

# Phase 3 Travel Plan

## 2014 - 2019



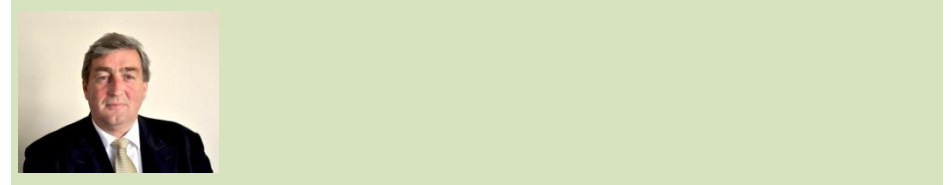
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## Foreword by David Carrott

**Director of Estates  
De Montfort University**



This Travel Plan forms a key part of our Green Impact programme and contains many innovative ideas and initiatives designed to support our staff and students in making smarter travel choices.

DMU has had a strong commitment to sustainability for more than 10 years. Across the university a wide range of projects including Green Impact and Smart Spaces help to ensure that we meet our Strategic Plan vision to make a significant contribution to global efforts to achieve environmental sustainability.

DMU has already been successful in achieving a reduction of single person car journeys and an increase in the use of more sustainable forms of transport by staff and students since the Travel Plan commenced. However, I believe that by engaging closely with staff and students on their transport habits, further progress can be made in reducing the impact of our daily commute. This will help to drive change in behaviour and foster environmental improvements both within our campus and across the city of Leicester.

## Introduction

This Travel Plan (TP) has been written to build on progress made from previous versions, which were first introduced by DMU in 2003. The plan is relevant to all DMU members; comprising over 20,000 staff and students across the campus. It has been written in conjunction with the Masterplan development proposed for the City campus – started in 2004 – which will continue during the timescale of the plan.

Phase 3 will continue to: support staff and students who travel to the university, or elsewhere on university business, by public transport, bicycle, on foot or by shared car; encourage university members who access DMU by car to consider other forms of transport whenever and wherever possible; apply the most recent research and best practice to enhance sustainable travel in connection with university business; and improve awareness of the policies of the Travel Plan among staff and students.

The SMART targets for Phase 3 are:

1. Scope 3 emissions from commuting to be a three-year average of <7500 tCO<sub>2</sub>e by 2018/19<sup>1</sup>
2. Number of cycle spaces on campus to be greater than 700 by 2017<sup>2</sup>
3. Three-year average for Staff commuting by Single Occupancy Vehicle: 42% 2015-2017, 41% 2017-2019<sup>3</sup>

The Transport Co-ordinator is Dr Ian Murdey who can be contacted on Extension 7924 or at [imurdey@dmu.ac.uk](mailto:imurdey@dmu.ac.uk).

<sup>1</sup> Improvement on the best performing rolling 3-year averages from Travel Survey data 2005 - 2014.

<sup>2</sup> 10% increase on 2014 figure.

<sup>3</sup> Based on reducing the figures from period covered by Phase 2.

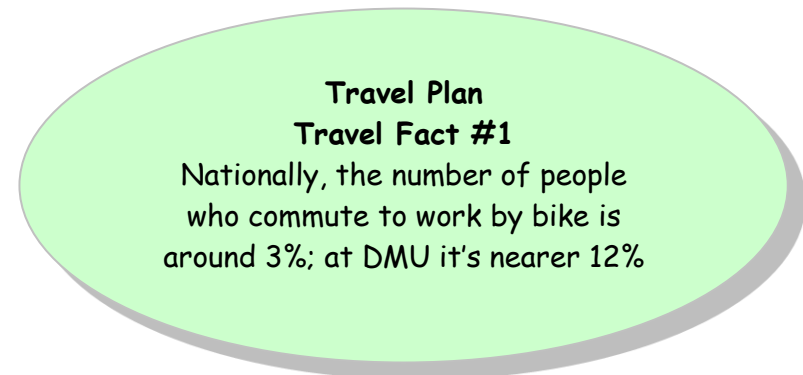
## Site Information

The TP deals with issues related to DMU's campus, centred on Mill Lane on the western edge of the city but including any other buildings that DMU operates during the lifespan of this plan. There are also two Halls of Residence owned by DMU, both within walking distance of the campus. Some additional, site specific, Travel Plan Documents are also available and they operate as extensions to this plan. Each of those documents has been approved by Bal Minhas, Leicester City Council's Travel Plan Officer.

