

# **Phase 4 Travel Plan (2022 – 2025)**

## **De Montfort University**



# DMU Phase 4 Travel Plan

## Contents

Introduction .....	4
Section 1 - Phase 4 Travel Plan Objectives and Targets.....	5
Section 2 – Travel Plan Rationale.....	6
United Nation Sustainable Development Goals (SDGs).....	6
Climate Emergency .....	7
University Carbon Reduction Targets .....	7
Campus development.....	7
Section 3 – Active and Sustainable Modes of Travel .....	7
Walking .....	7
Cycling.....	8
Public Transport.....	9
Section 4 - Phase 3 Travel Plan .....	9
Targets and progress.....	9
Initiatives implemented in Phase 3.....	9
Section 5 - Travel behaviours at De Montfort University .....	11
Current travel behaviours.....	11
Trends in travel behaviours .....	12
Utilisation of sustainable travel initiatives.....	14
Section 6 - Potential for encouraging behaviour change.....	15
Leicester Cycle Hire Scheme .....	17
Flexible and Home Working.....	17
Electric Vehicle charging points .....	17
Car Parking Provision .....	18
Workplace Parking Levy (WPL) .....	18
Appendix A: Phase 4 Travel Plan - Action Plan .....	20
Appendix B: University’s Carbon Footprint .....	26
Climate change and carbon emissions.....	26
Transport Related Emissions.....	26

## Table of Figures

Figure 1: University carbon emissions by source.....	26
Figure 2: Carbon emissions by detailed source .....	27
Figure 3: Carbon emissions from staff and student commuting with trend line.....	28
Figure 4: Mill Lane landscaping and rain gardens.....	8
Figure 5: Cycle racking in underground cycle store .....	10
Figure 6: DMU staff travel modes.....	11
Figure 7: DMU staff modal choice trends .....	12
Figure 8: Trends in staff modal choices .....	13
Figure 9: Student modal choices.....	14
Figure 10: Access of sustainable travel initiatives .....	15
Figure 11: Student use of sustainable travel initiatives.....	16

## **Introduction**

De Montfort University (DMU) is committed to promoting and encouraging sustainable and healthier travel choices for employees, students and visitors travelling to and from its sites.

The De Montfort University (DMU) Travel Plan (TP) focuses on transportation to and from DMU's Leicester city campus. It also includes any other buildings that DMU operate, such as Beaumont Park which is located on the edge of the city at Beaumont Leys. The plan consists of a set of actions and initiatives which have been identified by the University to encourage sustainable travel for employees, students and visitors.

The TP has been in place since 2003. It is an iterative document, which has been updated several times to review progress and implement measures to encourage the use of sustainable forms of travel. This version follows Phase 3, 2014-2019, and will cover the next 4 years, 2022 – 2025 i.e. Phase 4.

DMU is a contributor to carbon emissions within the city. It is therefore vital the University works to reduce this. Leicester City Council has an objective to be carbon neutral by 2030 To support these objectives, the TP focuses on enhancing access to alternative modes of transport to the private car and increasing sustainable travel initiatives. Employees, students and visitors will therefore be encouraged to adopt active travel to the University wherever possible.

The ultimate responsibility for delivering the TP rests with the Director of Estates and Facilities and the plan will be regularly reviewed by the Travel Plan group which includes representatives from across the University community.

## **De Montfort University**

De Montfort University (DMU) is a dynamic institution with a long and vibrant history of improving people's lives through education.

Originally founded as the Leicester School of Art in 1870, the University has evolved through many incarnations including the Leicester College of Art and Technology and Leicester Polytechnic. Leicester Polytechnic officially became De Montfort University on 26 June 1992.

The University has changed considerably over the past few years since its formation in 1992 with an initial programme of growth leading to the opening campuses in Milton Keynes, Lincoln and Bedford. Recent strategic approaches have seen a consolidation of the University's resources into Leicester city with the main campus centred on Mill Lane lying on the western fringes of the city centre. The DMU Beaumont Park sports centre is located at Beaumont Leys to approximately 3 miles to the north of the city.

DMU currently has over 23,000 students and over 3,000 staff members. The majority of staff members commute to the campus as their place of work. DMU owns two halls of residence within walking distance of the campus. In addition, private student halls, the DMU leisure centre, cafes, bars, shops, restaurants and the Students' Union are all within, or a short walk from, the campus. This eliminates the need for the majority of students to use a car.

The University is worth £500m to the UK economy each year and student spending supports 1,500 jobs in Leicester and 7,800 in UK. The University is a key employer either directly or indirectly within the city with 1 in every 30 Leicester jobs traced back to DMU and 1 in 10 working age city residents having studied at DMU. Furthermore over 3,200 students and staff contribute 33,400 hours volunteering in the surrounding area which is worth £482,000 to local economy each year.

The DMU Masterplan provides a guide to how the University could continue to develop the University estate over the long-term. The Masterplan shows how the various elements of the campus, buildings and spaces can be managed and developed to create a better balanced community, enhanced public realm and to conserve and enhance heritage assets. This TP has been developed while considering the estate aspirations of DMU as set out in the Masterplan.

De Montfort University is committed to the principles of sustainable development and protecting the environment, above and beyond our legal obligations. In order to accomplish this, we need to manage our transport needs to minimise harmful emissions.

The University will:

- Act to avoid unnecessary journeys, encouraging the use, wherever practical, of videoconferencing and virtual meetings teleconferencing
- Where journeys are necessary, promote the use of the most sustainable transport option (accounting for feasibility and practicality) by supporting walking, cycling and the use of public transport and shuttle buses for transport between sites or to external meetings.
- Where cars are the most practical form of transport available for a particular journey, seek to use them as efficiently as possible by encouraging the multiple occupancy of vehicles and avoiding duplication of journeys.
- Where vehicles are hired, leased or purchased by the University, favour the use of small, efficient, low-emission engines, including where possible electric vehicles

The Phase 4 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.

