

DE MONTFORT UNIVERSITY TRAVEL PLAN PROGRESS REPORT 2017

This is the 2017 progress report on the De Montfort University Travel Plan, prepared by
Emily Wallis, Sustainability Assistant, De Montfort University.

De Montfort University Travel Plan Progress Report 2017

Table of Contents

1. Introduction.....	3
2. Current site information	3
3. 2016 Developments.....	3
4. New and ongoing initiatives by month.....	4
4.1 January 2017	4
4.2 February 2017.....	4
4.3 March 2017	4
4.4 April 2017.....	4
4.5 May 2017	5
4.6 June 2017	5
4.7 July 2017	5
4.8 August 2017.....	5
4.9 September 2017	5
4.10 October 2017	5
4.11 November 2017.....	5
4.12 December 2017.....	6
5. Measures under development for 2018	6
6. Travel Survey Results 2017 – Executive Summary	6
7. Contact with External Organisations	7
8. Targets, Monitoring and Review	7
Appendix A.....	8

1. Introduction

For full details of the Phase 3 Travel Plan please visit www.dmu.ac.uk/transport or contact Emily Wallis: emily.wallis@dmu.ac.uk

2. Current site information

The Vijay Patel development, and associated pedestrianisation and landscaping of Mill Lane, is now complete.

During the 2016/17 academic year 3313 staff (3701 including atypical) were employed by De Montfort University and 22,500 students were enrolled on the main campus (including the Leicester Castle Business School).

At the time of writing, the total number of staff car parking permits issued stands at 1287 with 872 parking spaces available to permit holders.

The campus cycle facilities (including cycle sheds, stands, showers and lockers) remain extremely busy indicating a strong demand for such facilities. At present there are 648 cycle spaces on campus, with an additional 128 spaces soon to be available in the basement of the Vijay Patel building. The opening of this facility will take the total number of spaces available on campus over the target of 700.

3. 2016 Developments

From the 2016 Progress Report, our targets for 2017 were as follows:

- Review provision of lockers, showers and lockable storage across campus.

A review of lockers, showers and lockable storage has taken place across campus. A further 5 showers are now available in the Vijay Patel building with additional lockers (21) and lockable cycle storage (128 spaces) being made available in the basement. The showers in Heritage House have also been refurbished and an additional 7 lockers provided. Work is currently underway to refurbish showers in the Watershed for staff use, and to install lockable cycle storage facilities at this site.

- Progress cycle storage facilities in the new Vijay Patel building.

Two tier cycle racks – providing 128 cycle spaces – have been installed in the basement of the Vijay Patel. This facility will be available for staff and student use shortly.

- Evaluate the impact of the new Vijay Patel building cycle storage on other campus facilities, as well as the effectiveness of the newly pedestrianised Mill Lane.

The Vijay Patel building cycle store is not yet available for use. An evaluation will be undertaken in 2018.

- Formalise a procedure for abandoned bikes found on the DMU campus

A formal procedure for dealing with abandoned bikes was put in place in early 2017. Suspected abandoned bikes will be tagged giving the owner 4 weeks to remove the bike or to contact the Sustainability Assistant. After 4 weeks the bike will be moved to a secure location where it is kept for a further 6 weeks in case the owner claims it. After a minimum of 6 weeks the bike will be donated to a local charity, or disposed of.

- Strengthen staff and student communication regarding travel and transport initiatives and offers

Responses from the 2017 travel survey suggest we have been successful in meeting this target, with an increased percentage of staff and student respondents stating that they had taken advantage of transport initiatives and offers, when compared to 2016.