For 2013/2014 there were approximately 21,000 students registered at the university. Figures for February 2014 also showed that 1409 full-time and 1510 part-time staff worked at DMU.

Students resident at the private and university-owned halls are able to easily walk to the teaching facilities, the QEII Leisure Centre, the cafes, bars and restaurants within the Student Union complex and nearby shops. There is, therefore, little need for most students to bring their cars to the university.

Students who are not resident at the halls are housed in private accommodation/lodgings or live at home.



## DMU Campus Development

In May 2004 the university received Outline Planning Consent for a Masterplan development programme to regenerate the city campus, creating a lively mixed use University City Quarter. The developments include upgraded teaching facilities, new and improved catering facilities, new student residential accommodation, commercial developments associated with the university and a range of street level retail and service activities.

Developments which have been completed by the university include:

- ✓ Demolition of the unsightly James Went Tower.
- ✓ Property acquisitions to secure plots for new buildings.
- ✓ Construction of the Campus Centre Building – includes state of the art catering facilities on the ground floor, the university's Student Union facilities on the first floor and teaching facilities and conference facilities on the second floor.
- ✓ Construction of a new academic building – the PACE Building – a centre of excellence for the teaching of performance arts.
- ✓ The Ring Road / Magazine Gateway project which involved the removal of subways and the remodelling of the highways to create an attractive tree-lined walkway into the city centre from the University Quarter.
- ✓ Refurbishment of academic buildings including the conversion of Bosworth House into the Edith Murphy Building.
- ✓ Construction of a new Business and Law School to accommodate consolidated teaching facilities from various buildings across the campus.
- ✓ Public realm works to create 'Magazine Square' and 'Hawthorn Square'.