## **Section 1 - Phase 4 Travel Plan Objectives and Targets**

The Phase 4 Travel Plan builds upon the progress that has been made by previous travel plans and aims to reduce single occupancy vehicle use and reduce carbon emissions from staff and student commuting.

The Phase 4 Travel Plan objectives are to:

1. Increase the number of staff and students who travel to the University by public transport, bicycle, on foot or by shared car.
2. Reduce the proportion of single occupancy journeys to the University.
3. Increase the use of low or zero-carbon vehicle journeys to the University.
4. Improve awareness of the policies and sustainable transport initiatives at DMU.
5. Report progress on implementing the Travel Plan and in reducing carbon emissions from staff and student commuting.

In order to measure progress in meeting these overarching objectives, a number of targets have been set. The targets for the Phase 4 Travel Plan are:

1. Total carbon emissions from commuting to be a three-year average of <2500 tCO<sub>2</sub>e by the end of 2025. ((The three-year emissions average in 2018/19 from commuting is 5732 tCO<sub>2</sub>e.)
2. The percentage of staff commuting by sustainable alternatives<sup>1</sup> to be a three-year average of 65% by the end of 2023 and 67% by the end of 2025.
3. Three-year average for staff commuting by single occupancy vehicle to be 33% by the end of 2025 (The three-year average for staff commuting by single occupancy vehicle was 40% during 2015 - 2017 and 39.6% between 2017 – 2019.)

A detailed action has plan been produced to support the delivery of the overarching objectives, which can be found in Appendix 1 of this document and progress on implementation of the action plan will be reported to the Travel Plan Group.

Progress against the headline targets will be reported to the University Leader Board in the form of the annual sustainability report.

---

<sup>1</sup> Sustainable alternatives includes walking, running, cycling, public transport, and car sharing

## Section 2 – Travel Plan Rationale

### United Nation Sustainable Development Goals (SDGs)

In 2015, the United Nations (UN) adopted the 2030 Agenda for Sustainable Development and its 17 Sustainable Development Goals (SDGs). Together these goals represent an ambitious and far-reaching manifesto for a fair, peaceful and sustainable planet by the year 2030.

### SUSTAINABLE DEVELOPMENT GOALS



The 17 Sustainable Development Goals (SDGs), otherwise known as the Global Goals, are a universal call to action to end poverty, protect the planet and ensure that all people enjoy peace and prosperity.

DMU has committed within its the Empowering University strategy, to support the UN's 17 Sustainable Development Goals through our pioneering research, community work and ambitious teaching. DMU acknowledges the special role that education has to play in delivering the global goals and is working to play its part in meeting the goals.

In the 2030 Agenda for Sustainable Development, through which the SDGs were developed, sustainable transport is mainstreamed across several SDGs and targets, especially those related to food security, health, energy, economic growth, infrastructure, and cities and human settlements.

The importance of transport for climate action is further recognized under the UNFCCC i.e the transport sector will be playing a particularly important role in the achievement of the Paris Agreement, given the fact that close to a quarter of energy-related global greenhouse gas emissions come from transport, and that these emissions are projected to grow substantially in the years to come.

There are a number of SDG targets directly linked to transport, including SDG 3 Good Health & Well Being (increased road safety), SDG 7 Affordable and Clean Energy (cleaner fossil fuel technology and clean energy technology), SDG 8 Decent Work and Economic Growth (access to work), SDG 9 Industry, Innovation and Infrastructure (resilient infrastructure), SDG 11 Sustainable Cities and Communities (access to transport and expanded public transport), SDG 12 Sustainable Consumption and Production (consumption of natural resources), and SDG 13 Climate Action (climate mitigation and adaptation).

In addition, sustainable transport will enable the implementation of nearly all the SDGs through inter-linkage impacts, and provide benefits for vulnerable groups such as women, children, persons with disabilities and the elderly.

Embedding the UN's Sustainable Development Goals (SDGs) is increasingly a strategic aim for HEI's with their impact on society measured against success in delivering the SDGs. The success of HEIs in meeting this strategic aim has been included into benchmarking programmes including the new Times Higher Education (THE) Universities Impact rankings.

## **Climate Emergency**

In 2019 a climate emergency was declared by numerous national and local government bodies (including the UK Government, Leicester and Leicestershire County Councils). In response to the declaration of a Climate Emergency, ambitious strategies to achieve net-zero carbon emissions were developed locally.

DMU contributed to the development of The Leicester Climate Emergency Strategy April 2020 – March 2023 which was published early in 2020. The strategy seeks to enable rapid and substantial changes to the city's infrastructure, such as including replacing gas heating in buildings, reducing flights and businesses moving towards zero-carbon operations.

In November 2019 DMU formally acknowledged the Climate Emergency and committed to a series of actions to work towards net zero carbon targets. These commitments included to:-

- Work with Leicester City Council and other partners to support local action on the climate emergency
- Engage staff and students on climate change issues through the Carbon Literacy project
- Establish cross-University working groups in relation to key areas e.g. energy, procurement, and travel
- Complete an analysis of climate-induced risks to core operations of DMU
- Establish a communication strategy and brand for DMU's climate change and sustainable development initiatives

## **University Carbon Reduction Targets**

As part of the University's Climate Emergency commitments it has set carbon reduction targets. These targets are to:-

- Achieve net zero carbon emissions from our energy use (scope 1 and 2 sources) by 2032
- Achieve net zero carbon emissions from our scope 3 sources by 2045

Transport related emissions are classified as scope 3 emissions. Therefore the net zero carbon emissions target for 2045 will apply to the Travel Plan. The carbon reduction targets within this plan are linked to that overall scope 3 emissions target and will contribute to meeting that target.

## **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.

Through the Masterplan the University has made improvements to many of the buildings and the public realm on the campus.

