Travel Plan Annual Report

2017-18
## University of Leicester Travel Plan Progress Report 2017/18

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Foreword by Pro-Vice Chancellor – Prof Jon Scott
Chair of the Social Impact Steering Group
Pro-Vice Chancellor (Student Experience)

The University’s Travel Plan is more pertinent than ever now with the exciting current and forthcoming campus developments at sites across Leicester.

We are proud that, despite growth, we have maintained the progress of the original Travel Plan and are now reviewing those systems with a view to future-proofing our campus in line with changes in working demands.

We continue to work closely with the local authorities and our neighbours to minimise our environmental impact and maximise our positive impact on the City.

The Travel Plan is part of the wider Social Impact Strategy that is underpinned by the UN Sustainable Development Goals. It particularly contributes to the University’s impact on Goal 11 (Sustainable Cities and Communities).
Report Summary
The implementation of the University of Leicester’s Travel Plan (2015-20) continues to work towards achieving our targets to reduce car travel and travel-related carbon emissions.

We are reviewing our current travel provision in line with campus development; the Travel Plan addendum reflects this.

We look forward to the next academic year and hope that the City Council will support our efforts to reduce congestion and emissions and improve sustainable transport provision in Leicester.

Introduction
For details of the overarching Travel Plan please visit www.le.ac.uk/travelplan

The University’s Travel Plan aims to:

- Raise awareness of quicker, cleaner and cheaper alternatives to single occupancy vehicles for journeys less than 2 km.
- Continue the best practices undertaken in the first phase of the Travel Plan.
- Promote an even greater awareness and usage of route planning particularly to promote ‘origin and destination’ trips.
- Promote progressive promotion and marketing campaigns to achieve ‘outcome based’ targets set.
- Establish a reputation for a best practice University through promoting behavioural change programmes especially advertising achievements through social media, media, and conferences.
- Continue partnerships with third parties.
- Leave a long term legacy for achieving best practice and progressive initiatives.

2017/18 Main Developments
In line with the Campus Development Plan a number of reviews have taken place to future-proof our travel facilities. As the original travel plan and subsequent parking system were implemented in 2010, a thorough review was due in order to reflect the changing needs of the University and social environment (e.g. electric vehicles) and to make best use of advances in software and other opportunities.

Larger, more in depth travel surveys were carried out with staff (n=1565) and students (n=1712) to analyse the current travel behaviours and needs of our population.

The staff travel information has been moved to the staff intranet and the discount schemes moved to the staff benefit section so they are now more accessible.

Bus travel between accommodation in Oadby, Brookfield and main campus has been reviewed. For term one of 2018/19 a trial shuttle bus service has been commissioned to ascertain the requirement for a long term arrangement linking the various University sites. Arriva continues to operate the 80/80A independently and on a commercial basis.
2017/18 Update

Current Site Information

The University is based at several sites within Leicester: the Central Campus on University Road, South Campus at Freemens Common, North Campus along Princess Road, Regent Road and New Walk, Brookfield site just off London Road and sites at each of the three hospitals in the City. We also have a large amount of student accommodation at Oadby.

Records show currently 17,000 students are registered. Figures for September 2018 show that 2,957 full-time and 1,035 part-time staff were employed by the University (total 3,992) and we have 500 staff who share our Campus from other organisations such as the NHS, Students’ Union and Chaplaincy.

As we develop our site to be more accessible, our car parking provision is being reduced. We have 50 less parking spaces than last year and 500 less permits have been allocated (n=1863), including 408 flexi-permit holders that allows them to park up to 3 x a week.

The academic campus cycle provision remains at 1,555 spaces (not including student accommodation, hospital and other satellite sites – n=987); all are regularly extremely busy.

Estates Development

As a part of the ambitious Campus Development Plan, the University of Leicester is making changes to various sites within its campus portfolio. Within this programme, the University is proposing to build a new multi-storey staff car park on the existing open Freemens’s Common car park.

Appendix A shows the Travel Plan Addendum that has been developed to incorporate new and forthcoming capital developments since the Phase two travel plan was written in 2015.

Smartgo benefits

We have 967 Smartgo members who enjoy a range of discounts and saved £36,483 between them last academic year (although this includes 4 people that bought Nissan Leafs). The majority of these use the bus discounts (n=140), whilst a further 95 accessed rail discounts. Staff accessing non-car discounts saved an average of £54 each.
Action Plan Progress
The main focus for the next few years is to improve campus infrastructure to increase sustainable travel options, including cycle routes and electric vehicle charging points.

Communications
- Go Green Week in February 2019 will have a sustainable travel element;
- The website and social media will continue to be developed and their use maximised;
- Travel days and similar events will be run throughout the year to promote cycle safety etc.;
- We are working with the SU to promote events and safe transport options;
- Notice boards and posters will be updated around Campus.