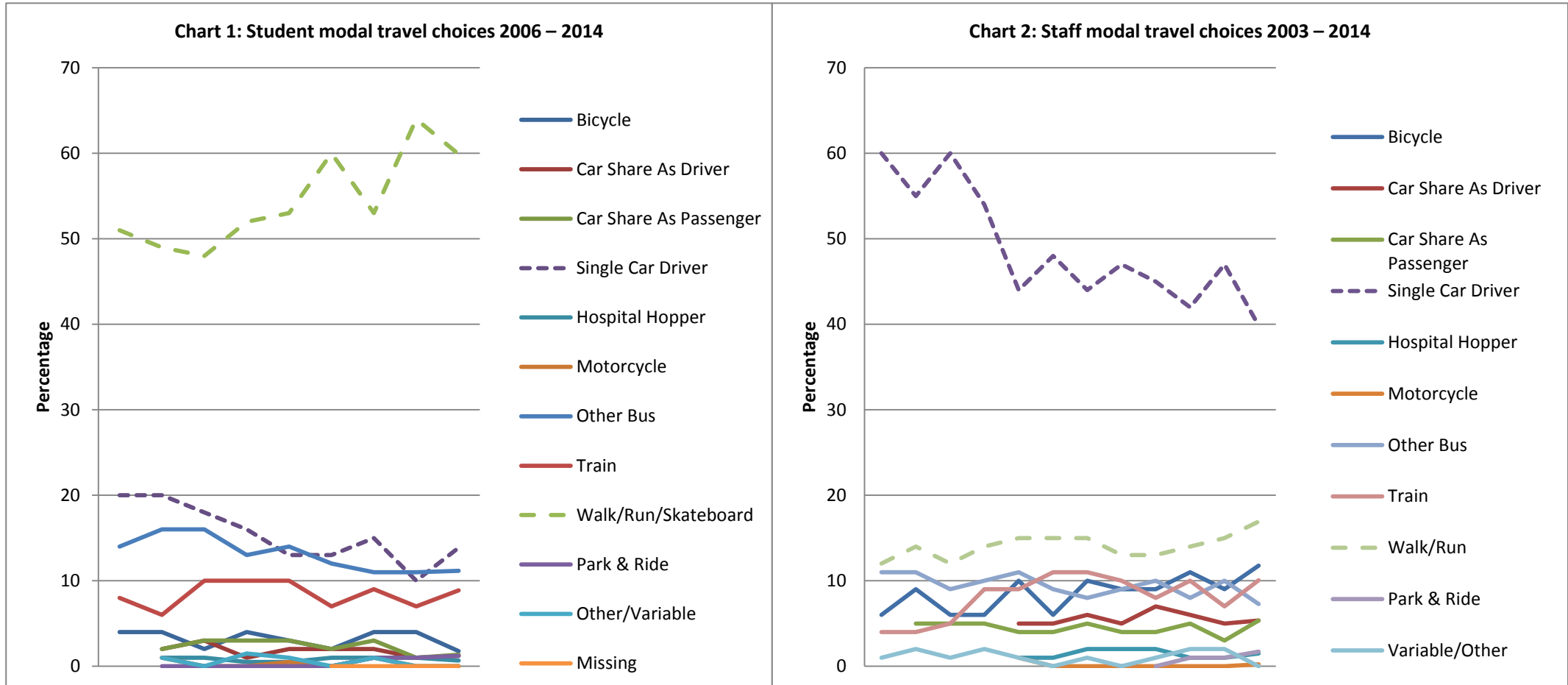
- ✓ Construction of the QEII Leisure Centre.
  - ✓ Pedestrianisation of the centre of the campus around Mill Lane and The Gateway.
  - ✓ Addition of new buildings including Heritage House and John Whitehead.
- Developments which are currently under construction also shown on the approved Masterplan include:
- ✓ The construction of a new Art and Design Building adjacent to the River Soar waterfront.
  - ✓ Landscaping the pedestrianised zone.

The Phase 3 Travel Plan reflects the overall Masterplan development concepts of improving the linkages between the university and the wider urban area, improving permeability, vehicular access, pedestrian routes, and visual connections; whilst simultaneously reducing noise and pollution.



# Transport Choices

Student and staff travel choice changes during Phases 1 and 2 have been measured using annual Travel Surveys and the results can be seen in the charts and tables below.



**Table** Modal travel choices during Phases 1 and 2; % (to nearest 1%).

	Students								Staff										
	2006	2007	2008	2009	2010	2011	2012	2013	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Single car driver	20 <sup>a</sup>	20	18	16	13	13	15	10	60 <sup>a</sup>	55 <sup>a</sup>	60 <sup>a</sup>	54 <sup>a</sup>	44	48	44	47	45	42	47
Car share driver		2	3	1	2	2	2	1					5	5	6	5	7	6	5
Car share passenger	3	2	3	3	3	2	3	1	5	5	5	5	4	4	5	4	4	5	3
Hospital Hopper	n/a	1	1	<1	<1	1	1	1	n/a	n/a	n/a	n/a	1	1	2	2	2	1	1
Park & Ride	n/a	n/a	n/a	n/a	n/a	<1	1	1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0	1	1
Other Bus	14	16	16	13	14	12	11	11	11	11	9	10	11	9	8	9	10	8	10
Train	8	6	10	10	10	7	9	7	4	4	5	9	9	11	11	10	8	10	7
Bicycle	4	4	2	4	3	2	4	4	6	9	6	6	10	6	10	9	9	11	9
Walk/Run	51	49	48	52	53	60	53	64	12	14	12	14	15	15	15	13	13	14	15
Motorcycle	0	1	0	0	<1	<1	1	0	1 <sup>a</sup>	2 <sup>a</sup>	1 <sup>a</sup>	2 <sup>a</sup>	1	0	<1	<1	0	0	0
Other/variable	0	1	0	<1	<1	0	1	0					1	0	0	0	0	2	2