## **Section 3 – Active and Sustainable Modes of Travel**

### **Walking**

Walking as a mode of travel offers many benefits. Not only is it an expense free form of travelling but it also offers additional benefits in terms of health, safety, access to services, improved mental well-being and sense of community.

Walking also offers a connection between other modes of travel including cycling, public transport and highway transport. This means that having safe, visually attractive and well-functioning pedestrian infrastructure is an important foundation to sustainable travel.

The City Centre location of the De Montfort University campus offers significant opportunities to students and employees to use walking as a mode of transport. The University is very close to Leicester city centre including the main shopping centre of The Highcross and it is also close to Leicester's train station and bus station.

During the Travel Plan Phase 3 the University delivered improvements to pedestrian and cycle routes through the campus with the pedestrianisation and landscaping of Mill Lane to provide a vehicle-free centre for the campus which includes rain gardens, cycle parking and improvements to public realm.



Figure 1: Mill Lane landscaping and rain gardens

## **Cycling**

Cycling offers many of the benefits applicable to walking. The University campus has good cycling links into the city centre and out towards the north and west of the city. Cycling infrastructure has benefitted from the Campus Transformation project which has improved cycling routes into the campus.

The campus is dissected by National Cycle Route (NCR) 63 which runs from Burton on Trent to Wisbech. NCR63 enters the campus at the junction of Grange Lane and Mill Lane. The route then follows Mill Lane through campus and across the River Soar and into Bede Park.

The University is also well served by other cycle routes for commuting and leisure activities. These routes include the cycleway along the River Soar to Watermead Park and Birstall plus along the Great Central Way to Glenfield and north of the city.

Leicester City Council have developed the Cycle City initiative which aims to deliver the Government's Cycling Delivery Plan and establish Leicester as the UK's leading cycling and people-friendly city.

The Leicester Cycle City Action Plan, developed to deliver this commitment, is part of the Connecting Leicester Programme and aims to reduce the dominance of cars and create an attractive, pedestrian and cycling-friendly city for citizens and visitors.

The benefits of this plan have already benefitted the University through improvements to Southgates and Newarke Street which have reduced road dangers and improved access for cyclists and pedestrians between the DMU Campus and the city centre as part of the Connecting Leicester Project.

### **Public Transport**

The city campus is well served by public transport with several bus stops on the edge of the campus on Infirmary Road. The routes that serve these stops include the Hospital Hopper which is the circular routes around the city which includes the three hospitals and the train station. The campus is also served by a number of bus service providers including Arriva, First Leicester and Centrebus. The University is also a short walk (less than 1 mile) to the two bus stations within Leicester.

Leicester has three Park & Ride sites which are located to the north of the city (Birstall), the south of the city (Enderby) and the west of the city (Meynall's Gorse). The Enderby service stops on the edge of the campus; the Meynall's Gorse service stops a 5 minute walk from campus and the Birstall service stops at the bus station which is a 20 minute walk.

The University is a 15 minute walk from Leicester train station which has services to London and the north and east and west to Birmingham and Lincoln. Leicester train station also has a bike hub where bicycles and equipment can be stored for a small charge.

## **Section 4 - Phase 3 Travel Plan**

### **Targets and progress**

DMU will continue to conduct annual surveys of staff and student travel patterns and use of, and demand for, facilities on an annual basis. The results of such surveys will be included in the annual Travel Plan Progress Report submitted to Leicester City Council and will be published on the DMU website. .

The SMART targets for the Phase 3 Travel Plan were:

1. Scope 3 emissions from commuting to be a three-year average of <7500 tCO<sub>2</sub>e by 2018/19<sup>2</sup>  
*This target was met. The three-year emissions average in 2018/19 from commuting is 5732 tCO<sub>2</sub>e.*
2. Number of cycle spaces on campus to be greater than 700 by 2017<sup>3</sup>  
*This target was achieved. At the end of 2019 there were 772 cycle parking spaces on campus (including 12 at Beaumont Park).*
3. Three-year average for staff commuting by single occupancy vehicle: 42% 2015-2017, 41% 2017-2019<sup>4</sup>  
*This target was achieved. The three-year average for staff commuting by single occupancy vehicle was 40% during 2015 - 2017 and 39.6% between 2017 – 2019.*

### **Initiatives implemented in Phase 3**

#### **Vehicle Parking Policy**

During the timeframe of the Phase 3 Travel Plan there was a continuous review of car parking provision and the Vehicle Parking Policy. Policy review produced the introduction of a tiered system of charging for car parking permits across the campus. The campus exclusion zone has been retained whereby staff members living within 2 miles of the campus are excluded from gaining a parking permit to encourage walking, cycling and public transport.

---

<sup>2</sup> Improvement on the best performing rolling 3-year averages from Travel Survey data 2005 -2014.

<sup>3</sup> 10% increase on 2014 figure.

<sup>4</sup> Based on reducing the figures from the period covered by Phase 2.

As part of the Campus Transformation project one car park on campus was removed to make way for the landscaping of Mill Lane and the Vijay Patel Building.

There was also a greater promotion of the [www.leicestershare.com](http://www.leicestershare.com) car share database to encourage car sharing and an examination of potential electric vehicle charging points.

### **Walking and Cycling**

Through delivery of the Vijay Patel Building, additional secure cycle stores were introduced and further secure cycle storage facilities were opened at The Watershed and Beaumont Park. The Vijay Patel cycle store contains a repair station and bike pump. The additional facilities led to cycle spaces reaching over 700 spaces on campus. The project also provided additional showering facilities in the Vijay Patel and the refurbishment of existing shower.



Figure 2: Cycle racking in underground cycle store

Staff and students were supported in their cycling to campus with the continuation of staff loans for locks, lights and lockers and free locks for students. Bike valve lights were also available to increase visibility of cycles from the side. Cyclists were also supported with monthly Dr Bike sessions to provide free maintenance for cycles.