4. New and ongoing initiatives by month

4.1 January 2017

- Cycle to Work scheme window opened
- Green Travel Plan Action Plan produced
- Attended Welcome Event for new staff to promote sustainable travel options
- Began investigating the potential to install EV charging points on the DMU campus

4.2 February 2017

- Attended Spring Welcome Event to inform new starters about sustainable travel
- Discussions started to provide a staff and student cycle hire scheme

4.3 March 2017

- Participated in Earth Week by arranging Dr Bike sessions and manning a sustainable transport stall
- 2017 Staff and Student Travel Survey launched
- Organised a guided walk for staff and students
- Participated in the University's Mental Health Day, offering advice on sustainable travel, exercise and wellbeing
- Attended Welcome Event for new staff to promote sustainable travel options
- Showers in Heritage House refurbished and lockers installed
- Additional cycle stands installed by the entrance to the Vijay Patel building Arts Tower

4.4 April 2017

- Dr Bike on campus
- Attended Welcome Event for new staff to promote sustainable travel options
- Additional cycle stands installed on Mill Lane

4.5 May 2017

- Attended Green Impact Awards
- Attended Welcome Event for new staff to promote sustainable travel options

4.6 June 2017

- Dr Bike on campus
- Cycle to Work scheme window opened
- Purchased new set of lights for staff loan scheme
- Purchased new set of D-locks for staff loan scheme
- Attended Welcome Event for new staff to promote sustainable travel options

4.7 July 2017

- Attended Welcome Event for new staff to promote sustainable travel options

4.8 August 2017

- New car parking permits issued to staff (on application)
- Free Park & Ride passes issued to staff (on application)

4.9 September 2017

- Promoted Cycle September to Staff and Students
- Cycle to Work scheme window opened
- Held a Sustainability Session for International Students, including information about sustainable transport options
- Attended Welcome Weekend to promote sustainable travel options to new students
- Attended Welcome Event for new staff to promote sustainable travel options

4.10 October 2017

- Held a 'Pizza for the Planet' evening where students could learn about sustainability at DMU, including sustainable transport
- Purchased new set of D-locks for staff loans

4.11 November 2017

- Met with George Pollard (Sustrans and LCC) to discuss sustainable transport initiatives that could be introduced at DMU
- Attended Welcome Event for new staff to promote sustainable travel options
- Promoted SmartGo offers to staff
- Installation of two-tier cycle racks in the Vijay Patel completed
- Plans drawn up to provide secure cycle storage at The Watershed
- Held discussions with Leicester City Council, and other stakeholders, regarding a City Centre Bike Share Scheme
- Portland and Watershed car parks (re)opened for use

4.12 December 2017

- Final items installed in Vijay Patel cycle store (including repair station and pump)
- Attended Welcome Event for new staff to promote sustainable travel options

5. Measures under development for 2018

- Review the Vehicle Parking and Cycling Policy
- Continue to review, and expand, the facilities available to staff and students who actively commute
- Investigate the potential to provide electric vehicle charging points, for staff use
- Review, and expand, the provision of sustainable transport initiatives; and continue to strengthen the communication of such initiatives to students and staff
- Strive to continue to provide free annual Park and Ride passes to staff

6. Travel Survey Results 2017 – Executive Summary

Overall 2197 people (1497 students and 700 staff) responded to the 2017 Travel Survey. This represents an 11% increase on 2016 response levels with the biggest increase in responses coming from students. Again, undergraduate students made up the majority of student responses, and Professional Services the majority of staff responses.

Amongst staff, commuting by single occupancy vehicle was again shown to be the most popular form of commute; however, increases in those using the Park and Ride and walking/running were also evident. Amongst students, commuting on foot (walk/run/skate) was the most popular with 71% of students commuting in this way. Disappointingly the numbers of both staff and students commuting by car and bike increased and decreased slightly respectively. These fluctuations, however, are not unusual and the overall trend is still toward more sustainable modes of transport.

The numbers of staff and students taking advantage of transport-related offers and initiatives provided by De Montfort University, and others, rose this year, with 45% and 55% respectively stating that they had accessed at least one. The most popular initiatives amongst staff and students were the Park and Ride annual passes (staff), Student Railcard (students) Hospital Hopper (staff and students) and bike-related support schemes (staff and students).

The number of staff and students who said they would be willing to alter their main mode of commute also increased this year with 24% of staff and 32% of students suggesting they would be willing to change. As has been the case in previous years, students and staff both reported that financial incentives 'Greater rail subsidies' and 'Greater bus subsidies' would encourage them to change their behaviour the most.