<sup>a</sup> Figures combined in the survey

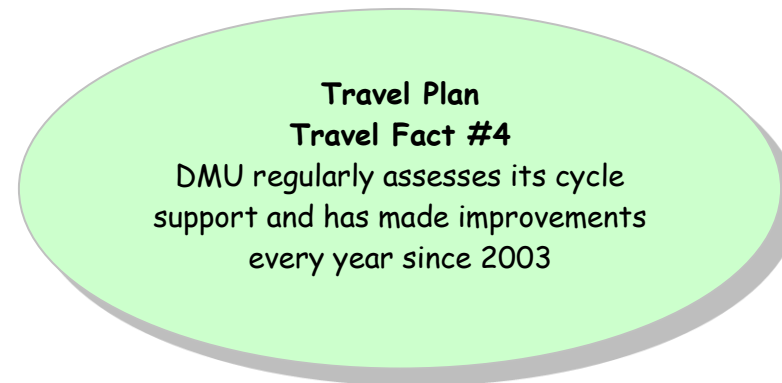
The percentages of staff and students who choose to walk or run to the university score very highly in the results: This is not unexpected for students given the close proximity of many of the halls of residence but it is very positive that commuting to DMU on foot is the second highest travel choice for staff. The increases in both figures may be attributed, at least in part, to some of the initiatives introduced by the Travel Plan.

At the campus there are no facilities for student parking and there has been a clear reduction in the numbers of students accessing the campus by car. Staff figures have plateaued after an initial drop but this is in contrast to the city as a whole, which has seen an increase in commuting by car in recent years (source: Leicester City Council officer January 2014). Greater enforcement of parking restrictions in the car parks and improved communication of the availability of alternatives have helped to make these results possible.

Visual inspection of our bike facilities show an increase in the numbers of people cycling to campus but, as only 4% of students report that they are regular cyclists, more work can be done to promote this as a suitable method of travelling to DMU. Continuous improvement of cycle parking facilities will form part of the solution and it remains necessary to work with the Student's Union (DSU) and the Local Authority (LA) to ensure that cycling routes to the university are safe and perceived

to be so. In contrast, staff cycle numbers have reached levels that are between 3 and 4 times the national average, which reflects the amount of work that has gone into making this an attractive method of commuting to work.

Bus transport remains a relatively easy but expensive method of travelling for staff and students and these figures show that there is room for improvement in this area as numbers are falling. Greater promotion of the discount schemes offered by FirstBus and Arriva may help to make significant increases in this area but much of the work to improve general patronage of public transport (PT) lies with the LA on PT providers. This should include both buses and trains as 22% of students reported that they travel over 10 miles to get here. It is important that DMU works in partnership with these external agencies to ensure that any changes benefit our members. One improvement that may help to achieve a modal shift onto buses is the rerouting, by the city and county councils, of the Enderby Park & Ride service that now stops close by DMU on Oxford Street.



## Transport Initiatives

This section highlights the policies that have helped to achieve the results shown above and also sets out how the Phase 3 plan will build on the progress made.

### Promotion of the Travel Plan Group

#### Phase 1 (2003 – 2008)

- ✓ Attendance at Fresher's Fair and Open Days.
- ✓ Production of the GTP identity.
- ✓ Freebie giveaways.

#### Phase 2 (2008 – 2014)

- ✓ Greater use of social networking.
- ✓ Improved association with the Students' Union.
- ✓ Attendance at new staff Welcome Events.

#### Phase 3 (2014 – 2019)

- ✓ Expansion of the Green Impact programme.

## Car Parking

### Phase 1

- ✓ Introduction of car park charges; revenue ring-fenced for sustainable travel.
- ✓ Introduction of Pay & Display facilities.
- ✓ Affiliation to [www.leicestershare.com](http://www.leicestershare.com) car share database.
- ✓ Development of car share parking area.

