



# Tashkent University of Information technologies named after Muhammad al-Khwarizmi

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## Transportation Plan 2023 - 2028

This Plan sets out how Tashkent University of Information technologies named after Muhammad al-Khwarizmi will achieve its vision that by 2028 our students, staff and visitors will be able to access our Estate by the mode of transport best suited to their needs.

The Plan supports the University's strategic objective of leadership in learning through facilitating equitable access to a variety of affordable transport options designed to enhance the student and staff experience. It supports our Equality and Diversity Strategy by committing to the delivery of actions that will improve access for all. It supports our Estates Vision and recognises that our dispersed teaching and research estate, together with the likelihood that new student residences will be more geographically spread across the city as the University grows, will present significant transportation challenges for our students and staff. The University also recognises that transport makes a significant contribution to our carbon footprint and local air quality. The Sustainability Development policy to 2033 and beyond lays out a comprehensive whole institution approach to climate change mitigation and adaptation in order to achieve its ambitious target of net zero carbon by 2040. Reducing carbon emissions from commuting and business travel will make an important contribution to this target. The majority of our students and staff choose to walk, cycle or use public transport and actions within this plan will support growth in travel by these methods.

Student feedback is clear that the University must do more to improve the accessibility of the estate by all modes of transport, but with a particular emphasis on public transport. It is acknowledged that for some individuals, such as disabled people, accessing our Estate by car or wheelchair is the only available option.

### **Access for disabled students, staff and visitors**

This Plan has been developed to ensure that the Estate is welcoming and accessible for disabled people using their preferred means of transport. Where appropriate, actions set out in this Plan will be developed and implemented in consultation with the Student Disability Service and disabled students and staff to ensure that they improve access for disabled users.

### **Site Travel Plans**

Travel Plans are an essential component of planning, developing and managing our Estate, as well as a requirement of planning consent. New Travel Plans will be prepared for Building that would support the delivery of the following actions:

#### **On foot (including jogging and mobility scooter)**

Walking, jogging or using a mobility scooter is the most popular mode of transport to commute to the University. Analysis of where our students and staff live in relation to where they study or work shows there is potential to increase the proportion of students and staff who travel on foot or by mobility scooter.

<b>On foot</b>		
<b>Actions</b>		
<b>F1</b>	<b>Provide and maintain safe accessible routes to and within University sites</b>	We will review our existing pedestrian infrastructure identifying and taking action to create safe routes, accessible for disabled students, staff and visitors. Careful consideration will be given to: the inter-relationship of cyclists and pedestrians to ensure the appropriate use of shared and segregated paths and; the type of surfacing used to ensure it is accessible for users with a disability.
<b>F2</b>	<b>Implement a pedestrian signage strategy</b>	We will liaise with the Tashkent City authorities to develop and implement a clear and fully accessible pedestrian signage strategy to connect our main sites.
<b>F3</b>	<b>Provision of information to support and encourage walking</b>	We will design accessible communications and initiatives that raise the profile of walking as a means of commuting and travelling between sites, which highlight the signposted routes and the personal benefits of walking.

## Cycling

Cycling is the regular method of travel for 10% of our students and staff to commute to University.

<b>Cycling</b>		
<b>Actions</b>		
CY1	<b>Improve cycle routes to, between and within our sites</b>	We will work with our local authorities to identify where cycle routes need to be invested in to support access to and between our sites.
CY2	<b>Increase cycle parking as well as shower and changing provision</b>	We will ensure that the Capital Development Programme (CDP) incorporates high quality cycle parking, shower and changing facilities. Where possible these facilities will be combined to create cycle hubs for one or multiple buildings. More cycle parking, shower, locker and changing facilities will be delivered.
CY3	<b>Provide vacation time cycle storage</b>	We will develop a solution to the lack of cycle storage provision during vacation periods, for students unable to take their bikes home with them. The current lack of provision is a disincentive to cycling at the University.
CY4	<b>Continue to provide affordable access to bikes</b>	We will, following a careful evaluation of the impact and cost of providing the eCycle (electric bikes) and UniCycle (student bike rental scheme), further develop these and actively pursue an alternative model cycle hire scheme.
CY5	<b>Work with the Healthy University Project</b>	We will work with the Healthy University Project to broaden participation in cycling amongst students and staff as a means to increasing activity levels.

## Public Transport

As significant amount of our students and staff use public transport. As well as the journey to work and study, our students and staff also need to travel between our sites to meet their academic timetable or business responsibilities.

