early 300 students received their degrees in person at two ceremonies held last Thursday in the Gardner Centre.

In his address to the congregation, Professor Conway, the Vice-Chancellor, took the opportunity to draw attention to some of the issues which currently confronted staff and students in universities.

On the Government’s recent plans to reform student unions he observed, “The government’s Education Bill, currently before the House of Lords, will limit the legitimate actions of the country’s Students’ Unions in a way which is both unnecessary and nonsensical. Our Union provides a valuable service to students through its activities in welfare, sport, entertainment, catering and its support for students undertaking voluntary community activity.”

More serious, however, than the attack on the Students’ Unions was the government’s 10% cut in the student maintenance grant. “This,” said Professor Conway “will only increase the current levels of student financial hardship and make it increasingly difficult for those from disadvantaged backgrounds to attend university.”

Professor Conway went on to outline the effects of the proposed reduction in student numbers. This year 470,000 prospective students would be chasing 240,000 places; the number of applicants has increased by 20,000 but the number of places has been reduced by 10,000. University funding per student is also to be reduced by 10% in real terms over the next three years. And finally he said “the public sector pay freeze means that there is no prospect of our staff being rewarded for the enormous gains in productivity and efficiency which we have seen in recent years.

“I make these comments publicly, not to register complaint but as a means Continued on page 2

THAT'S ENTERTAINMENT: Song-writer Tim Rice shares a joke with theatre impresario David Land, who received the honorary degree of Doctor of Letters in recognition of his services to the theatre. He is owner and Chairman of Brighton's Theatre Royal and launched the careers of Tim Rice and Andrew Lloyd Webber. “David was the first person to show an interest in what we’d done,” commented Tim. “We had a lot of good times together.”

Management Committee Meeting

At its meeting last week, the Management Committee discussed a range of topics which included a report on the Enterprise Programme; progress on the Academic Corridor initiative and the impact of the government’s Public Expenditure Statement on HEFCE’s allocations and guidance to universities.

The Committee also discussed a report on car parking and public transport. The substance of the report and the Committee’s conclusions are contained in a Bulletin Special which you will find inserted in this edition of the Bulletin.
Last chance to have your say

THE UNIVERSITY has set up a Group to review the way appraisal has worked so far and to suggest improvements. The Group comprises:

Dr J.W.P. Hirschfeld Reader in Mathematics,
Professor M. Gibbons Director of SPRU,
Ms C. Kedward Lecturer in Social Policy and Social Work
Dr P. Nicholls Senior Lecturer in American Studies.

As part of its deliberations the group would welcome individual contributions, particularly from people for whom it worked well and for whom it worked badly. If there is anyone who feels that they have been severely disadvantaged by the process, then the group is keen to hear from you.

Comments should be sent to one of the above by Friday 11 February. Confidentiality is assured. Carol Kedward is available particularly to talk to any woman who might wish to confide in her.

Senior Common Room (SCR)

THE SENIOR COMMON ROOM is situated on the top floor of the Refectory Building and all faculty and staff may become members and use its facilities. It provides a comfortable, quiet place to meet others, read a wide range of newspapers and magazines, have a snack or a meal, and entertain visitors. The annual membership fee is £14, but there is a special half price rate (£7) for new members.

The SCR committee is concerned to maintain and, where possible, enhance the available facilities and occasional social events are also arranged. Committee members are always keen to receive suggestions from colleagues regarding the improvement of facilities and possible additional events.

A new committee was elected at the November AGM:

President: Dr Tony Binns (AFRAS)
Vice-President: Dr Michael Ford-Smith (MOLS)
Treasurer: Dr Kathleen Trustrum (MAPS)
Secretary: Dr Ed Bishop (MOLS)
Newspaper Secretary: Dr Mike English (ENGG).

High-flier sets engineering challenge

At the end of last term final year mechanical engineering students had a four day course at the Isle of Thorns, during which they were set design projects by Dr Gordon Lewis, technical director of Rolls Royce until his retirement. In a design seminar Dr Lewis described his time with Rolls Royce. "He had singlehandedly designed the whole Olympus gas turbine engine - used in the Vulcan bomber, and later in Concorde," said Professor Alan Turner, who co-ordinated the course. "The students were stunned by the depth and breadth of his experience and achievements."