### Phase 2

- ✓ Further expansion of Pay & Display provision.
- ✓ Reductions in the number of car park spaces.
- ✓ Vehicle Parking Policy updated.
- ✓ Electronic renewals introduced to improve the efficiency of the approval process.

### Phase 3

- ✓ Continuous review of car parking provision and application of the Vehicle Parking Policy.
- ✓ Greater promotion of the [www.leicestershare.com](http://www.leicestershare.com) car share database.



## **Cycling**

### **Phase 1**

- ✓ Cycle routes linking the Leicester campuses.
- ✓ High number of Sheffield stands around both campuses.
- ✓ Ten Cyclesafes for students outside the Fletcher Building.
- ✓ Fourteen cycle lockers plus D-lock loans for users of the John Sandford Sports Centre.
- ✓ Refurbished lockable cycle storage at the New Wharf Halls of Residence and free locks available to all key holders.
- ✓ An 80 space cycle lock-up for staff next to the Main Car Park.
- ✓ Helmet lockers, puncture repair kits, pumps, tyre levers, oil, and GT85 all available for free use within the cycle lock-up.
- ✓ Showers and changing facilities within the Campus Centre Building (7.30am – 8.45am) and the Sports Centre (all day) on the City Campus and within Brookfield House at Charles Frears.
- ✓ 'Cycling to Work: a beginner's guide' available free from the Transport Co-ordinator.
- ✓ Locks and cycle lights available to borrow from the Transport Co-ordinator.
- ✓ Puncture repair kits available for free.
- ✓ Reflective 'slap-bands' available for free.
- ✓ Hi-viz waistcoats available.
- ✓ Sheltered motorcycle parking next to the car share area.
- ✓ Regular attendance of Bikes4All second-hand cycle sales and Dr Bike sessions.

### **Phase 2**

- ✓ Covering of some Sheffield stands.
- ✓ New cycle lock-ups at John Whitehead, Hawthorn, Hugh Aston and Clephan buildings.
- ✓ Expansion of the provision of safety and security equipment to include free D-locks for students.
- ✓ Improved traffic calming on the campus.
- ✓ Introduction of a Bicycle Users Group (BuG).
- ✓ Introduction of an improved salary sacrifice scheme.
- ✓ Introduction of new shower and changing area.
- ✓ Hosting of the inaugural Leicester Castle Classic professional cycling race.
- ✓ Student-run cycle hire started on campus.
- ✓ Free cycle stand and tools in the Main Cycle Shed.
- ✓ Free public-use bicycle pump outside the Estates Services Building.

### **Phase 3**

- ✓ Regular evaluation and continued development of facilities.
- ✓ Landscaping of the shared-use pedestrianised zone to include cycle areas.

## Public Transport

### Phase 1

- ✓ Free staff and student use of the Hospital Hopper shuttle service that visits both campuses and the train station.
- ✓ 10% DMU staff discount off a range of FirstBus season ticket prices.
- ✓ Discounted Arriva bus Saver tickets for DMU staff.
- ✓ Student deals on bus tickets: see [www.arrivabus.co.uk/students](http://www.arrivabus.co.uk/students) and [www.firstforstudents.co.uk](http://www.firstforstudents.co.uk).
- ✓ Leicester Rail Station less than 1 mile from both campuses.

### Phase 2

- ✓ Subsidised local bus and rail use.

### Phase 3

- ✓ Engagement with the Park & Ride providers.
- ✓ Examination of existing city and county bus provision via Smartgo partnership.

## Pedestrians

### Phase 1

- ✓ Some traffic calming measures and road closures introduced.
- ✓ The Wednesday Park & Stride scheme at the Walkers Stadium that allows motorists to park away from the campus and walk to campus, adding some exercise to their weekly routine. This scheme included free pedometers.
- ✓ An Umbrella Pool in key university buildings that allows staff to continue to walk around the campus and surrounding areas on wet days.
- ✓ A pedestrian map showing visitors appropriate routes to the university from the bus and train stations (see [Figure 2 on page 10](#)).
- ✓ 10,000 Steps/Day Initiative maps that show the number of steps it takes to walk around campus.