CO₂e emissions from transport increased 24% in 2016/17, primarily as a result of an increase in the numbers of students and staff enrolled/employed at De Montfort University, and in the distances travelled by students commuting via single occupancy vehicle. Despite the increase the University remains on track to achieve targeted scope 3 emissions reductions from commuting.

The full report can be found in Appendix 1.

7. Contact with External Organisations

Relationships with Leicester City Council staff have continued to operate effectively; in particular with Andy Salkeld, Cycling Co-ordinator, Hannah May (Transport Development Officer), George Pollard (Workplaces & Neighbourhood Cycling Officer) and Bal Minhas (Transport Planner).

De Montfort University's relationship with colleagues at Leicestershire County Council has continued, allowing us to continue to provide free Park & Ride passes to DMU staff.

Our relationship with UHL NHS Trust regarding use of the Hospital Hopper continues.

Our membership of SmartGo Leicester continues and has strengthened our relationships with other major city centre employers.

The relationship between De Montfort University and University of Leicester environment teams has continued.

8. Targets, Monitoring and Review

The university will continue to conduct annual surveys of staff and student travel patterns and annual reviews of facilities. The survey will normally be conducted in spring each year, to ensure as much continuity as possible from previous years and to make comparisons meaningful. The facilities review will normally take place in the summer, but in any case in good time for inclusion in the progress reports, which will be prepared in October/November with a view to being submitted to Leicester City Council in December, and published internally in the New Year.

The SMART targets for the Phase 3 Travel Plan are:

1. Scope 3 emissions from commuting to be a three-year average of <7500 tCO₂e by 2018/19¹
2. Number of cycle spaces on campus to be greater than 700 by 2017²
3. Three-year average for Staff commuting by Single Occupancy Vehicle: 42% 2015-2017, 41% 2017-2019³

¹ Improvement on the best performing rolling 3-year averages from Travel Survey data 2005 -20014.

² 10% increase on 2014 figure.

³ Based on reducing the figures from the period covered by Phase 2.

De Montfort University Travel Survey 2017

Executive Summary

Overall 2197 people (1497 students and 700 staff) responded to the 2017 Travel Survey. This represents an 11% increase on 2016 response levels with the biggest increase in responses coming from students. Again, undergraduate students made up the majority of student responses, and Professional Services the majority of staff responses.

Amongst staff, commuting by single occupancy vehicle was again shown to be the most popular form of commute; however, increases in those using the Park and Ride and walking/running were also evident. Amongst students, commuting on foot (walk/run/skate) was the most popular with 71% of students commuting in this way. Disappointingly the numbers of both staff and students commuting by car and bike increased and decreased slightly respectively. These fluctuations, however, are not unusual and the overall trend is still toward more sustainable modes of transport.

The numbers of staff and students taking advantage of transport-related offers and initiatives provided by De Montfort University, and others, rose this year, with 45% and 55% respectively stating that they had accessed at least one. The most popular initiatives amongst staff and students were the Park and Ride annual passes (staff), Student Railcard (students) Hospital Hopper (staff and students) and bike-related support schemes (staff and students).

The number of staff and students who said they would be willing to alter their main mode of commute also increased this year with 24% of staff and 32% of students suggesting they would be willing to change. As has been the case in previous years, students and staff both reported that financial incentives 'Greater rail subsidies' and 'Greater bus subsidies' would encourage them to change their behaviour the most.

CO₂e emissions from transport increased 12% in 2016/17, primarily as a result of an increase in the numbers of students and staff enrolled/employed at De Montfort University. Despite the increase the University remains on track to achieve targeted scope 3 emissions reductions from commuting.

1. Introduction

As part of De Montfort University's commitment to the Phase 3 Travel Plan, and to satisfy our Section 106 reporting commitments, each spring a Travel Survey is carried out to gain information about the way staff and students travel to campus and the facilities and offers they take advantage of. The results of this survey are outlined below.

2. Respondents

A total of 2197 people (1497 students and 700 staff) responded to the survey, with 2193 (1493 students and 700 staff) providing useable data. This figure represents an 11% increase on last year with the biggest increase seen in the numbers of students responding (1497 in 2017 compared to 1286 in 2016). As in previous years, undergraduates represented the majority of respondents – 60% of all respondents - with the highest proportion of staff responses coming from Professional Services staff.