<b>Public transport</b>		
<b>Actions</b>		
PT1	<b>Aim to secure a financially attractive student public bus ticketing product</b>	We will seek to introduce ticketing products that provide the flexibility students require, at a cost to the student that offers value for money. To support Widening Participation we will endeavour to find appropriate means to introduce accessible ticketing for students from financially disadvantaged backgrounds and students experiencing financial difficulties. These products and initiatives will be available for all undergraduate and postgraduate students, regardless of their study location.

<b>PT2</b>	<b>Work with public bus operators to agree bus service enhancements</b>	We will work with bus providers to enhance services to all University sites to better meet the commuting and inter-site travel needs of our staff and students.
<b>PT3</b>	<b>Ensure academic timetabling considers public transport accessibility</b>	We will work with the Timetabling Unit to ensure that the constraints of public transport connections between all University sites and the timetabling of the KB shuttle are considered and prioritised when developing the academic timetables of students.
<b>PT4</b>	<b>Improve public transport information provision</b>	We will improve public transport information provision acknowledging the diverse expectations and requirements of different user groups, including disabled users.
<b>PT5</b>	<b>Engage with rail operators</b>	We will engage with rail operators to improve commuter services and ticketing options, and aim to develop schemes to attract more staff to switch from road to rail.

### Reducing car travel

Car travelling one the most popular means of vehicle among students and staf

<b>Car travel</b>		
<b>Actions</b>		
<b>C1</b>	<b>Evaluate and adapt the University's Parking Management System</b>	We will continue to evaluate and adapt the Parking Management System on a site by site basis to manage a decreasing provision of car parking in a manner that best supports the business continuity of the University.
<b>C2</b>	<b>Ensure the provision of accessible disabled parking bays</b>	In line with the EDI Policy, we will ensure all new and existing buildings include a proportionate allocation of disabled parking spaces (where planning legislation requires), accompanied by accessible and clearly signposted routes to our buildings.
<b>C3</b>	<b>Review parking permit charges</b>	We will review the levels of car parking charges at each campus on an annual basis.
<b>C4</b>	<b>Review of business travel by private car</b>	We will conduct a review of business travel by private car to understand the health and safety issues the University may need to address, and the environmental and financial impacts of the use of private vehicles to conduct University business.

## Low Carbon Vehicles

The University has acted in support of this through its ambitious Zero by 2040 target.

Low carbon vehicles		
Actions		
<b>LCV1</b>	<b>Increase the provision of electric vehicle chargers across the Estate</b>	We will install an additional 5 charge points to supplement the current 0 within University car parks across the estate for students and staff who commute by electric vehicle. We will install a sufficient number of charge points to support the target growth in the number of electric vehicles within the University fleet. These infrastructure improvements will be funded through existing government grant schemes.
<b>LCV2</b>	<b>Commitment to providing free access to charge points</b>	We will ensure that staff and student car park permit holders using electric vehicles will be provided with free access to charge points until 2028.
<b>LCV3</b>	<b>Commitment to provide free parking permits for electric vehicle drivers</b>	We will encourage staff and students to purchase electric vehicles by maintaining the free electric vehicle parking permit until 2028, subject to meeting parking permit eligibility requirements.
<b>LCV4</b>	<b>Counteract misconceptions about electric vehicles</b>	We will prepare a communication plan targeting parking permit holders and Vehicle Coordinators that aims to provide the facts about the benefits of owning or leasing an electric vehicle. We will organise events to provide students, staff and Vehicle Coordinators the opportunity to try vehicles and speak to manufacturers.
<b>LCV5</b>	<b>Undertake a fleet review</b>	We will undertake a fleet review to identify opportunities to reduce the size of the fleet, improve the fuel efficiency of the fleet and switch to lower and zero carbon vehicles.
<b>LCV6</b>	<b>Provide access to electric vehicle driver training</b>	We will ensure all drivers of University electric vehicles undergo electric vehicle driver training, and provide opportunities for students and staff to access this training.
<b>LCV7</b>	<b>Increase the use of electric and low carbon vehicles in vehicle hire</b>	We will work with our vehicle hire suppliers and the Enterprise Car Club to provide opportunities for staff hiring vehicles for business journeys to use electric and low carbon vehicles.
<b>LCV8</b>	<b>Carry out a feasibility study for a salary sacrifice scheme</b>	We will investigate opportunities to offer a salary sacrifice scheme for staff to purchase electric and low carbon vehicles.

<b>LCV9</b>	<b>Provide access to fuel efficient driver training</b>	We will provide all authorised drivers of diesel/petrol University vehicles with Fuel Efficient Driver Training.
<b>LCV10</b>	<b>Introduce fuel efficient technologies to the fleet</b>	We will implement fuel efficiency technologies into the fleet as deemed appropriate by the Fleet Review.