### Phase 2

- ✓ Diverted ring-road to provide ground-level access to campus via the historic Magazine building.
- ✓ Increased traffic calming.
- ✓ Creation of landscaped squares.
- ✓ Increased number of safe crossing points for pedestrians.
- ✓ Introduction of a Walkers' Group.
- ✓ Pedestrianisation of campus centre.

### Phase 3

- ✓ Landscaping of the shared-use pedestrianised zone.
- ✓ Greater student involvement in DMU guided walk sessions.

## **DMU Activities**

We believe that the university should set a good example to its members so, when considering DMU's operating activities, we have included measures to ensure that the use of single occupancy vehicles and/or vehicles with a large carbon footprint is minimised:

### **Open Day Transport**

#### **Sustainable travel**

Open Day visitors are requested to use the most sustainable form of transport possible for their journey. Information on how to do this is available on the DMU Transport web-pages.

#### **Travelling by bike**

Visitors travelling by bike are able to use the free sheltered bicycle stands on the Main Car Park.

#### **Travelling by bus or train**

On arrival at Leicester train station or the central bus station visitors are offered a free shuttle bus to campus. DMU representatives are located at the stations to greet visitors on arrival and direct to the buses, which run to and from campus approximately every 20 minutes.

#### **Travelling by car**

Car parks, including an external overflow car park at the Leicester City FC stadium, are clearly signposted on the day. A bus is provided to transport visitors to and from the stadium for those visitors parking there.

#### **Shuttle service**

In addition to the shuttles described above, other buses are also provided to transport visitors to Wellesley House and Filbert Village Halls of Residence.

## **University Operated Vehicles**

DMU currently operates two electric vehicles within the Estates & Commercial Service Directorate:

Renault Kangoo Van Z.E. which has a 100% electric motor producing virtually zero noise pollution and operates for up to 100 miles per charge.

This vehicle incorporates at least 7% recycled plastic in its plastic mass, and has been designed in such a way that 95% of the materials used could have a second life (recyclable for other use or as a source of energy).

Goupil G3 Which is silent, non-polluting and economical with low maintenance costs. It has an on-board charger which allows easy connection to a 13amp socket.

## Additional Information

### Travel Plan Group (TPG)

The group represents as many different groups within the university as possible, including the Transport Co-ordinator, representatives from Estates and the Unions, academics, support staff and students.

### TPG Mission Statement

De Montfort University is committed to moving towards more sustainable forms of development and to ensure that accessibility to its campus and other buildings is improved for all students, staff and visitors.

Current national and regional transport policy is aimed at promoting more sustainable travel patterns in order to help minimise congestion and reduce pollution. De Montfort University supports the aims and objectives of current transport policy, and is committed to assisting in meeting these objectives within its development strategy, as well as within its normal day to day activities.

The Travel Plan seeks to improve sustainable forms of transport, and to make the use of these easier, safer, cheaper and more desirable. The plan aims to reduce congestion, both by reducing the need to rely on cars, and by encouraging more efficient use of the car, for example through car sharing.

### Transport Co-ordinator

The Transport Co-ordinator is Ian Murdey ([imurdey@dmu.ac.uk](mailto:imurdey@dmu.ac.uk)) who is employed to work 18.75 hours per week (0.5 FTE). The purposes of the role include the following:

- ✓ To co-ordinate the activities of the Travel Plan Group;
- ✓ To act as focal point for all staff and students on transport issues, and to regularly consult staff and students on the TP;
- ✓ To publicise current and proposed transport services;
- ✓ To assess relevant facilities on site, monitor their condition and seek improvements where necessary;
- ✓ To publicise the health benefits of walking and cycling;
- ✓ Where other means of transport are not practical, to encourage car sharing;
- ✓ To monitor the progress of local authority and other transport schemes in the area, to hold regular meetings with the local authorities and to ensure participation in any local transport initiatives;
- ✓ To liaise with other travel co-ordinators in the area;
- ✓ To organise regular travel surveys of staff and students;
- ✓ To undertake an annual review of the TP and assess progress towards targets.