Dr Lewis later designed the Pegasus engine, with the swirling nozzles that gave the Harrier jump jet its vertical take off capability. "He has received almost no recognition of his talents," says Alan Turner. "Rolls Royce have made over £15 billion from his designs, but, as his employer, they were able to buy his patent rights for £1. He actually deserves at least three knighthoods for his achievements."

When it came to the students’ presentation of their solutions to the design problems, Dr Lewis was most impressed. "What a great bunch," he commented to Alan Turner, adding that they were much more ‘rounded’ as engineers than a group of Cambridge University students he had recently encountered. He was also impressed, according to Alan Turner, by the female presence among them!

Workshadowing

This month sees the third year of the Career Development Unit’s Workshadowing Programme. Through this programme over 120 second-year undergraduates will be given the opportunity to workshadow a CDU contact for a day. These contacts, or workguides, are drawn from a vast range of career areas and types of employer. The majority are themselves Sussex graduates.

Workshadowing affords the students who take part a unique insight into the particular role they observe. They have the chance to question their workguide about the skills needed to do the job concerned, their route into this career and to gain an impression of the workplace. CDU is keen that as many second-years as possible are encouraged to take part.

For further details contact John Ross, Career Development Unit (CDU), ext 8429.

Continued from page 1

of enlisting your support.

You who are about to graduate have been fortunate in receiving a high quality education and we believe that such an education should be available to future generations in increasing numbers, not only for the advantages received by the individuals but for the contribution that such an education makes to the prosperity of this country in an increasingly competitive world."

The Channel Tunnel

If you are interested in the politics and organisation of a multinational project, the culture clash and informal power structures in French technology then a date for your diary is Wednesday 9 February.

On that date the Career Development Unit is hosting a presentation by Roger Kemp, a Sussex graduate who now works for GEC Alstom as the Director of the Channel Tunnel High Speed Train Project.

Roger graduated from the then School of Applied Science in 1968, having studied Electrical Engineering.

His presentation will begin at 6.00 pm and will take place in AS3 in the School of Engineering.

All interested in attending are asked to let John Ross in the Career Development Unit (CDU) know in advance. He can be reached on ext 8429.
‘GIZZA’ JOB?

“UNIVERSITY EDUCATION enriches the mind and impoverishes the pocket”. Most students know this from experience. Just when the major challenge in their lives is to obtain the best possible degree many are facing financial hardship. In order to target this problem the University has set up a “Student Employment Office” (SEO) to assist students in finding work during their period of study.

The SEO has been open since the beginning of January and consists of “Job Centre” and “Employment Agency” style services. The “Job Centre” is operational, handling about fifty jobs per week. The “Employment Agency” is registering students, to provide staff for part time and temporary work in the near future. If you’re interested in looking for work, or if you have a job to offer, then please contact us (Details at the end of the article).

In a survey of a representative sample of Sussex Students conducted by the Welfare Unit of the Students Union last year, it was discovered that approximately 83% of those questioned had or wanted a job to help them through their studies. The same survey found that around 3% of those questioned were forced to withdraw or defer from their course as a result of debt (average debt per student was found to be £1,109), this emphasises the need and value of this service.

The student population here at Sussex contains a huge pool of skills and is a valuable resource for prospective employers. Many have already acquired the “all important experience” given the numbers of mature, research and postgraduate students and are ready to utilise this to help finance their studies. In the short time the SEO has been open, I have been surprised by the diversity and levels of skills shown by those who have registered.

Consider the question; “Is part-time working during university life a necessary evil (given current funding arrangements) or can it contribute to a students’ overall development during their academic life?”. From my own experience, working restricted my study and leisure time and occasionally left me physically drained. However, it did encourage me to: organise my time, become self disciplined, communicate effectively and develop confidence amongst other skills.

If you have any comments or suggestions on the development of this service, then please contact us. We can be found on the first floor of Falmer House, right at the top of the stairs (next to the book shop) or alternatively, if you have a job to offer, then please phone us on 0273-678146 or ext. 8146 —

John Sander, Student Employment Officer, Room 156, Falmer House.

UNDERSTANDING PREGNANCY LOSS

Christine Moulder of the Centre for Social Policy & Social Work, has recently commenced a two year project funded by the Department of Health. The aim of the research is to help healthcare workers improve their services to women who have suffered pregnancy loss, whether by miscarriage, stillbirth or termination. Christine, with her co-researcher Janet Bell (a community psychiatric nurse), will study the experiences of those involved, and find out what helps and hinders them.