Cycle and walking facilities
- A student cycle initiative has been launched in partnership with Future Cycles where students are able to purchase a second hand bike at the start of the year, receive free services throughout the year, and then will be eligible for return at end of use for a minimum of 20% of original purchase price;
- The Students’ Union has allocated £250 for Future Cycles to advance purchase ‘to be seen’ lights to be installed on the bikes sold to our students;
- We are also working with the City Council and other employers to introduce a short term bike hire scheme;
- Main Campus and surrounding road layouts are being investigated to create shared use areas and enhanced pedestrian and cycle access;
- Measures to improve the infrastructure of Central Campus for pedestrians will continue to be discussed as a part of the overall capital development plan.

Public transport/ Park & Ride
- We will continue to work with Smarter Travel Leicester to develop packages of discounts that will benefit University staff and/or students;
- The bus provision for the accommodation is being reviewed;
- Inter-site travel is being reviewed and the option of bespoke bus provision being explored.

Car travel
- A full car parking review is currently taking place to inform the capital development plan and in light of legislative changes to future vehicles.

Longer term plans
Our longer term plans still centre around collection of accurate data for the HEFCE Scope 3 reporting including staff and student commuter data, detailed staff business travel and overseas student travel. Progress has been made for staff commuter data.

Talks are continuing with the City Council for the University to manage University Road more effectively to improve access and safety and unite the two sides of Central Campus. Proposed changes to Regent Road and Welford Road are also being developed that the University is supporting.

Travel Survey 2018
In 2009 a baseline Travel Survey was used to assess the modal split of staff and students’ commuting habits to the University. Approximately 70% of the staff and 8% of the students took part in that survey. An additional survey was carried out in 2015 at the launch of the Phase 2 Travel Plan. To assess progress since 2015, a third survey was carried out this year (2018); headline results can be seen below.

Variables measured include modal travel choices, trip distance and location (for future carbon reporting) and motivators to change behaviour. Motivations for changing travel mode were also surveyed for our future travel planning.
**Headline Findings**

- An increase in the percentage of staff who walk or run to campus.
- A decrease in the percentage of single-occupancy-vehicle (SoV) staff commuters.
- An increase in the percentage of staff public transport commuters.
- A static, but high, percentage of students who walk or run to the University.
- Falling levels of car sharing to the campus by both staff and students.

For comparison, data from the Transport Statistics Great Britain 2017\(^1\) show:

- From 2009 – 2017 Great Britain bus passenger numbers reduced from 6% - 4%.
- In 2017, 80% of commuting journeys in the East Midlands were by car, 3% were by bike, 7% were by public transport and 11% were by walking.
- In Leicester from 2009 – 2017 there have been increases in the numbers of cyclists and car users but a large reduction in the number of bus users\(^2\).

Car parking spaces on our campuses have increased by approximately 100 since 2009.

**Staff and student main transport mode (2018)**

<table>
<thead>
<tr>
<th>Mode of transport</th>
<th>Staff Mode share (%)</th>
<th>Students Mode share (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car drive (alone)</td>
<td>41</td>
<td>9</td>
</tr>
<tr>
<td>Car (driver with others)</td>
<td>6</td>
<td>1</td>
</tr>
<tr>
<td>Car (as passenger)</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>&lt;1</td>
<td>0</td>
</tr>
<tr>
<td>Public bus</td>
<td>8</td>
<td>16</td>
</tr>
<tr>
<td>Bicycle</td>
<td>10</td>
<td>7</td>
</tr>
<tr>
<td>Train</td>
<td>9</td>
<td>5</td>
</tr>
<tr>
<td>Walk</td>
<td>22</td>
<td>60</td>
</tr>
</tbody>
</table>

**Staff**

- 16% complete their commutes within 15 minutes and 48% within 30 minutes. Only 26% commute for over 45 minutes.
- 14% of the staff travel up to one mile to get to the University and just over half (51%) travel five miles or less. Only 31% travel over 15 miles.
- Whilst 53% have driven alone to get to work, only 41% use it as their usual transport method.
- 48% walk or run at least occasionally.
- 21% have cycled to the University and 22% use the bus at least sometimes.
- If faced with being unable to use their car for the foreseeable future, the solo car drivers would be most likely to look for another job (22%) or catch the bus to work (22%). Only 5% would give up working. Working from home or choosing a mixture of travel modes were common responses among those who listed ‘Another option’.

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Performance against Targets

1) Increased awareness of the benefits of active travel amongst all users of the University for all journeys
   This is in the new Health & Wellbeing Strategy, which is being implemented across the University.

2) Increase the amount of active travel participation by all users of the University during a ‘working’ day
   We have expanded the staff pool bike scheme and are working to identify & promote safe and
   attractive walking routes between site, particularly in light of forthcoming site developments.
   Agile working is also being promoted, particularly with new building developments.