3. Modal Travel Choices

As part of the survey staff were asked to select the mode of transport they “USUALLY use for the *main* part” of their journey. Unfortunately some staff chose multiple options. Where possible, the mileage figures were used to deduce the main mode of transport, however in some cases the results had to be excluded from this section of the analysis. The remaining results are set out below.

3.1 Staff

Table 1. Staff modal travel choices to the nearest %, 2003 – 2017.

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Single car driver					44	48	44	47	45	42	47	40	41	37	41
Car share driver	60 ^b	55 ^b	60 ^b	54 ^b	5	5	6	5	7	6	5	5	5	5	4
Car share passenger	5	5	5	5	4	4	5	4	4	5	3	5	4	3	4
Hospital Hopper	n/a	n/a	n/a	n/a	1	1	2	2	2	1	1	1	1	2	2
Park & Ride	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0	1	1	2	5	6	7
Other Bus	11	11	9	10	11	9	8	9	10	8	10	7	7	6	7
Train	4	4	5	9	9	11	11	10	8	10	7	10	8	13	10
Bicycle	6	9	6	6	10	6	10	9	9	11	9	12	11	13	9
Walk/Run	12	14	12	14	15	15	15	13	13	14	15	17	15	14	16
Motorcycle					1	0	<1	<1	0	0	0	0	0	0	1
Other	1 ^b	2 ^b	1 ^b	2 ^b	1	0	0	0	0	2					1
Variable	n/a	n/a	n/a	n/a	n/a	n/a	1	<1	1	0	2 ^b	0 ^b	1 ^b	1 ^b	n/a

^bFigures combined in survey.

As can be seen in Table 1, over the past 14 years there has been a positive trend toward staff choosing more sustainable travel options for their usual commute, with the numbers travelling by car (including car share) falling from 65% in 2003 to just 49% in 2017.

One particular success has been the increase in the numbers of staff choosing to commute by Park and Ride – with 7% of staff respondents in 2017 selecting Park and Ride as their main form of commute, in comparison to just 1% in 2013. This is, in part, likely a response to the initiative launched in October 2014 where all permanent De Montfort University staff were offered a free annual Park and Ride pass in place of a car parking permit. This initiative remains popular and annual passes continue to be available to staff who apply for them.

Another positive trend evident in 2017 is the increase in staff members choosing to walk or run to campus, with 16% detailing this as their usual mode of travel. This is one of the highest percentages returned by the survey, representing a 4% increase on 2003 levels and a 2% increase on figures from last year.

Disappointingly there has been a slight decrease in the numbers of staff choosing to commute by train and bicycle (a 3% and 4% reduction on 2016 levels respectively); however these fluctuations are not unusual and an upward trend in sustainable transport options is still evident since 2003. It is hoped the opening of new, secure, indoor cycle storage facilities in the Vijay Patel building, as well as the continuation of existing support schemes for cycle users will encourage renewed uptake in cycling in 2018.

3.2 Students

Table 2. Student modal travel choices to the nearest %, 2006 – 2017.

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Single car driver	20 ^b	20	18	16	13	13	15	10	14	10	9	11
Car share as driver		2	3	1	2	2	2	1	1	2	1	0
Car share as passenger	3	2	3	3	3	2	3	1	1	2	2	1
Hospital Hopper	n/a	1	1	<1	<1	1	1	1	1	1	<1	1
Park & Ride	n/a	n/a	n/a	n/a	n/a	<1	1	1	1	1	<1	1
Other Bus	14	16	16	13	14	12	11	11	11	8	7	7
Train	8	6	10	10	10	7	9	7	9	6	7	6
Bicycle	4	4	2	4	3	2	4	4	2	2	3	1
Walk/Run/Skateboard	51	49	48	52	53	60	53	64	60	68	69	71
Motorcycle	0	1	0	0	<1	<1	1	0	0	0	0	0
Other	0	1	0	<1	<1	0	1	0				1
Variable	n/a	n/a	n/a	1	<1	0	0	0	0 ^b	1 ^b	1 ^b	n/a

^bFigures combined in survey.