She will be interviewing sets of healthcare professionals related to specific cases of pregnancy loss, as well as talking to the women themselves. At the end of the research, she will feed the relevant information back to the Department of Health, and the medical teams, in order to help develop ideas on how services can be improved. It is hoped that the research will yield new educational material, as well as providing information on which to base training workshops. Everyone involved in the care of pregnant women, including midwives, health visitors and scan operators, should benefit from the new information.

The study has grown out of Christine’s previous research into women’s experiences of miscarriage. She views her work as important in promoting understanding of the issues and feelings involved: “We will be able to highlight the personal, professional and organisational problems that need addressing. I feel that what we are doing is worthwhile, and potentially very helpful. To ignore it is certainly extremely unhelpful.”

RESEARCH OPPORTUNITIES

For more information on any of these sources of research funding, call the Research Office on ext 3761 (Louise Vincent) or Email: louisev@admin.

START-UP GRANTS FOR NEW STAFF: Nuffield Foundation offers up to £4000 to newly appointed lecturers in scientific subjects. Closing dates 15 May and 15 Nov 94.

SPAIN: studentships for British postgraduates to research in Spain for 10 months offered by the British Council. Closing date 4 March 94.

SWITZERLAND: British Council funding for collaborative research projects and seminars, and exploratory visits. Apply at least two months in advance.

JAPAN: we have a 1994 update on opportunities for science and technology co-operation with Japan.

CO-OPERATION WITH STATES OF FORMER SOVIET UNION: single call in 1994 for projects funded by EC through INTAS expected late Jan/early Feb with 9 April closing date.

DISCIPLINARY PANEL

THE DISCIPLINARY PANEL, consisting of four faculty and two student members, met on 17 January 1994 to consider a case referred to it by the Discipline Committee.

A student in SOC was found guilty of physically assaulting another student. The student was bound over to be of good behaviour against the surety of his caution deposit, which was increased from £50 to £100 and he was warned that any future findings by a panel that he had been guilty of a repetition of a similar offence would result in a very severe penalty and the forfeit of his deposit.

Newshound

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BULLETIN
SPECIAL

CAR PARKING, PUBLIC TRANSPORT
AND ROAD SAFETY

1. INTRODUCTION

1.1 In June 1993 a Consultative Paper on the Management of Car Parking was published as a BULLETIN SPECIAL. That paper put forward within the concept of modifying demand a series of short, intermediate and long term measures for controlling the car parking problem on Campus not least by the introductions of charges.

1.2 During 1993 concerns were also expressed in the Safety Committee about problems with road safety and access to and from the University arising from the opening of the A27 Brighton By-Pass, and at the news that the subway serving the University was structurally unsound and needed to be replaced by either a new sub-way or a pedestrian footbridge.

1.3 Arising from the Consultative Paper, the responses to it, and the concerns expressed in the Safety Committee, a number of initiatives have been taken to resolve the multiplicity of interrelated problems surrounding car parking, public transport, and the interface between the Campus and the A27 or B2123 roads. The outcomes of some of these initiatives have already been announced in further BULLETIN SPECIALS and reports to various University committees, and more will be formally announced as soon as ongoing negotiations are concluded.

1.4 The purpose of this paper, which has been endorsed by the Management Committee, is to report on the responses to the Consultative Paper, to detail the initiatives taken to date, and to put forward modified proposals for the management of car parking on the Campus.

2. CONSULTATIVE PAPER ON THE MANAGEMENT OF CAR PARKING

2.1 Eighty-seven responses to the Consultative Paper on the Management of Car Parking were received from both individuals and organisations such as Campus trade unions, non-University units, East Sussex County Council, and Falmer Parish Council. The number and constructive nature of the responses indicate that production of the paper was appreciated and useful. The content of the responses seems to reflect the full range of view on Campus and on car parking generally but there were no new ideas, and certainly no consensus on anything other than the existence of the problem and in an antipathy amongst many to the concept of charging for car parking.

2.2 It is difficult to summarise adequately eighty-seven individualistic responses, but the following indicates the main points that were made:-

- the problem had been caused by the expansion of the University without any commensurate increase in parking places, and the time had come to allocate parking permits
on a need basis with certain groups, (e.g. on-Campus resident and first year undergraduate students) being prohibited from bringing vehicles onto Campus, and with parking priority being given to staff.