National active travel days were also promoted on campus with a Bikers Breakfast on Bike to Work day and the introduction of Discovery Walks and Rides with Leicester City Council. These cycle rides were also offered to new students arriving at DMU as part of Freshers' Week activities and received a very good response.

The University offers a salary sacrifice scheme enabling staff to get a discount on the price of a new bicycle and accessories through the scheme. Towards the end of the Phase 3 Travel Plan the limit for this scheme was increased from £1000 to £3000.

### **Public transport**

The University maintained its membership of SmartGo Leicester enabling staff to access discounts from train and bus service providers. The scheme also provides discounts to electric bicycles and cycling accessories.

The University also maintained funding allowing free use of the Hospital Hopper bus service by staff and students. The service provided by University Hospitals Leicester (UHL) is a circular route which

links the three hospitals in Leicester as well as the train station and the stop for the Leicester Royal Infirmary is adjacent to the DMU campus..

Public transport was also promoted with the University offering over 100 free Park & Ride permits for staff each year to encourage staff to use the facility and become accustomed with the service.

## Section 5 - Travel behaviours at De Montfort University

### Current travel behaviours

Monitoring of the implementation of the Travel Plan and the travel behaviours amongst staff and students is measured through an annual travel survey.

The survey is released in the period before the Easter break and is open for a four-week period. The travel survey is promoted through a variety of different methods including social media, all user emails and promotions through the University's Intranet - DMU Connect. A financial incentive of a £100 prize is offered for staff and students to complete the survey.

The latest travel survey was opened in March 2020 but coincided with the national lockdown for the corona virus pandemic and as such resulted in a very low response rate. For the purposes of explaining current travel behaviours amongst staff and students data from the 2019 survey is therefore used.

A total of 1929 people responded to the Travel Survey in 2019 (937 students and 992 staff), a 36% increase on the 2018 responses. As in previous years, undergraduates represented the majority of respondents – 45% of all respondents - with the highest proportion of staff responses coming from Professional Services staff (64% of staff responses).

The most popular commuting method amongst staff remains single occupancy vehicle, 41% of staff use this as their main commuting method. However, 59% of staff are choosing sustainable alternatives for their commute, making sustainable travel the most popular type of commute. In 2019 the amount of staff travelling to the University by foot increased 3%.

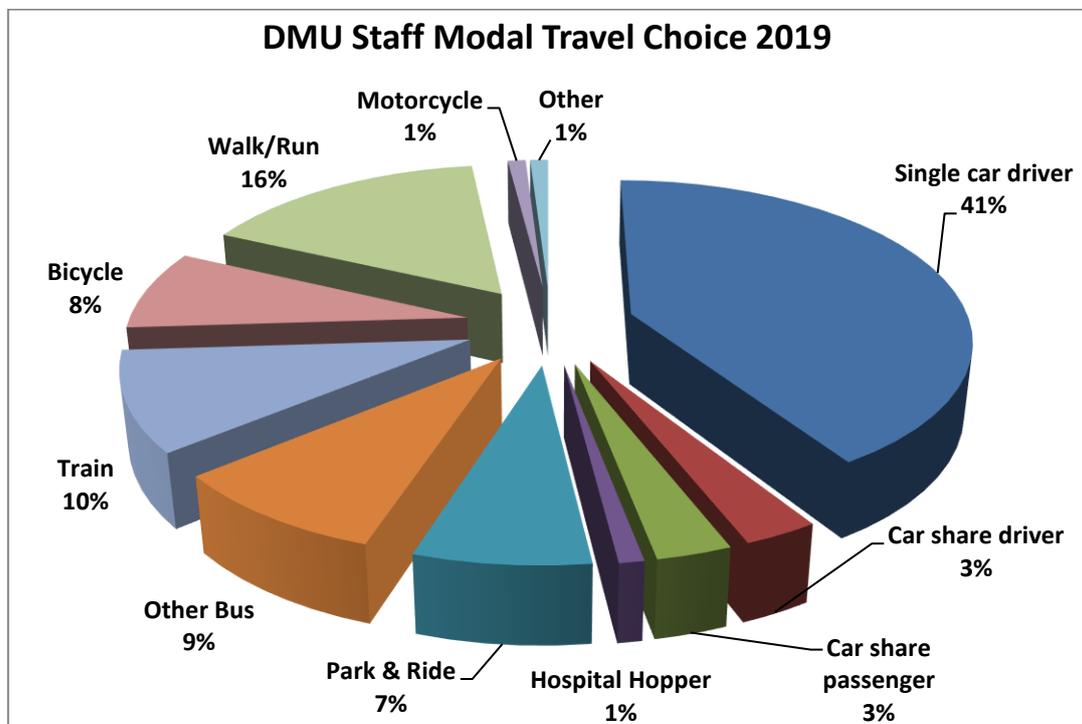


Figure 3: DMU staff travel modes

Of the staff that travel by single occupancy vehicle, 12% also use sustainable forms of transport as part of their commute and 43% said they would consider other transport modes.

The main motivation behind changing to more sustainable transport was greater discounts on buses and trains. Staff also frequently commented negatively on public transport reliability, frequency and cost.

The Travel Plan sustainable transport initiatives were used by 37% of staff, the free Park & Ride passes and free Hospital Hopper remain well used. Cycling initiatives also scored highly.

Amongst students, travelling on foot (walking, running, skating etc.) was again the most popular form of commute (83%), continuing the positive trend of this commuting type.

The number of students using transport initiatives increased slightly to 52%, the student rail card being most popular by a significant margin. Similarly to staff, students who said they would consider changing commuting from single occupancy vehicle to more sustainable travel would be motivated by financial initiatives.

### Trends in travel behaviours

The University has been measuring and reporting staff and student travel behaviours since 2003 when the first travel to work survey took place.