Table 2 outlines the modal travel choices of students in 2017. As has been increasingly evident in recent years, students appear to be primarily using 4 modes of transport to get to the De Montfort University campus. These are: train (6%), bus (8% inc. Hospital Hopper), car (12% inc. car share) and walking/running/skateboarding (71%); with the latter being overwhelmingly the most popular choice amongst students, with nearly three quarters travelling this way. This is a fantastic achievement for the University, representing a 20% increase on 2006 levels, and is the highest percentage returned by the survey to date. This may be a response to the increase in student accommodation close to campus as well as the pedestrianisation scheme and focus on encouraging students to travel by sustainable means.

Similarly to the results of the staff survey, a slight increase in the number of students commuting by single occupancy vehicle, and a decrease in the number of students commuting by bike (2% change respectively), is evident. Although disappointing, this level of fluctuation is not unusual and it is hoped that the opening of a new dedicated indoor cycle storage facility for students will contribute to reversing this trend.

4. Utilisation of sustainable transport initiatives and offers

As part of the survey staff and students were asked which of the transport-related offers and initiatives provided by De Montfort University they had taken advantage of. The results are set out below.

4.1 Staff

Of the 698 staff who answered, 314 (45%) said that they had taken advantage of one or more initiatives over the past 12 months. This represents a 5% increase on last year's figures, where only 40% of respondents reported taking advantage of sustainable transport offers and initiatives.

Two offers which experienced an increase in popularity amongst staff this year were the free annual Park and Ride passes and free use of the Hospital Hopper, which 8% and 11% of staff respectively said they had taken advantage of. The latter, in particular, is very positive as an increase in use of the Park and Ride means fewer cars travelling into the City Centre and to the De Montfort University car parks.

As in previous years, bicycle-related initiatives remain popular with staff with 13% indicating they had made use of cycle storage on campus (lockable, covered and uncovered) in the last 12 months and 8% reporting they had borrowed cycle lights and/or D-locks. These figures are similar to those from previous surveys; therefore suggesting that staff members are continuing to incorporate travelling by bicycle into their weekly commute. This is encouraging to see, particularly as the numbers of staff selecting cycling as their primary form of commute has fallen this year.

4.2 Students

Of the 1434 students who responded, 784 (55%) said they had taken advantage of one or more initiatives and offers in the past 12 months; representing an 8% increase on 2016 figures. As in previous years the student railcard proved to be overwhelmingly the most popular initiative, with 41% of student respondents making use of one. Of the initiatives offered by De Montfort University, the free Hospital Hopper journeys and bicycle storage facilities (lockable, covered and uncovered) were utilised most, by 9% and 6% of student respondents respectively. The latter percentage is particularly encouraging, as, similarly to the results of the staff survey, it suggests that more students are incorporating travelling by bike as part of their commute than the modal travel results suggest.

5. Potential for encouraging behavioural change

As part of the survey staff and students were also asked whether they would consider altering the mode of travel they usually used for their commute, and, if so, what factors would encourage such a change.

5.1 Staff

Of the 700 staff who responded to this section of the survey, 167 (24%) indicated that they would be willing to alter their mode of transport (30% unwilling to consider; 46% do not currently drive). Encouragingly this represents a slight increase (3%) on the number of staff who indicated they would be willing to consider a change in 2016.

As in previous years financial incentives proved the most popular with 31% and 32% of those who responded 'Yes' indicating that 'Greater rail subsidies' and 'Greater bus subsidies' respectively would encourage them to change their commute. These figures are slightly higher than last year and suggest that either a) the discounts/offers provided through SmartGo Leicester are not yet sufficient to encourage staff to change their mode of travel; or, b) that not enough is being done to promote SmartGo Leicester. The latter is supported by the finding that only 10% of staff respondents are members of SmartGo Leicester.

The second most popular request from staff was for more frequent/reliable public transport from their home to De Montfort University; with 35 people (21%) making comments related to this in the 'Other' section. Other popular requests were for improved cycle facilities (15%) and extra showers and changing facilities (16%). It is hoped the opening of the new Vijay Patel cycle storage facility will, in part, address the former.