- there was no point in trying to meet demand by increased parking provisions. Hardly any respondents suggested more parking be provided and several suggested the University should adopt a fixed base line of parking provision.

- there should be a stricter and more rigorous control of the issue of parking permits, on access to parking, on the abandonment of vehicles, and in preventing 'unauthorised and inconsiderate parking'.

- the designation of car parks to particular categories of user and/or guaranteeing a parking place on payment of a charge would limit ability to maximise the occupancy of the available places. The proposals for visitors parking were, however, welcomed (though some felt there should be a charge for their use).

- because of the nature of their employment and inadequate costly and unreliable public transport, many staff currently had no other effective choice but to travel to work by car. There was, therefore, strong support for the development of a public transport policy for the University (and the University of Brighton) to alleviate this problem.

- there was reference to or encouragement of the use of bicycles and motorcycles, and the need for secure bicycle storage facilities on Campus and improved bicycle routes into central Brighton.

- within a rough balance between those who supported the introduction of charges (or accepted them as inevitable) and those who opposed them, there were strongly held views that:-

- the scale of charges proposed were not a deterrent and would not modify demand.

- the charges were a 'tax on employment' or salary reduction which, in times of pay restraint, many and particularly the low paid could not afford.

- the charge should be a flat rate.

- the charge should more clearly reflect ability to pay by being set at a fixed percentage of income.

- any charge should guarantee a parking place.

- surplus income should not be used for good causes or welfare purposes.

- there was a need to improve access to and from the Campus.

3. INFORMATION GATHERING

3.1 Preparations of the Consultative Paper and the responses to it indicated there was a clear need to gather information to more accurately measure more accurately the demand for parking and to establish its cause, and a series of counts and surveys were therefore undertaken in the early part of last Autumn Term.

3.2 Traffic Count: East Sussex County Council was commissioned to undertake an automatic count of all vehicles entering and leaving the Campus over the period 16th to 25th October 1993. This count showed that:-

- between 5,000 and 5,300 vehicles enter and subsequently leave the Campus each working day.

- of the vehicles entering the Campus, a peak of between 1,500 and 1,700 (30% to 32%) do so via the Falmer House Road entrance.

- between 1,800 and 2,000 of the vehicles entering the Campus (36% to 38%) do so between 0800 and 1000.

- the maximum accumulated net gain (i.e. number entering less number leaving accumulated) lies between 2,100 and 2,200 vehicles and occurs between 1100 and 1200 hours.

The table on page 3 shows the hourly pattern of accumulated gain between 0800 and 2000 hours.
Accumulated Gain = Demand for Parking

- the net loss of vehicles begins to occur between 1200 and 1300.

- of the vehicles leaving the Campus, a peak of between 1,200 and 1,400 (24% to 26%) do so between 1600 and 1800.

3.3 Traffic Census: An outgoing traffic census was undertaken between 0800 and 2000 on 21 October 1993. The traffic count referred to above shows that in that period 4,237 vehicles (80%) left the Campus out of 5,300 that entered between midnight and midnight that day. The results of the census applied to the traffic count show that:-

- 372 vehicles (9%) were commercial (i.e. buses, lorries, delivery vans);
  3,865 vehicles (91%) were private cars.

- of the 3,865 private cars:-
  3,286 (85%) were driven by persons studying or working on the Campus;
  579 (15%) were not.

- of the 3,286 cars driven by persons studying or working on the Campus:
  1,941 (59%) were students of the University;
  1,094 (33%) were University employees;
  64 (2%) were students of non-University units;
  187 (6%) were employees of non-University units.
  - of the 579 cars not driven by persons studying or working on the Campus:-
    391 (67%) were visitors;
    188 (33%) were dropping off or picking up passengers.

- of the 3,865 private cars:-
  2,789 (72%) contained only one person;
  816 (21%) contained two persons;
  260 (7%) contained more than two persons.

- of the 3,865 private cars:-
  2,714 (70%) were registered with Security
  1,151 (30%) were not.

- of the 3,286 cars driven by persons studying or working on Campus, the drivers lived in the following postcode areas:-
  1,051 (32%) in BN1: Brighton Central and North
  723 (22%) in BN2: Brighton East
  263 (8%) in BN3: Hove
  296 (9%) in BN7: Lewes West

2,333 (71%) therefore live within relatively easy public transport distance from the University.