The data from these surveys can provide an insight into changing travel behaviours amongst staff and students and the effectiveness of initiatives to encourage more sustainable travel.

The data from staff travel shows a steady decline in single occupancy car travel to DMU, down from 60% in 2003 to just over 40% in 2019 (2020 data has been discounted as outlined above).

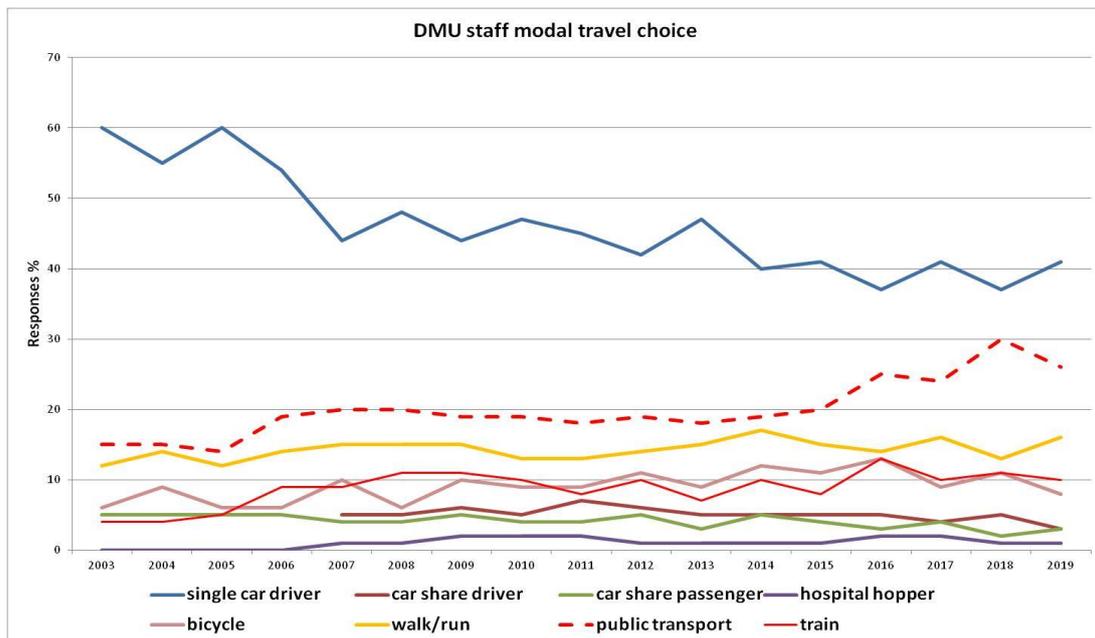


Figure 4: DMU staff modal choice trends

The results of the survey also show a gradual increase in the number of staff that walk or run to DMU. There is a prominent upwards trend in the number of staff which use public transport to travel to DMU. This data includes rail travel, bus travel, and travel by Park & Ride. The use of these transport modes has increased from 15% in 2003 to 25% in 2019.

There has also been a gradual increase in the number of staff who report that they cycle to DMU. The overall trend for this is upwards although in the past few years this has levelled out.

The vast majority of modal choices in the graph are shown to fluctuate from year to year but clear trends are still identifiable. The fluctuation of the results for the different travel modes also highlights that targets for travel and carbon reduction would be most credible if set as averages over a number of years.

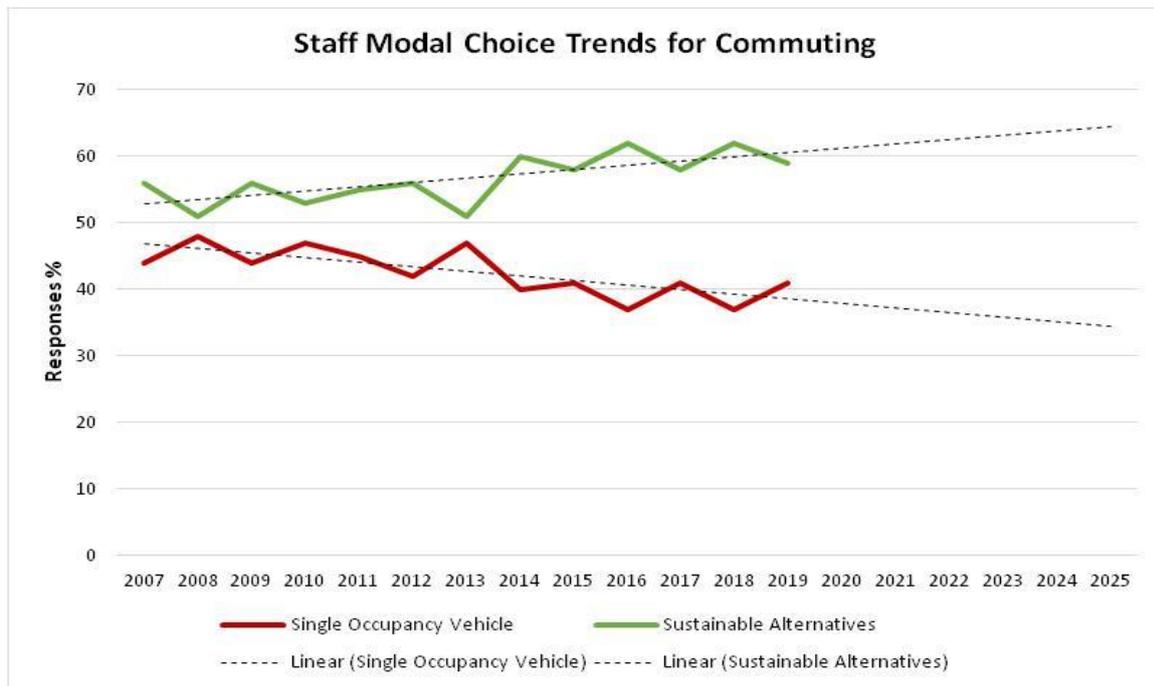


Figure 5: Trends in staff modal choices

The positive trend of staff choosing more sustainable travel options continues, the gap between staff travelling sustainably and in single occupancy cars is widening. This is testament to the Travel Plan and the sustainable alternatives it supplies, such as free Park & Ride permits and free Hospital Hopper travel. These trends have dictated the targets within this travel plan and the potential to reach them.