5.2 Students

Of the 301 students who responded to this section of the survey, 99 (32%) indicated that they would be willing to consider altering their commute. This figure represents 56% of students who currently commute by car (inc. car share).

As with staff, the most popular factors for encouraging students to consider change were financial ones, with 34%, 41% and 14% indicating that 'Greater rail subsidies', 'Greater bus subsidies' and fuel price increases respectively would encourage them to change their travel choices. Other factors popular with students were improved cycle facilities (19%), the introduction of a DMU cycle hire scheme (19%) and better information on alternatives (16%).

6. Summary of comments

6.1 Staff

Of the 700 staff that completed the survey 282 chose to leave comments. A wide variety were received ranging from positive comments about specific initiatives and general support provided by De Montfort University, to more critical comments regarding parking and support for staff who feel that commuting by car is their only feasible option.

As expected, and has been the case in previous years, a large percentage of the more critical comments focussed on the lack of parking spaces and the need for staff to arrive at the University increasingly early

(before 8am) to get a space. This appeared to be particularly troublesome for those with childcare duties as the below comment illustrates:

“The current main car park is totally inadequate for the number[s] of staff who wish [to] use it and is a major source of stress. You have to arrive by 8am to get a space (even in the car share), which is not compatible with childcare/school hours.”

A number of people suggested this problem could be alleviated by increasing the campus exclusion zone to 5 miles (where there is good public transport); by better delineating parking spaces to fit more vehicles in, or by taking a different approach to permit allocation (although none suggested an alternative approach).

Another common theme was the request for electric vehicle charging points on campus, with many staff saying that they would like to purchase an electric vehicle, but currently feel unable to do so because of the lack of charging points. Associated with this, staff also suggested aligning permit prices to DVLA taxation bands, or providing discounted permits for electric vehicle owners. This, they believed, would be a good way to encourage those who will not change their mode of transport, to at least switch to a more environmentally friendly vehicle.

Another common frustration was the quality of the public transport offer in Leicester, with many expressing concerns about the reliability of bus services and the lack of buses running later in the evening (after 6pm). Concerningly, one service which received a number of negative comments was the Hospital Hopper, which De Montfort University currently subsidise for staff and students.

“[The] Hospital Hopper offers a poor service and is regularly not on time”

“Please address the poor service provided by the Hospital Hopper bus. 1. On a regular basis, the bus that should turn up at the LRI at the Welford Road stop at about 5:15pm to go back to London Road DOES NOT ARRIVE and consequently passengers are left waiting for ONE HOUR for their bus. As it is rush hour, passengers are stood in one of the heaviest traffic environments in Leicester as they wait. 2. It is generally unreliable in its timings - obviously this is partially the effect of rush hour traffic but it doesn't entirely explain it. As a result ... I have reverted to driving to work...”

As well as the reliability, the price of public transport, including trains, was also frequently mentioned as an issue by staff, with many suggesting that the price of train and bus fares is discouraging them from commuting in that way. Many expressed a desire for De Montfort University to provide a greater level of support (financial and other) for those commuting by train/bus; including a greater number of discounts across multiple service providers and the introduction of a salary sacrifice scheme for season ticket holders.

Other requests made by staff included the allowance for more flexible working; increased cycle storage facilities and shower and changing areas; greater support/incentives for commuting on foot and the (re)introduction of Park and Stride and Park and Cycle initiatives.

On a more positive note, a number of staff did leave comments praising the University for introducing a Travel Plan and for encouraging use of sustainable transport.

“Lots of options are available for people and it's great that they [De Montfort University] supports [sic] people in getting to work in more eco-friendly ways that are also beneficial to health and wellbeing”

“I believe the way DMU support sustainable travel is helpful to both students and staff alike, long may it continue”

Overwhelmingly the most complemented initiative was the free annual Park and Ride passes provided to De Montfort University staff. A number of staff relayed thanks for putting the initiative in place and expressed the enormous difference that utilising this offer had made to their morning commute and their mental health. A couple of examples of such comments can be seen below:

“DMU should continue to offer the free park and ride scheme to staff as it is fantastic. I have been using this [scheme] for the last 3 years and I wouldn't go back to parking at DMU. My stress levels have definitely decreased without the stress of driving into town and trying to park at work. My journey time is also less [sic].”