131 (4%) in BN8: Lewes East
263 (8%) in other BN areas
263 (8%) outside the BN area
296 (9%) not known

3.4 On Campus Residents: Overnight counts undertaken at 0300 on 12th, 19th and 20th October 1993 show there to have been 355, 369 and 365 vehicles respectively parked on the Campus of which between 7 and 10 were in car parks south of the Arts Road. This compares to a count of 333 in January 1991 and previous counts of 314 and 296, and indicates that the 598 bed places provided by Lewes Court and Brighthelm (together with in excess of 250 new parking places) have not led to a commensurate increase in demand by on-Campus residents. It may therefore be assumed that on-Campus residents are currently generating a demand for only around 360 places.

3.5 Train Usage Survey: A 'train usage' questionnaire was included in the BULLETIN SPECIAL published in October 1993. The
questionnaire concentrated on use of the train to Falmer before or after the introductions of the restrictions on the use of cheap day tickets to the first train after 0900. There were 111 responses of which 94 (85%) were from University employees, and whilst not a reliable sample, or statistically significant, they do, when applied to a payroll of 2,300, provide some useful information and indicators as follows:-

a) 1,127 regularly used the train;
   1,173 did not.

b) of the 1,127 who regularly used the train:
    710 still do so;
    417 do not.

which indicates that British Rail lost around 420 regular passengers when they introduced the restriction in the use of Cheap Day Tickets.

c) of the 710 that still use the train, 199 changed their working/timetable hours to avoid the restrictions.

d) of the 417 that no longer use the train:
    96 now travel by bus;
    296 now travel by car;
    25 now travel by other means.

The indication therefore is that the introduction of the restrictions on cheap day tickets increased demand for car parking by up to nearly 300 spaces

e) of the 1,173 that did not use the train:
    94 travelled by bus;
    1,032 travelled by car;
    47 travelled by other means.

f) the summation of (d) and (e) indicates that of the 1,590 who do not now travel by train (i.e.: 1,173 plus 417):
    190 travel by bus;
    1,328 travel by car;
    72 travel by other means.

g) if concessionary fares were available for services before the first trains after 0900:

(a) 100% of those who changed their working/timetable hours would revert to their previous ones (see (c) above)

(b) of those 1,590 who do not now use the train:
    652 would revert to or consider using it;
    859 would not;
    79 do not know (i.e.: some people did not fully complete the questionnaire).

The indication therefore is that, having lost around 420 passengers, British Rail could gain around 650 as a result of re-introducing concessionary fares.

- of the 652 who would revert to or consider using the train:
  99 currently use the bus;
  508 currently travel by car;
  45 currently travel by other means.

The indication therefore is that an easing of the restrictions on concessionary fares for staff could reduce the demand for car parking by around 500 places

3.6 Conclusions: It can be concluded from the foregoing that:-

- many of the opinions expressed in the responses to the Consultative Paper are substantiated by fact.

- the maximum short term demand for car parking, after allowing for commercial vehicles and vehicles just dropping off or picking up passengers, is in the order of:

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<tr>
<th></th>
<th>1,700-1,900</th>
<th>360</th>
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<tr>
<td>Incoming vehicles:</td>
<td></td>
<td></td>
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<tr>
<td>On-Campus resident:</td>
<td>2,060-2,260</td>
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as compared to an available 2,000 places.

- much of the currently apparent problem with vehicles parked on any available space arises more from idleness and unwillingness to seek a parking place any distance from the place of work or study, rather than just a lack of capacity.

- the demand for car parking space would be considerably reduced if very large numbers of car users living within commuting distances of the Campus were 'encouraged' to
use public transport, or if there was a considerably reduced single person usage of cars.

- levelling of demand to reduce the 1100-1200 hours peak would go a long way to alleviating the current problem.

4. CAR PARKING

4.1 Visitors' Car Parks: 'Smart Card' barrier controlled car parks have been created at Sussex House and at the Refectory, both of which are covered by CCTV and capable of being remotely controlled from the Security Office.

4.2 Extra Places: The Arts Car Park to the west of EDB has been re-modelled and landscaped with a new access from the IDS car park road to provide an additional 50 places. Additionally an area of land between the Sportcentre car park and the Sportcentre Road, and as many additional places as possible are being gained from existing authorised parking areas. Some spaces have been lost to the construction of the extension to the Biology Building but on completion in February that too will result in a net gain in places.