3) Sharing best practices
   We continue to be an active participant of the Smartgo Leicester and the EAUC Transport
   Community of Practice.

4) Encourage modal shift form car based travel (sov) for ‘origin’ and ‘destination’ travel.
   We continue to review our car parking policy and to promote more sustainable alternatives.

5) Promote the awareness of literature and journey planning to cover all types of travel modes.
   Staff travel events are held each year and journey planning is offered on the staff intranet. Bespoke
   planning is also part of the ‘soft landings’ process for relocations.

6) Raising the awareness of challenges, campaigns and events for all types of travel modes.
   We continue to advertise all relevant events and campaigns using the staff webpages, Yammer, the
   BUG and social media.

7) Improving air quality associated with the University
   This is one of our Community Engagement themes on which we work closely with the City Council.

8) Reducing emissions relating to mobility management
   As above

9) Reducing road safety dangers
   We work closely with the Health & Safety Officer and Students Union to promote safe travel as well as
   with Estates’ Managers to minimise hazards on our sites.

10) Having a better understanding of all University users behaviours
    We run annual travel surveys and seek to maximise response rates in order to increase our
    understanding of travel behaviours and attitudes.

Conclusion

The University of Leicester continues to work hard to develop new and existing initiatives to reduce car
travel and travel-related carbon emissions. This aim must be seen alongside the University’s growth which
continues to place strain on the limited number of spaces available as demand grows. Alternative travel
provision to the University is poor so many staff and students continue to need to drive.

We look forward to the next academic year and hope that we can work with the City Council to gain further
support for our efforts to reduce congestion and emissions and improve sustainable transport provision in
Leicester.
## Appendix

### Action plan progress

Items in red have not been achieved
Items in yellow are ongoing
All other items are complete

#### Communications

<table>
<thead>
<tr>
<th>Action</th>
<th>Audience</th>
<th>Resources Required</th>
<th>Timescale</th>
<th>Quick win</th>
<th>Short</th>
<th>Medium</th>
<th>Long</th>
</tr>
</thead>
<tbody>
<tr>
<td>Further promotion of bus, cycling, car hire and train discounts</td>
<td>Staff</td>
<td></td>
<td>Ongoing</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Further promotion of the University Bike Park</td>
<td>Staff &amp; students</td>
<td></td>
<td>Ongoing</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Promote the current bus network</td>
<td>Staff &amp; students</td>
<td>LCC &amp; bus operator</td>
<td>Ongoing</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Campaign focussed on the cost benefits of sustainable travel</td>
<td>Staff &amp; students</td>
<td></td>
<td>Ongoing</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Targeted communications for new staff &amp; students</td>
<td>Staff &amp; students</td>
<td>Assistance from staff development and Registry</td>
<td>Sept ‘16</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Promote conferencing facilities</td>
<td>Staff</td>
<td></td>
<td>Ongoing</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Car sharing promotion</td>
<td>Staff</td>
<td></td>
<td>Ongoing</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Identify walking champions</td>
<td>Staff</td>
<td>Sustainable Travel Challenge</td>
<td></td>
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<tr>
<td>To be present at the Active City Conference in Leicester</td>
<td>External</td>
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<td>May 2016</td>
<td></td>
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<tr>
<td>Shared spaces campaign</td>
<td>All</td>
<td>Collaboration with LCC &amp; DMU</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
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</table>

#### Infrastructure / resources

0330 024 56 65
info@go-travel-solutions.com
www.go-travel-solutions.com
@GoTravSolutions
<table>
<thead>
<tr>
<th>Action</th>
<th>Audience</th>
<th>Resources Required</th>
<th>Indicative cost</th>
<th>Timescale</th>
<th>Quick win</th>
<th>Short</th>
<th>Medium</th>
<th>Long</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enhance showers/lockers across all sites</td>
<td>Staff</td>
<td>As part of building projects</td>
<td>Ongoing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Use the planned changes to University Road as an opportunity to enhance cycle routes</td>
<td>Staff, students &amp; visitors, local community</td>
<td>TBC</td>
<td>??</td>
<td></td>
<td></td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Reduce car parking on Central Campus and enhance pedestrian areas and cycling provision</td>
<td>Staff and visitors</td>
<td>Funding for landscape improvements</td>
<td>£50 - £100k</td>
<td>By early 2016</td>
<td></td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
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<tr>
<td>Review the opportunity for a pool bike scheme</td>
<td>Staff</td>
<td>Sustainable Travel Grant Wheels to Work funding application partner</td>
<td>£5K (matched funding)</td>
<td>Oct ‘15</td>
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<tr>
<td>Enhance the accessibility of teleconferencing facilities</td>
<td>Staff</td>
<td>Work with IT Services</td>
<td>Oct ‘16</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
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<tr>
<td>Provide a travel option for business travel not reliant on grey fleet, e.g. car club, pool bikes</td>
<td>Staff</td>
<td>TBC</td>
<td>Oct ‘17</td>
<td></td>
<td></td>
<td>✓</td>
<td>✓</td>
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### Policy and procedures