The amount of staff using sustainable modes of transport as their main part of their commute has increased from 35% in 2003 to 59% in 2019. The Park & Ride was used by only 7% of staff, who chose the Park & Ride as their main commute and 11% utilising the Park & Ride on a regular basis. All of the available free Park & Ride permits were issued to staff for the academic year 2019/20 (156 in total).

Cycling also remains popular, however, there has been a slight decrease in the number of staff using cycling as their main transportation (11% in 2018 to 8% 2019). A further 4% of staff are using cycling within their commute regularly.

Disappointingly, the number of staff commuting mainly by single occupancy car has increased from 2018 by 4% to 41%, however this still represents a 19% decrease from 2003. Interestingly, of the 41% of staff who use single occupancy vehicle as a main mode of transport, 12% also used another sustainable form of transport as part of their commute, mainly park and ride.

As with staff, student travel choices are also showing a positive trend towards more sustainable options. Only 5% of students now use single occupancy car as a main transport method to University, compared to 20% in 2006.

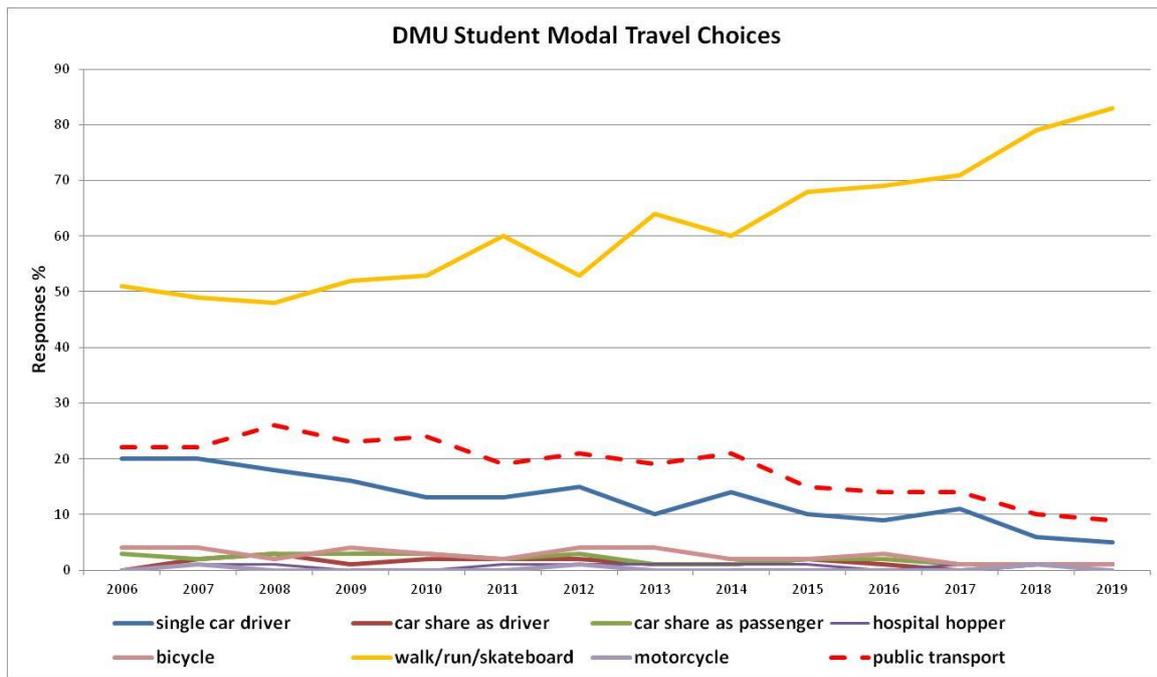


Figure 6: Student modal choices

Instead, students are choosing to travel by foot, with an 28% increase since 2006. This is believed to be a result of a) promotion of sustainable alternatives; b) proximity of student dwellings to the DMU campus; c) pedestrianisation of the city centre and campus, and d) limited city centre parking (inc. none on campus for non-disabled students).

Surprisingly, using a bicycle and public transport to travel to University is decreasing. However, this also may also be due to new student accommodation which is closer to campus allowing students to walk to the University in a short space of time.

### Utilisation of sustainable travel initiatives

The University offers a wide range of promotions and initiatives to support more sustainable travel choices. These promotions and initiatives are open to both staff and students, however more support is available to staff members due to the longer average distances travelled by staff. The extent to which these initiatives are accessed is monitored in several ways including through the annual travel survey.

As part of the annual travel survey members of staff and students are asked which of the transport-related offers and initiatives provided by DMU they had taken advantage of in the 12 months prior to completing the survey. As this question has been included in the survey for a number of years it is possible to identify trends in accessing the facilities provided.

### Staff

Analysis of the travel survey in 2019, which was completed by 992 staff members, indicated that a total of 629 (37%) have used one or more of the sustainable transport initiatives that have been offered.

The most popular of these initiatives were the cycle parking, the free Hospital Hopper service and the free Park & Ride permits. Staff also indicated that they had utilised the free cycle lock and loans scheme.

The result of the 2019 survey reflected the responses for the past three years which are shown in the chart below.