4.3 Unauthorised Parking: In the first week of the Autumn Term in excess of £6,500 of damage was caused to roadside verges by unauthorised parking. To fence the worst affected verges will cost between £30,000 and £40,000. To minimise the environmental impact and ongoing costs, such parking is being progressively constrained by fencing with priority having been given to the Falmer House Road followed by the areas around Ashdown House with future priorities to be determined.

4.4 Roadside Parking: A variation to the existing Parking Order involving both relaxations and an extension in its scope is before the local authority for approval.

4.5 Park-and-Ride Schemes: Park-and-Ride schemes involving the 85/85A bus services referred to below and existing parking facilities in the area of Crowhurst Road and Carden Avenue in Hollingbury, and the train service to Falmer and Brighton Station car park (see 5. below) are being pursued.

5. PUBLIC TRANSPORT: BUSES

5.1 Late Night Bus Service: A late night (2030 to 0230) Monday to Saturday bus service was introduced at the beginning of term at a cost of £900 per week less income on tickets sold. Demand quickly caused the bus used to be changed from a 30 to a 90 seater. However, unpredictable demand (200 for one service), the availability of tickets, and security are causing concern. A security Patrolman initially rode the last three services Monday to Wednesday and the last four Thursday to Saturday but following an incident on Campus with an earlier service and alcohol, Security also now meet and ride the earlier services between the Boilerhouse and Brighthelm, and following problems with ticket sales and their availability, it may be necessary to ride all services which will result in a reduction in the Security cover on Campus by 15% to 20% between the important hours of 2030 and 0230. In the Autumn Term the service lost £5,800 made up of a net loss on the service of £3,200 and £2,600 as a result of security cover.

5.2 Scheduled Bus Services: New scheduled public bus services (85/85A) covering north (i.e.: Preston Park, Withdean, Hollingbury) and east (i.e.: Kemp Town, Whitehawk, Woodingdean) Brighton were introduced at the beginning of the Autumn Term at a guarantee cost of £1,825 per week less fare collected. Demand for these services is slowly taking off, meeting some of the needs identified in the responses to the Consultative Paper and in the information gathering referred to above. However, the service is losing around £1,500 per week. Many of the buses are arriving and departing from the Campus without passengers and most of the revenue being derived is from use by the general public off-Campus. Timetable changes have been introduced from 4 January to suit better University working hours. Consideration is also being given to changing the service from a circular to a 'figure of eight' running along the Lewes Road in place of the No 25 service and thereby encouraging greater use and support by the University of Brighton and its staff and students.

5.3 Free Travel on-Campus: Agreement has been reached with Brighton and Hove on free travel on-Campus and to and from Falmer Station at an annual cost of £10,000 (less than
60p per bus service) with effect from 4 January 1994.

5.4 Discounted Season Tickets: Discussions are continuing on the supply and sale of discounted bus season tickets.

6. PUBLIC TRANSPORT: TRAINS

6.1 Late Night Train Service: Agreement has been reached with Network South East on restoration of the late night Brighton to Falmer train service on Thursday to Saturday nights at a guarantee cost of £450 per week less fares collected. The service runs at 0050 from Brighton and commenced on 6th January 1994. It has been made clear that any repetition of previous vandalism will cause immediate withdrawal of the service.

6.2 Student Travel: Network South East has announced a new 'UNIZONE' season ticket for students only covering all stations between Shoreham, Preston Park and Falmer and a cost of around £65.00 per week, £25 for four weeks, or £75 for 13 weeks to be available from 2nd January 1994. There will be no restrictions on time of day or frequency of travel and it is possible the facility will be extended to include Lewes in due course.

6.3 Staff Travel: The results of the train usage survey have been put to Network South East in the hope of persuading it to introduce similar concessions for staff. Negotiations are progressing but it may not be until next Spring before anything will be introduced.

6.4 Coastway Through Services: The January 1994 timetable revision includes through services between Coastway West (Hove etc) and Coastway East (Falmer etc). It has been suggested to Network South East that it would be beneficial if these services were to run via Preston Park, i.e. Hove, Preston Park, Brighton, Falmer etc and return.