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<th>Quick win</th>
<th>Short</th>
<th>Medium</th>
<th>Long</th>
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<tbody>
<tr>
<td>Adopt a pro-active approach to sustainable travel in the recruitment</td>
<td>Staff</td>
<td>Staff travel options booklet</td>
<td>Jan ‘16</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
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<tr>
<td>and induction of staff</td>
<td></td>
<td></td>
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<tr>
<td>Continue to raise the cost of car parking permits to become benefit</td>
<td>Staff</td>
<td></td>
<td>Annual</td>
<td></td>
<td>✓</td>
<td></td>
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<tr>
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<tr>
<td>Review the policy and process on how business mileage is recorded</td>
<td>Staff</td>
<td>Finance procedural change</td>
<td>Oct ’16</td>
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<td></td>
<td></td>
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<tr>
<td>as part of our scope 3 reporting</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Enhance future carbon reporting through the use of fuel cards,</td>
<td>Staff</td>
<td></td>
<td>‘Oct 17</td>
<td></td>
<td></td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>mandatory reporting and in-car telematics</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Work towards scope 3 reporting in EMR</td>
<td>Steering group, inc. Finance</td>
<td>Jan ‘19</td>
<td></td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
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### Partnership

<table>
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<th>Audience</th>
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<th>Quick win</th>
<th>Short</th>
<th>Medium</th>
<th>Long</th>
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</thead>
<tbody>
<tr>
<td>Continue to seek travel discounts working through partnerships such</td>
<td>External partners</td>
<td>Ongoing</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
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<tr>
<td>as Smartgo Leicester</td>
<td></td>
<td></td>
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<tr>
<td>Continue to campaign for enhanced bus links and discounts for travel</td>
<td>External partners</td>
<td>Ongoing</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>to campus</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Identify collaboration opportunities with like-minded nearby employers</td>
<td>External partners</td>
<td>Ongoing</td>
<td></td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Work with City Council and bus providers to develop the University ID</td>
<td>City Council</td>
<td>By Autumn Term 2016</td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
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<tr>
<td>card as a One card for bus travel</td>
<td></td>
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</tbody>
</table>
Travel Plan Addendum
2018-2020
Executive Summary

As a part of the Masterplan Development Programme, the University of Leicester is making changes to its campuses.

Since 2010 The University has operated a multiple-campus Travel Plan to encourage more sustainable travel choices by its staff, students and visitors. However, as the campuses have increased and developed since the original Travel Plan was introduced, it has been necessary to add to that first document, first with the Phase 2 Plan (2015 – 2020) but also with a set of separate transport statements; one for each new site.

This Addendum highlights the aims of the Phase 2 Travel Plan that are core to all of the University sites and consolidates them with the additional initiatives that are specific to the named individual sites – both established and currently under development. A set of best-practice guidelines is included for future, as yet unconfirmed, developments that may also evolve from the Masterplan Development Programme.

In addition, the progress enabled by the University Travel Plan since 2010 is described and placed into context within the transport schemes available in Leicester.

The purpose of this Addendum is to show how the University is reducing the impact of its past and future developments on the local road infrastructure and surrounding environment & air quality by providing practical ideas and support to reduce the need for single occupancy vehicle travel.

This report has been created by Go Travel Solutions Limited; August 2018.
Introduction

As a part of the Masterplan Development Programme, the University of Leicester is making changes to various sites within its campus portfolio.

Since 2010 The University has operated a multiple-campus Travel Plan with the stated aim of tackling car parking problems and the transport challenges and opportunities that arise as a consequence of the University’s growth.

As the campuses have increased and developed since the original Travel Plan, it has been necessary to add to that first document, first with the Phase 2 Plan (2015 – 2020) but also with a set of separate statements each pertaining to an individual campus or site additional to the Central Campus. These statements can be seen as addenda within the Travel Plan Appendices document.

In light of the expected rapid growth of the next few years, including a new multi-storey staff car park on Freemans Common as a replacement for other ‘satellite’ parking areas, this document has been prepared as a statement for how the new developments will conform to the current Travel Plan and help to make sure that future growth will not impact negatively on local traffic levels.

The creation of this Addendum will negate the need to create further individual Site Statements each time the University makes a new capital investment for the duration of the current Travel Plan.