“I really appreciate the park & ride scheme and find it has made an enormous difference to my wellbeing as I'm no longer required to drive in the city centre in rush hour traffic. I think more people should take advantage of this scheme and [I] am particularly grateful that it remains free to use. “

6.2 Students

Of the 411 comments left by students, an overwhelming number (59%) related to the lack of free or subsidised parking available. In particular, students commuting long distances believed free car parking spaces, or bursaries for using public car parks, should be made available to them. It was also suggested by some that commuting or part-time students were not adequately considered by the University's Parking Policy.

“There is not enough space for parking for students that commute. It is something that HAS to be looked at...”

“I feel that students who travel long distances for example 30 miles + should be entitled to onsite parking especially if car sharing”

As well as requests for on-site parking, a number of students asked for pick-up/drop-off zones to be made available:

“It would be helpful and useful if there was a drop off area for parking, as when I have a lot of props to carry in for my course sometimes I have to drive in order to get them all there...”

And concerns were also raised about the number of disabled parking bays available on campus:

“I am pleased to have been given a temporarily disabled pass [...] however, regularly there are not enough spaces available for me to park onsite. More disabled spaces would be really appreciated as I am unable to walk very far. Thanks”

“Do need more disabled parking spaces available [sic]”

“There are not any disabled parking spaces for the Vijay Patel building and definitely not enough for the university”

When considering these comments, it must be noted that 16% of student respondents to the survey commented on the lack of parking available, despite only 12% indicating that they commuted by car (inc. car share) in the survey. This therefore suggests that if parking were made available to students, many more would choose to drive to the University. This is supported by comments such as the one below:

“If parking was more accessible and cheaper on campus, I would bring my car.”

Other areas of concern included the quality and reliability of public transport in Leicester (with many requesting a University run/funded shuttle service) and the safety and security of the bike storage available on campus.

7. Greenhouse Gas Emissions from Staff and Student Commuting

As part of the travel survey staff and students were also asked to give further details about the type(s) of vehicle(s) they used for their commute as well as their weekly mileage. This information, along with carbon equivalent conversion factors provided by the Department for Business, Energy and Industrial Strategy, was then used to calculate the Greenhouse Gases emitted by staff and students during their commute. Figure 1 shows the results of this calculation.

