. * Urban bus: Some bus lines stop within and near the campus. Connection with the train station. * Underground: A metro line has two stops within the campus. * Train: Nearby stop connecting many nearby localities. * By car: Frequent traffic jams to access the campus during peak times. There are several car parks around and inside the Campus; free parking. | | |

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| --- | --- | --- | --- |
| UNIVERSITY POPULATION | | | |
| Academic year 2017/2018 | TOTAL | Administrative & managerial +  Research & teaching staff | Students |
| 10,000 | 1,000 (10%) | 9,000 (90%) |

**1.2. University population’s commuting patterns**

The results achieved from the mobility survey show the following modal split, in the academic year 2017/2018 regarding the mobility patterns to the campus:

The main origin for the commuting to the campus is CITY, located at 10 km, although TOWNS are also usual origins for commuting. The average distance run daily by the university community, according to the mobility survey, is 23 km.

From the results due to the population’s commuting, according to the mobility survey, the CO2 emissions per year has been calculated reaching an amount of 5.650 tonnes. This will be baseline to be considered for the following action plan.

1. DEFINITION OF STRATEGIC LINES

Our mobility objectives considering a long-term vision are addressed the improvement of the following lines:

**Strategic Line I:** University collaboration - local stakeholders

**Strategic Line II:** University management and governance

**Strategic Line III:** Pedestrian mobility

**Strategic Line IV:** Cycling mobility

**Strategic Line V:** Public transport

**Strategic Line VI:** More efficient car use

**Strategic Line VII:** Intermodal mobility

**Strategic Line VIII:** Curricular system

**Strategic Line IX:** Working time

**Strategic Line X:** Data collection

**Strategic Line XI:** Awareness and participation

**Strategic Line XII:** Networking among universities

1. DEVELOPMENT OF A SPECIFIC ACTION PLAN

The deployment of these strategic lines includes the following actions, which are planned for the period 2019-2021:

**Strategic Line I:**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| No | Title of the mobility action | Personnel involved (job position) | Time planning | Indicative budget | Indicator |
| I.1 | Appointment of a Mobility Manager |  |  |  |  |
| I.2 | Constitution of a university forum to deal with mobility issues |  |  |  |  |
| I.3 | Participation in a forum with local stakeholders to deal with mobility issues |  |  |  |  |

**Strategic Line II:**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| No | Title of the mobility action | Personnel involved (job position) | Time planning | Indicative budget | Indicator |
| II.1 | Tracing of shaded pedestrian routes within the campus |  |  |  |  |
| II.2 | Building of a new pedestrian area within the campus by removing a car parking |  |  |  |  |
| II.3 | Negotiation for the improvement of pedestrian areas around universities sites |  |  |  |  |

**Strategic Line III:**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| No | Title of the mobility action | Personnel involved (job position) | Time planning | Indicative budget | Indicator |
| III.1 | Improvement of the bike lane within the campus |  |  |  |  |
| III.2 | Increasing of the bike racks within the campus |  |  |  |  |
| III.3 | Mobile bicycle repair service |  |  |  |  |
| III.4 | Negotiation for the improvement of the cyclist access to the campus |  |  |  |  |
| III.5 | Creation of a bicycle loan system in the university |  |  |  |  |
| III.6 | Improvement of the facilities to park bicycles within the campus to avoid thefts |  |  |  |  |

**Strategic Line IV:**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| No | Title of the mobility action | Personnel involved (job position) | Time planning | Indicative budget | Indicator |
| IV.1 | Negotiation of discounts for university staff and students on public transport |  |  |  |  |
| IV.2 | Creation of a subsidy for travelling by public transport paid by the university |  |  |  |  |
| IV.3 | Negotiation for the improvement of the frequency of public transport at peak times |  |  |  |  |

**Strategic Line V:**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| No | Title of the mobility action | Personnel involved (job position) | Time planning | Indicative budget | Indicator |
| V.1 | Implementation of paid parking for students and employees with a fee introduced gradually |  |  |  |  |
| V.2 | Design of an app to facilitate a carpooling system |  |  |  |  |
| V.3 | Installation of new electric vehicle charging stations |  |  |  |  |
| V.4 | University fleet management |  |  |  |  |

**Strategic Line VI:**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| No | Title of the mobility action | Personnel involved (job position) | Time planning | Indicative budget | Indicator |
| VI.1 | Celebration of the European Mobility Week every year in September |  |  |  |  |
| VI.2 | Cycle campaign |  |  |  |  |
| VI.3 | Development of a section on the university website with mobility information |  |  |  |  |
| VI.4 | Campaign to promote the access to the campus by public transport |  |  |  |  |

**Strategic Line VII:**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| No | Title of the mobility action | Personnel involved (job position) | Time planning | Indicative budget | Indicator |
| VII.1 | Implementation of the campus pedestrianisation project |  |  |  |  |