The Addendum has been written with reference and in addition to the following documents:

The Final Travel Plan (2010)
Travel Plan Phase 2 2015 – 2020
Brookfield Travel Plan Statement (2017)
Freemen’s Common and Nixon Court Travel Plan Addendum (2018)
Leicester Transport Links
Leicester and Leicestershire have a mix of transport initiatives to help travellers move to and within the area some of which are described below.

Local Transport Plan

The third Leicester Local Transport Plan (LTP3) was adopted in 2011. LTP3 sets out Leicester City Council’s (LCC) plans for traffic and transport during the period from 2011 to 2026.

The objectives of LTP3 are:
• Reduce congestion and improve journey times
• Improve connectivity and access
• Improve safety, security and health
• Improve air quality and reduce noise
• Reduce carbon emissions
• Manage to better maintain transport assets
• Improve quality of life.

Connecting Leicester
(https://www.leicester.gov.uk/your-council/city-mayor-peter-soulsby/my-vision/connecting-leicester/)

Sir Peter Soulsby’s plan to create and provide a connected, safe and family friendly city centre by reducing the dominance of roads and creating an attractive, pedestrian-friendly, environment.

Access Programme (Choose How You Move)

£3.2million to support a three-year programme (2016 – 2019) of sustainable transport schemes on the west of the city and neighbouring areas of the county. Funded from the Government’s £60million Sustainable Transport Access Fund to support active travel.

Public Transport Services
Leicester has an extensive network of bus routes; the two largest operators being Arriva Midlands and First Leicester. In addition to the standard service-buses, the Hospital Hopper service commissioned by UHL operates East-West across the city and there are three Park & Ride services into the city centre.

The rail station is less than one mile from the Central Campus.

Cycle Support
Leicester and Leicestershire are covered by a series of six cycling maps which link together, with the Leicester map at the centre:


One-off £300 grants are available for city-based groups to promote initiatives that help increase numbers of local cyclists:

University Travel Plan Progress

In 2009 a baseline Travel Survey was used to assess the modal split of staff and students commuting habits to the University. Approximately 70% of the staff and 8% of the students took part in that survey. An additional survey was carried out in 2015 at the launch of the Phase 2 Travel Plan. To assess progress since 2015, a third survey was carried out this year (2018); headline results can be seen below. For Further details see Appendix 1.

Headline Findings

- An increase in the percentage of staff who walk or run to campus.
- A decrease in the percentage of single-occupancy-vehicle (SoV) staff commuters.
- An increase in the percentage of staff public transport commuters.
- A static, but high, percentage of students who walk or run to the University.
- Falling levels of car sharing to the campus by both staff and students.

For comparison, data from the Transport Statistics Great Britain 2017¹ show:

- From 2009 – 2017 Great Britain bus passenger numbers reduced from 6% - 4%.
- In 2017, 80% of commuting journeys in the East Midlands were by car, 3% were by bike, 7% were by public transport and 11% were by walking.

In Leicester from 2009 – 2017 there have been increases in the numbers of cyclists and car users but a large reduction in the number of bus users².


Sites Covered by Existing Travel Plans

The following is a list of University operated sites that are currently covered by the Phase 2 Travel Plan or an additional Site Statement:

- Central Campus (Phase 2 Travel Plan)
- South Campus (Site Statement)
- North Campus (Site Statement)
- University Hospitals Leicester (Site Statements)
  - Royal Infirmary
  - Glenfield
  - General Hospital
- Oadby Halls of Residence (Site Statement)
- Vaughan College (Site Statement)

See Appendix 2 for a map of the sites (Map 1).

Principles

A Travel Plan is a strategy for managing all travel and transport within an organisation that seeks to maximise access to a site by sustainable modes of transport.

With a multi-site organisation such as the University, each specific Site Statement added to the Travel Plan needs to be tailored to the characteristics of the site location, the organisation and its operations.

Therefore, the Travel Plan has a set of common measures that are applied to the individual sites (see Table 1) plus each site has several recommended site-specific travel plan measures (see Table 2).

Aims

The Travel Plan and Site Statements aim, where practical, to increase the percentages of staff, students and visitors using sustainable travel methods to commute to and between the campuses. The provision of infrastructure, encouragement and education will help to promote lower impact forms of travel in place of the current reliance on single occupancy vehicles and other unsustainable travel methods.

Objectives

- To capture commuter and business travel data for carbon footprinting;
- To improve the choice of transport options and facilities available to staff, students and visitors travelling to, from, and between University sites;
- To implement travel initiatives through behaviour change that reduce transport-related emissions;
- To reduce the use of single occupancy vehicles by staff travelling to and from and between, University sites and increase the use of cycling, walking and public transport use;
- To promote more sustainable ways of working;
- To improve the health and fitness of staff and students through the promotion of walking and cycling;
- To make changes to University vehicles to reduce their environmental impact.