6.5 Park-and-Ride: It is hoped that Network South East will soon announce a Park-and-Ride scheme to Falmer utilising spare car parking capacity at Brighton Station with anyone buying an ordinary season ticket for Falmer getting a car park pass either free or at a considerably reduced rate.

7. ROAD SAFETY

7.1 A27 - B2133 South Junction: The Department of Transport has approved the need for a mini-roundabout and other improvements at the junction of the A27 from Lewes and to Brighton slip roads and the B2133, to be funded jointly by East Sussex County Council and the Department, and the work has been programmed for completion by September 1994. A plan of the proposed modifications to this junction is shown on the last page of this BULLETIN SPECIAL.

7.2 A27 - B2133 North Junction: East Sussex County Council and the Department of Transport with the University has also agreed to the widening of Knights Gate Road and the B2123 as far as the existing roundabout, and new road markings to provide two exit lanes from the Knights Gate Road island. Work will take place at the same time as those at 7.1 above.

East Sussex County Council are also investigating the possibility of installing part-time (evening rush hour only) traffic lights at the existing roundabout to alleviate the existing delays in exiting the Campus.

The problem of illegal use of the Falmer House Road to exit the Campus has been put to the Sussex Police Traffic Division.

7.3 A27 - Falmer House Road Junction: East Sussex County Council and the Department of Transport are pursuing re-instating the deceleration lane at the Falmer House Road junction but there is a problem with the cost of moving or lowering underlying BT fibre optic cables. The University's views on the importance of this entrance and the need to keep it open have been made clear to the East Sussex County Council and the Department of Transport.

7.4 A27 Sub-Way: East Sussex County Council and the Department of Transport are still investigating the options of a footbridge or new sub-way to replace the existing defective sub-way. The University preference for a well designed sub-way rather than a footbridge has been made clear.

7.5 A27 Central Reservation: Approval has now been given to re-instating the central reservation fence to prevent people from crossing the road between the Campus and
Falmer Station/Brighton University Falmer site and work should commence soon.

8. CONCLUSIONS

8.1 The conclusions to the Consultative Paper on the Management of Car Parking put forward a series of general, short, interim and long term measures as proposals for the basis of the formulation of a Development Plan for the Management of Car Parking.

8.2 The information gathering referred to at Section 3 above, and the initiatives detailed under Sections 4 to 7 have addressed and implemented many of those measures, but at a cost which will need to be built into University budgets from 1994-5. Additional car parking places have been provided, visitors car parks have been created, far reaching measures have been implemented in the field of public transport, unauthorised parking is being curtailed and facts as to the cause and true extent of the car parking problem have been obtained. A car parking and public transport information leaflet has been drafted and is only awaiting finalisation of some of the public transport negotiations before publications can proceed, and the instigation of a computer based car share register is only dependant on the commissioning of new computer systems in the Security Office. However, the problem remains, vehicles are still parked on grass verges whilst spaces remain empty in car parks, visitors car parks are under-utilised, buses and trains run empty, 72% of vehicles coming onto the Campus contain only one person, and 71% of drivers of those vehicles live within commuting distance of the Campus. It must therefore be clear that unless:

- there is a voluntary change in behaviour;

- the University concedes to the demand and provides additional parking facilities,

then an enforced modification of demand for car parking, including the introduction of charges will be inevitable.

8.3 With few exceptions such as the designation of car parks to specific categories of user, and the funding of 'good cause' welfare measures from surplus income from charges, the remaining unimplemented measures proposed in the Consultative Paper remain valid. The only ameliorating factor is that many of the measures reported above have only recently been implemented and it would, therefore, be argued that they should be given a chance to take effect before more draconian measures are implemented. However, by way of a reminder, the outstanding proposed measures are in summary:-

- setting a simple and restrictive car parking standard.

- continuing to provide additional parking places through re-modelling and adjustments to layout.

- discriminating against particular categories of staff or student.

- introducing a system of charges for the parking of vehicles in the Campus.

- embodying in Regulation enforcement powers.

- promoting car share schemes.

- establishing a University Traffic Control Force.

- the further promotion of new public transport facilities, and the use of public transport and other non-motor vehicle transport systems.

and the Management Committee has given approval in principle to the implementation of all of these outstanding measures, should there not be a voluntary change in behaviour and reduced demand for car parking.

R E Bailey
Estates Manager and Chief Engineer

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