1. DESCRIPTION OF THE MOBILITY ACTIONS

The mobility actions are developed in the following tables:

|  |  |
| --- | --- |
| Title of the mobility action | |
| Aim | The main aim of the policy is to reduce the share of car use in the modal split of employees and students. |
| Description of the action  HOW TO IMPLEMENT IT  WHAT STEPS SHOULD BE CONDUCTED | At the moment all employees and a large part of students can park for free at the campus.  From January 2019 on, no students will be entitled to get a parking card and, accordingly, if they park their car at the University campus they must pay the regular parking fee that holds for visitors (€1,5 per hour with a maximum of €10 per day).  From January 2019 on, also employees must pay to park their car at the campus. The fee will be introduced gradually between 2019 and 2021:  - In January 2019 the fee will be €2 a day.  - In January 2020 the fee will be €3 a day.  - In January 2021 employees will pay €4 a day. |
| University personnel involved (job position) | Management of the University (Board, Human Resource and Facility Management)  Employees’ Union |
| Other stakeholders involved (at local level) | There are not other stakeholders involved in this action. |
| Indicative budget and financing | The policy will generate a clear economic benefit for the University.  The incomes will be used to implement sustainable mobility actions by improving the facilities for bikes or the pedestrian areas within the campus, launching awareness campaigns, etc. |
| Time planning | This action will be implemented gradually from January 2019 to 2021. |
| Indicators and targets | Modal split of employees and students.  Reduction of the percentage of employees/students travelling by car in 5% in three years. |

1. SCHEDULE OF THE MOBILITY PLAN IMPLEMENTATION

| MOBILITY ACTION | SHORT TERM (2019) | | | MEDIUM TERM (2020 – 2021) | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Q1 | Q2 | Q3 | Q4 | Q5 | Q6 | Q7 | Q8 | Q9 |
| STRATEGIC LINE I. | | | | | | | | | |
| I.1 Appointment of a Mobility Manager |  |  |  |  |  |  |  |  |  |
| I.2 Constitution of a university forum to deal with mobility issues |  |  |  |  |  |  |  |  |  |
| I.3 Participation in a forum with local stakeholders to deal with mobility issues |  |  |  |  |  |  |  |  |  |
| STRATEGIC LINE II. | | | | | | | | | |
| II.1 Tracing of shaded pedestrian routes within the campus |  |  |  |  |  |  |  |  |  |
| II.2 Building of a new pedestrian area within the campus by removing a car parking |  |  |  |  |  |  |  |  |  |
| II.3 Negotiation for the improvement of pedestrian areas around universities sites |  |  |  |  |  |  |  |  |  |
| STRATEGIC LINE III. | | | | | | | | | |
| III.1 Improvement of the bike lane within the campus |  |  |  |  |  |  |  |  |  |
| III.2 Increasing of the bike racks within the campus |  |  |  |  |  |  |  |  |  |
| III.3 Mobile bicycle repair service |  |  |  |  |  |  |  |  |  |
| III.4 Negotiation for the improvement of the cyclist access to the campus |  |  |  |  |  |  |  |  |  |
| III.5 Creation of a bicycle loan system in the university |  |  |  |  |  |  |  |  |  |
| III.6 Improvement of the facilities to park bicycles within the campus to avoid thefts |  |  |  |  |  |  |  |  |  |
| STRATEGIC LINE IV. | | | | | | | | | |
| IV.1 Negotiation of discounts for university staff and students on public transport |  |  |  |  |  |  |  |  |  |
| IV.2 Creation of a subsidy for travelling by public transport paid by the university |  |  |  |  |  |  |  |  |  |
| IV.3 Negotiation for the improvement of the frequency of public transport at peak times |  |  |  |  |  |  |  |  |  |
| STRATEGIC LINE V. | | | | | | | | | |
| V.1 Implementation of paid parking for students and employees with a fee introduced gradually |  |  |  |  |  |  |  |  |  |
| V.2 Design of an app to facilitate a carpooling system |  |  |  |  |  |  |  |  |  |
| V.3 Installation of new electric vehicle charging stations |  |  |  |  |  |  |  |  |  |
| V.4 University fleet management |  |  |  |  |  |  |  |  |  |
| STRATEGIC LINE VI. | | | | | | | | | |
| VI.1 Celebration of the European Mobility Week every year in September |  |  |  |  |  |  |  |  |  |
| VI.2 Cycle campaign |  |  |  |  |  |  |  |  |  |
| VI.3 Development of a section on the university website with mobility information |  |  |  |  |  |  |  |  |  |
| VI.4 Campaign to promote the access to the campus by public transport |  |  |  |  |  |  |  |  |  |
| STRATEGIC LINE VII. | | | | | | | | | |
| VII.1 Implementation of the campus pedestrianisation project |  |  |  |  |  |  |  |  |  |