Targets

Targets for the modal split of commuting journeys are shown in Appendix 1. These are the targets that were set in the 2010 – 2015 Travel Plan.
### Table 1 University Travel Plan Measures

<table>
<thead>
<tr>
<th>Implementation Area</th>
<th>Measures</th>
</tr>
</thead>
</table>
| **Communication**   | • Website  
                      • Staff and student travel options booklets  
                      • Online journey planning  
                      • Notice boards  
                      • Press releases  
                      • Events  
                      • Social marketing campaign |
| **Cycling & walking**| • Walking and cycling “wish list”  
                            • New showers  
                            • New cycle storage facilities  
                            • Recycled bike scheme  
                            • Staff cycle to work scheme  
                            • Stakeholder engagement  
                            • Walking and cycling maps  
                            • Annual events  
                            • Cycle registration scheme  
                            • Walking/cycling buddy scheme |
| **Public Transport** | • Consultation with local service providers  
                            • Stakeholder engagement  
                            • Real time bus information  
                            • (Potential) shuttle bus service |
| **Smarter Working**  | • IT developments including expansion of teleconferencing and video conferencing facilities  
                            • User guides and training facilities |
| **Managing demand**  | • Redevelop car parking layouts and numbers  
                            • Development of car sharing scheme  
                            • Car park permit management and visitor parking |

“[The aim of the Policy is] to encourage walking, cycling and the use of public transport as principal means of commuting to university for work, study and for travel by staff on University Business”

UoL Travel Plan (2010)
<table>
<thead>
<tr>
<th>Campus</th>
<th>Individual Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Campus</td>
<td>• Signage to cycle parking</td>
</tr>
<tr>
<td></td>
<td>• The provision of a basic toolkit kept in one of the bike sheds for use by all for bicycle repairs</td>
</tr>
<tr>
<td></td>
<td>• Online travel information</td>
</tr>
<tr>
<td></td>
<td>• Stricter car park management</td>
</tr>
<tr>
<td>North Campus</td>
<td>• Online travel information</td>
</tr>
<tr>
<td></td>
<td>• Site specific travel information, including local recommended walking and cycling routes and journey times to key destinations</td>
</tr>
<tr>
<td></td>
<td>• Promoting of alternative options, e.g. walking, cycling and bus or a combination of these modes</td>
</tr>
<tr>
<td></td>
<td>• Staff season ticket loans and salary sacrifice schemes</td>
</tr>
<tr>
<td>Royal Infirmary</td>
<td>• Improved online travel information – including linking to the LCC UHL bus leaflet and information on cycle routes and cycle safety</td>
</tr>
<tr>
<td></td>
<td>• Promotion of alternative options, e.g. walking, cycling and bus or a combination of these modes, and making available travel information on these modes</td>
</tr>
<tr>
<td></td>
<td>• Promotion of car sharing for those staff who do not live in a location from which they can walk, cycle or use public transport</td>
</tr>
<tr>
<td></td>
<td>• Staff season ticket loans and salary sacrifice schemes</td>
</tr>
<tr>
<td></td>
<td>• Looking into setting up a hospital-wide Bicycle Users Group, linking to wider LUH and UoL groups, to help identify and tackle barriers to cycling to the site</td>
</tr>
<tr>
<td></td>
<td>• Establishment of a lunchtime walking group, taking leisure walks for health, for getting to know the local area and to demonstrate proximity to the station, town centre, University Central Campus etc.</td>
</tr>
<tr>
<td>Glenfield</td>
<td>• Signage to cycle parking</td>
</tr>
<tr>
<td></td>
<td>• Travel information available from the hospital website</td>
</tr>
<tr>
<td>Hospital</td>
<td>providing maps and covering bus timetables, routes and information on the Hospital Hopper Service.</td>
</tr>
<tr>
<td></td>
<td>• Travel information specifically for CVRC on the CVRC website (part of the wider UoL website)</td>
</tr>
<tr>
<td>General Hospital</td>
<td>• Online travel information</td>
</tr>
<tr>
<td></td>
<td>• Stricter car parking management</td>
</tr>
<tr>
<td></td>
<td>• Site specific travel information</td>
</tr>
<tr>
<td></td>
<td>• Promoting of alternative options, i.e. walking and bus or a combination of the two</td>
</tr>
<tr>
<td></td>
<td>• Staff season ticket loans and salary sacrifice schemes</td>
</tr>
<tr>
<td>Oadby Halls</td>
<td>• Improved online travel information – including linking to bus leaflets and information on cycle routes and cycle safety</td>
</tr>
<tr>
<td></td>
<td>• Promotion of alternative options, e.g. walking, cycling and bus or a combination of these modes, and making available travel information on these modes</td>
</tr>
<tr>
<td></td>
<td>• Promotion of car sharing for those staff who do not live in a location from which they can walk, cycle or use public transport</td>
</tr>
<tr>
<td></td>
<td>• Staff season ticket loans and salary sacrifice schemes</td>
</tr>
<tr>
<td></td>
<td>• Looking into setting up a campus-wide Bicycle Users Group, linking to wider UoL groups, to help identify and tackle barriers to cycling to the site</td>
</tr>
<tr>
<td></td>
<td>• Establishment of a lunchtime walking group, taking leisure walks for health, for getting to know the local area and to demonstrate proximity to the station, town centre, University Central Campus etc.</td>
</tr>
<tr>
<td>Vaughan College</td>
<td>• Signage to cycle parking</td>
</tr>
<tr>
<td></td>
<td>• Online travel information</td>
</tr>
<tr>
<td></td>
<td>• Stricter car parking management</td>
</tr>
<tr>
<td></td>
<td>• Site specific travel information</td>
</tr>
<tr>
<td></td>
<td>• Promoting of alternative options, i.e. walking and bus or a combination of the two</td>
</tr>
<tr>
<td></td>
<td>• Working with other organisations on site to target non UoL travellers with travel information</td>
</tr>
</tbody>
</table>
Planned Developments