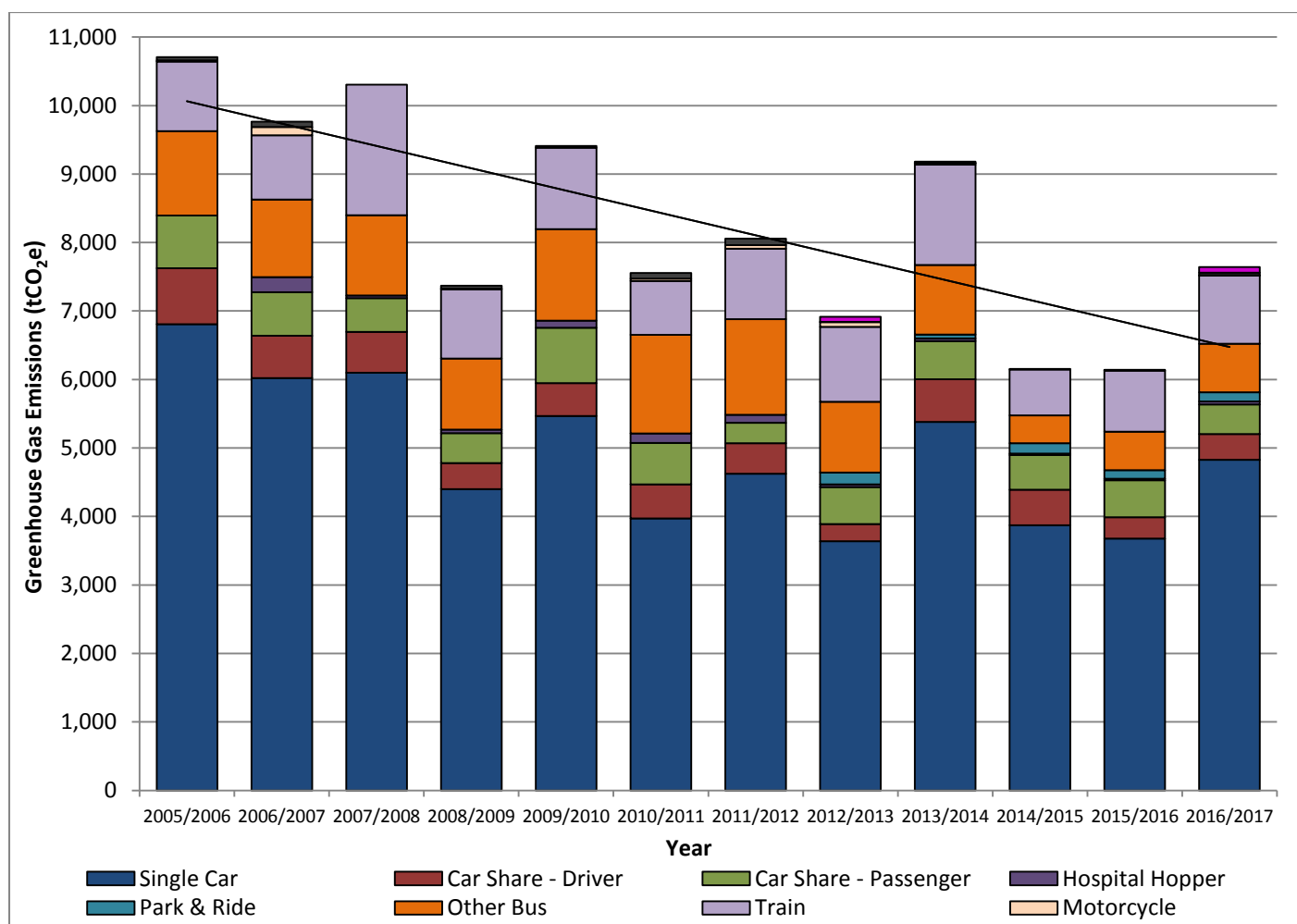


Figure 1. Greenhouse Gas emissions (tCO₂e) from staff and student commuting, according to mode of transport, 2005/06 – 2016/17.

In total, CO₂e emissions from staff and student commuting in 2016/17 were 7640tCO₂e (2711tCO₂e staff; 4929tCO₂e students). This figure represents a 24% increase on 2015/16 figures; with the majority of the increase attributable to a 29% rise in CO₂e emissions from student commuting. As in previous years, emissions from single occupancy car use account for the majority of emissions (63%), followed by train use (13%) and 'Other Bus' use (9%). The percentage of emissions accounted for by each mode of transport have remained relatively stable since 2015/16, however actual CO₂e emissions have increased across all categories (with the exceptions of Car Share and Motorcycle use).

The large increase (29%) in emissions from student commuting can primarily be accounted for by a 57% increase in the distances travelled by single occupancy vehicles – suggesting more students are commuting from their parent's home rather than living in halls. A 7% increase in the number of students enrolled at DMU during 2016/17 has also contributed to the rise.

Emissions from staff commuting have also increased slightly in 2016/17; however per capita emissions from staff commuting have remained fairly stable, fluctuating only 0.02tCO₂e over the past two years

Despite experiencing an increase in 2016/17, CO₂e emissions from commuting remain on a downward trajectory and on track to meet the target of achieving a three-year rolling average of less than 7500tCO₂e by 2018/19.

8. Actions proposed for 2017/18

- Review the Vehicle Parking and Cycling Policy
- Improve staff and student communication regarding sustainable transport initiatives
- Develop a variety of behavioural change initiatives for staff and students in partnership with Sustrans and Leicester City Council
- Expand the facilities available to cyclists, beginning with the opening of the new Vijay Patel Cycle store
- Investigate the potential to provide electric vehicle charging points
- Re-visit the potential to provide a salary sacrifice scheme for rail season ticket holders
- Review the provision of free Hospital Hopper journeys for staff
- Continue to provide annual Park and Ride passes to staff