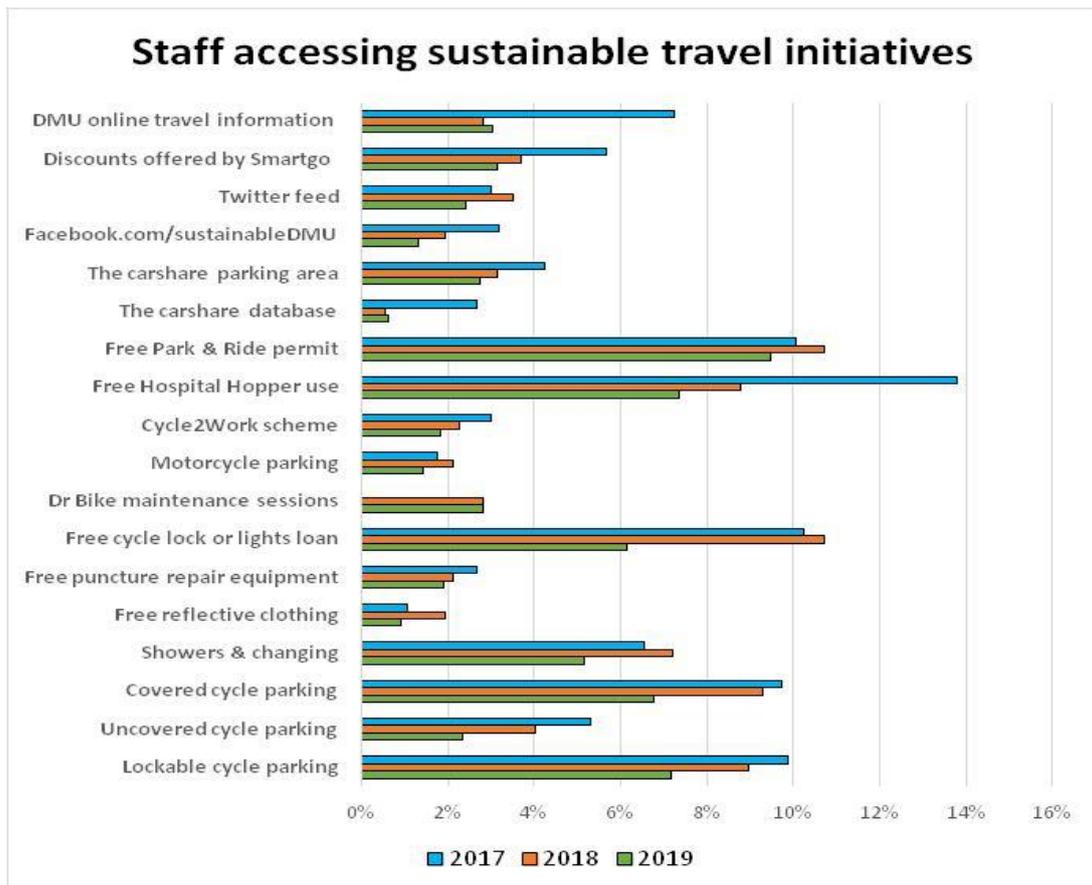


Figure 7: Access of sustainable travel initiatives

Those initiative which have the lowest engagement are motorcycle parking, free reflective clothing and the car share database.

These results maybe a reflection on the number of general users for these areas i.e. a very small number of staff members use motorcycles to travel to DMU. These results may also indicate a need to promote initiatives more clearly.

### Students

Of the 937 students who responded, 446 (52%) said they had taken advantage of one or more initiatives in the past 12 months, representing a 3% increase on 2018 figures.

The Student Rail Card is the most used initiative, these are signposted to from the DMU transport pages. The Hospital Hopper also remains popular.

### Section 6 - Potential for encouraging behaviour change

As part of the survey members of staff and students who stated they use a car for the main part of their journey to DMU (single occupancy vehicle, car share, driving to the Park & Ride) 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. The results are set out below.

Of staff that use a car to travel to the University, 43% said they would 'consider using a different mode of transport'.

As in previous years, financial incentives proved the most popular with 24% and 33% of those who responded 'Yes' indicating that 'Greater rail subsidies' and 'Greater bus subsidies' respectively would encourage them to alter their commute.

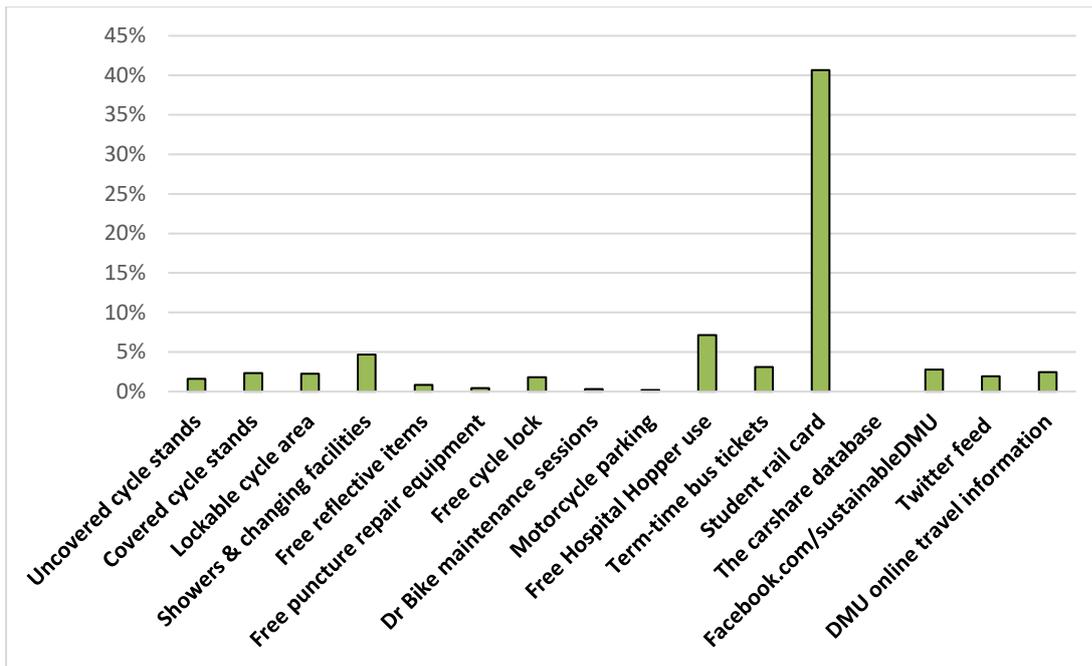


Figure 8: Student use of sustainable travel initiatives

These figures suggest that the discounts provided through SmartGo Leicester and the Hospital Hopper service are not sufficient to encourage staff to change their travel choices. This may also be an indication of a lack of awareness of the SmartGo scheme and the discounts that are available. Interestingly, 17% of respondents indicated the introduction of cashless public transport in Leicester may encourage them to change their mode of commute.