See Appendix 2 for a map of the planned sites (Map 2).

As with the previous campus developments described earlier, each new site will adhere to the main University Travel Plan (Table 1) whilst adding location-specific elements of its own (see Table 3).

Brookfield

Brookfield campus was purchased by UoL in 2013. The principal building on the site is Brookfield House, the former home of Thomas Fielding Johnson who donated land to the University. Brookfield House fronts on to London Road, with a garden between the building and the street.

The site is currently in use primarily as the Postgraduate Teaching Centre, which is housed in Brookfield House and a large annexe to the south. This dates back to when the site was used as residential college of nursing.

The buildings to the rear of the site, adjacent to the car park, are used as administration blocks.

The University plans to establish a Business School at Brookfield, which will be a merger of two existing University departments currently based on the main campus.

Freemen’s Common and Nixon Court

This is a redevelopment of existing low-density student accommodation, a surface car park, a public house and library stores to provide high density student accommodation, additional teaching space and a Multi-Storey Car Park (MSCP).

The provision of parking will be expanded from 340 to 555 spaces within the new MSCP and dedicated blue badge parking area. This additional parking will, in part, replace existing spaces in other campus areas that will be closed.

Space Park Leicester

https://www2.le.ac.uk/institution/spacepark

Space Park Leicester is an ambitious initiative that will develop a global hub and collaborative community for businesses, researchers and academia based on space and space-enabled technologies. Offering high-tech facilities and capabilities, it will be a brand-new hub for the analysis and commercialisation of space-enabled data and space mission development.

Based near the National Space Centre the Space Park is a partnership between the University of Leicester, the City and the Leicester and Leicestershire Enterprise Partnership (LLEP). Space Park Leicester will also be home to the Leicester Institute for Space and Earth Observation - one of the University of Leicester's flagship research institutes, along with first class teaching and laboratory facilities. It will also be home to a wide range of commercial partners, both large and small which will provide exceptional business partnering and collaborative opportunities.
Table 3 shows the site-specific Travel Plan measures that are planned for the three currently confirmed developments.

<table>
<thead>
<tr>
<th>Campus</th>
<th>Individual Measures</th>
</tr>
</thead>
</table>
| Brookfield                    | • A new shared use pedestrian/cycle access directly from the building entrance to the pedestrian crossing of London Road  
  • An amended walk map directing users from the main campus to the Brookfield site to use the new shared use path  
  • Cycle parking provision within the car park  
  • Additional showers provided in several buildings across the site |
| Freemen’s Common & Nixon Court | • New cycle and footway routes plus improvements to existing facilities including additional toucan crossings  
  • Improved and increased provision of secure cycle parking across the development sites including visitor cycle parking  
  • An Induction Pack and Travel Plan summary distributed to all students within the facility  
  • Increased Bicycle User Group awareness  
  • Free high visibility clothing and on-site cycle repair kit for staff and visitors  
  • Season ticket loans to be made available for staff where a monthly deduction is made from their pay  
  • Provision of the details of relevant buses to all staff, students and visitors  
  • Provision of designated car share spaces  
  • Customised walking route maps  
  • Transport Newsletter detailing all the relevant transport information to employees  
  • A single sheet detailing the sustainable transport opportunities available to visitors  
  • Ensure that all Student ID cards are OneCard enabled to allowance bus journeys to be paid for on ID cards |

“*The redevelopment of this key University site provides additional opportunities to promote sustainable travel choices amongst staff, students and visitors.*”

Freemen’s Common and Nixon Court Travel Plan Addendum (2018)
Principles of Transport Provision for New Developments

For new capital developments a set of principles will be carried out that follow the patterns set by the previous Site Statements:

Checklist

1. Carry out a regular Travel Survey to evaluate the current commuting habits of site users. ☑
2. Evaluate the local sustainable transport network and promote to all users. □
3. Assess the onsite provision of active travel facilities and develop further if needed e.g. cycle storage, showers, changing. □
4. Publish clear targets for transport modal split expectations. □
5. Ensure that the site is compliant with the existing UoL Travel Plan measures. □
6. Assess the potential for additional site-specific sustainable transport measures. □
7. Plan for the implementation of any additional measures if appropriate. □
8. Ensure that a representative of the site is included as a member of the Sustainable Travel Implementation Group (STIG) □

Other commitments

The University’s Sustainable Construction Principles state the following:

“The University’s aspiration for all projects is to consider a holistic design approach that does not follow one design principle and instead, utilises the most appropriate from selected standards. The Passivhaus and BREEAM design philosophies will be used in conjunction with Leicester’s own self-assessment methodology and will apply to both new builds and refurbishments.”

These standards help to ensure, for example, that all refurbishments target at least a ‘Good’ BREEAM rating and all new builds at least a ‘Very Good’.

In addition, the *Leicester for Life* Policy aspires to develop a campus comprised of Interesting, Immersive and Interactive Sites (IIIS) that are open and accessible to students, staff, the local community and other species. The IIIS standard is a self-assessment method developed by the Social Impact Team, which picks up on the weaknesses and gaps not covered by other standards.

Vehicle and cycle parking standards are informed by the Leicester City Council guidelines:

https://www.leicester.gov.uk/media/179303/vehicle-parking-standards.pdf

The University has made additional commitments to reducing its impact on the local transport infrastructure:

- Main Campus car parking is also under review e.g. the introduction of ‘drop-off’ spaces at the QE College site
- The University is signed up to SmartGo membership until 31 May 2020
- Working in partnership with – University Hospitals Leicester NHS Trust, De Montfort University, Arriva, and Leicester City Council
- Membership of Leicestershare.com
- The Travel and Transport webpages can be found at https://www2.le.ac.uk/offices/estates/environment/environmental-management/travel
## Appendix 1: Travel Survey Modal Splits

<table>
<thead>
<tr>
<th>MAIN Travel Choice</th>
<th>Students</th>
<th></th>
<th></th>
<th></th>
<th>Staff</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2009</td>
<td>2015</td>
<td>2018</td>
<td>Travel Plan Target</td>
<td>2009</td>
<td>2015</td>
<td>2018</td>
<td>Travel Plan Target</td>
</tr>
<tr>
<td>Walk / run</td>
<td>56%</td>
<td>62%</td>
<td>59%</td>
<td>61%</td>
<td>16%</td>
<td>21%</td>
<td>22%</td>
<td>22%</td>
</tr>
<tr>
<td>Cycle</td>
<td>11%</td>
<td>7%</td>
<td>7%</td>
<td>20%</td>
<td>11%</td>
<td>7%</td>
<td>10%</td>
<td>14%</td>
</tr>
<tr>
<td>Motorbike/scooter</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>N/A</td>
<td>0%</td>
<td>0%</td>
<td>&lt;1%</td>
<td>N/A</td>
</tr>
<tr>
<td>Private car (alone – single driver)</td>
<td>9%</td>
<td>5%</td>
<td>9%</td>
<td>3%</td>
<td>49%</td>
<td>37%</td>
<td>41%</td>
<td>34%</td>
</tr>
<tr>
<td>Private car (as a driver with passengers)</td>
<td>3%</td>
<td>2%</td>
<td>1%</td>
<td>2%</td>
<td>9%</td>
<td>8%</td>
<td>6%</td>
<td>15%</td>
</tr>
<tr>
<td>Private car (as a passenger)</td>
<td>1%</td>
<td>2%</td>
<td>1%</td>
<td></td>
<td>3%</td>
<td>4%</td>
<td>3%</td>
<td></td>
</tr>
<tr>
<td>Bus or coach</td>
<td>16%</td>
<td>18%</td>
<td>16%</td>
<td>35%</td>
<td>5%</td>
<td>8%</td>
<td>8%</td>
<td>15%</td>
</tr>
<tr>
<td>Train</td>
<td>3%</td>
<td>3%</td>
<td>5%</td>
<td></td>
<td>7%</td>
<td>10%</td>
<td>9%</td>
<td></td>
</tr>
<tr>
<td>Taxi</td>
<td>3%</td>
<td>3%</td>
<td>&lt;1%</td>
<td>N/A</td>
<td>&lt;1%</td>
<td>&lt;1%</td>
<td>3%</td>
<td>N/A</td>
</tr>
</tbody>
</table>
Appendix 2: Maps
Map 1 Sites covered by the Travel Plan or Site Statements
Map 2 Confirmed capital developments

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