## Car Parking Income

The car park income from DMU Parking Permits in 2013/14 was around £127,000.

## Other Useful Documents and Policies

The following documents are related to or associated with the TP:

[Car Parking Policy](#)

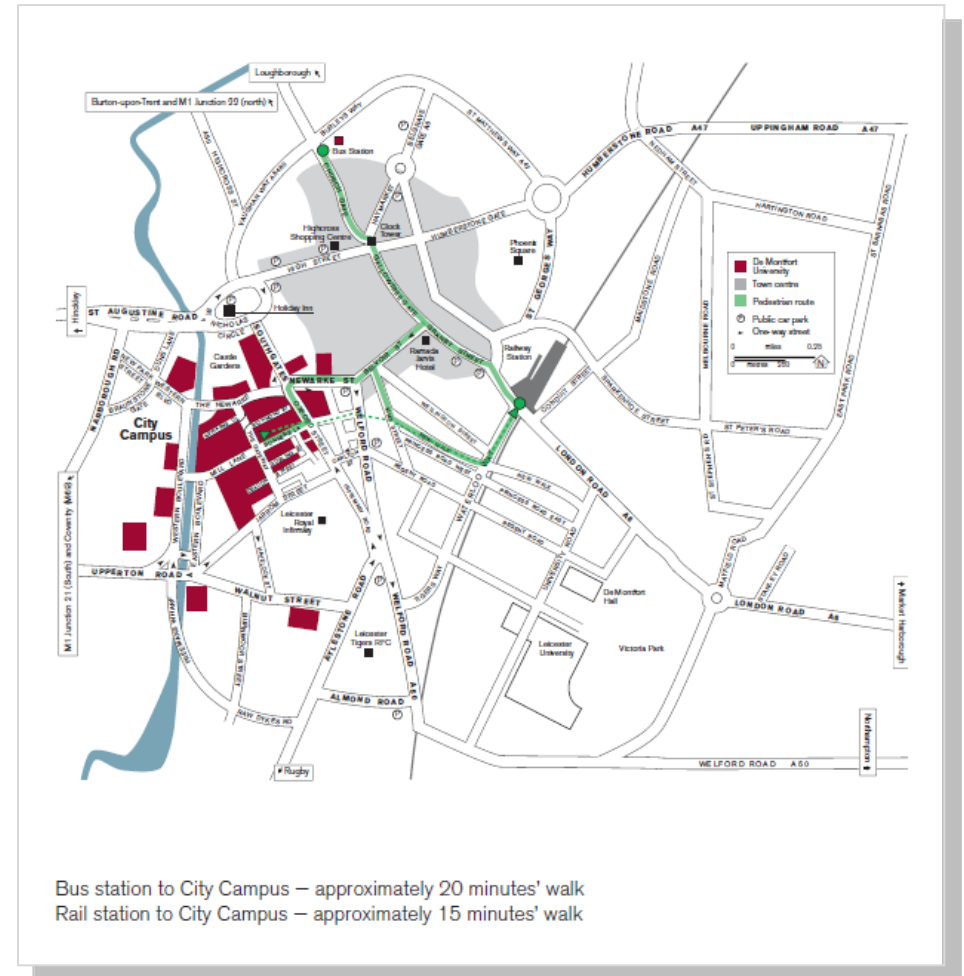
[Travel Plan Progress Report](#)

[Reimbursement of Travel Expenses](#)

[Travel Survey Results](#)

### Travel Plan Travel Fact #5

The most successful way to give up some car journeys is to be flexible with your travel. Don't be tied to using the same method every day.





**W: [dmu.ac.uk/transport](http://dmu.ac.uk/transport)**