In the comments section, 53 staff members commented negatively on the travel time, frequency, reliability, cost and lack of local services for public transport. As expected from the results above, cost was mentioned the most frequently with staff commenting on the discount being inadequate, and that some bus companies, such as Stagecoach, are not included.

Electric charging was also requested by 10 people, interestingly only 5 people recorded that they have electric cars and a further 8 people have hybrid cars. Other written requests for buses (particularly the Park & Ride bus and the Hospital Hopper) asked for them to run later in the evening for those working late.

Alongside public transport, 'Extra shower and changing facilities' was chosen by 16% as a motivator for altering their travel choice, indicating that current facilities may be becoming full or do not cover enough locations or that the facilities are not promoted strongly enough for staff.

Students who use a car to travel to University were asked if they would 'consider using a different mode of transport'. A total of 65 students responded to this section of the survey, of which 31% indicated that they would be willing to consider altering their mode of transport. This is an increase of 9% from last year, potentially due to increasing public environmental awareness.

Similarly, to the staff results, financial incentives were the most popular with 40% and 30% respectively indicating that they would aid in their change to more sustainable transport. Second to this was a DMU cycle hire scheme (20%) and an increase in petrol costs (25%).

In the comments section, similar to staff members, 10 students commented on public transport negatively, mainly around costs and reliability. Bike hire was mentioned 5 times and better communication of travel initiatives 8 times.

## **Leicester Cycle Hire Scheme**

In order to encourage more sustainable travel choices amongst staff and students at DMU the University will engage and promote the Leicester cycle hire scheme. The scheme will be promoted as a potential commuting choice; an option for staff to travel on University business around the city and as a choice for students to travel around the city.

The scheme, known as Santander Cycles Leicester, will include 500 electric bikes which are available to hire from 50 locations across Leicester city centre. This will make Santander Cycles Leicester the largest docked e-bike hire scheme in the UK.

A total of 20 e-bike docking stations were installed around the city during Phase 1. These installations include locations on campus which included the Magazine Square and Bonners Lane docking stations and also docking stations near Bede Park and at the Swan Gyrotory near Upperton Road.

The fees for the use of the e-bikes include an annual membership fee plus a fee for each ride which starts at 50p for a basic ride.

The University will seek to be actively involved in the promotion of the docking stations on campus to staff and students. Taster sessions will be run with staff and students to make them aware of the cycle hire scheme and how to access the scheme. The University will work to provide discounts for staff working on University business so that they are encouraged to use the scheme rather than hiring a vehicle.

## **Flexible and Home Working**

As a result of the corona virus pandemic in 2020/21 and the national lockdown in March 2020 the University quickly adapted its operation and systems to support more flexible working and working from home. This included the delivery of online teaching and student support. The majority of staff, both academic and support services, worked from home for over 10 months to deliver a blended approach to learning.

The sudden imposed shift to home working and development of home working procedures and processes built upon the existing policy commitments of the University. These commitments were contained in Flexible Working policy.

There are many advantages to working from home and more flexible working in relation to reducing congestion and improving air quality. Working from home reduces the need to travel and the associated issues with the environmental impact of transport.

The University will continue to encourage and support more flexible working and home working through My DMU Workspace to reduce the environmental impact of commuting, congestion around campus and to improve health and well being of staff.

## **Electric Vehicle charging points**

The government has stated that it will end sales of all petrol and diesel vehicles by 2030. Some hybrid vehicles will still be available.

In addition, the UK Government have set a target of 2050 for almost all cars and vans on the roads to be zero emission. This represents a clear drive from UK government to reduce road transport carbon emissions.

In their Road to Zero report<sup>5</sup>, published in 2018, the Department for Transport set out their action plan for delivering cleaner road transport. In this report they state that they expect the transition to electric vehicles to be consumer led.

---

<sup>5</sup> Department for Transport (2018)

The Clean Growth Strategy<sup>6</sup> predicts ultra-low emission vehicles (which includes hybrids) to represent 30% - 70% of car sales in 2030. However, the ambitions of the Department of Transport are for the upper end of these predictions. One of the actions to achieve this is stated to be through a strong charging infrastructure network, supported through a £400 million charging infrastructure investment fund.

In 2018, of the travel survey respondents, 3 staff members owned electric vehicles (EV) and 6 owned hybrids. Of those using petrol/diesel cars, 277 would consider buying an EV either now or in the future. In 2019 this grew to 5 staff members owning EVs, 8 hybrids and 345 considering buying an EV. Even in a short space of time the interest in EVs has increased.

Of those that would consider buying an EV, 49% (2018) and 48% (2019) stated that charging points at DMU would influence their decision. As part of DMU's progress towards the Travel Plan targets, use of electric vehicles (EV) should be encouraged and the implementation of charging infrastructure should be actioned.

In 2021 the University installed electric vehicle charging points in Bede House car park. There are two charging posts with two charging points for each post, meaning that four cars can charge simultaneously. The chargers can be used by staff at DMU. The chargers were installed by and are managed by Pod Point with staff requesting access via the Sustainability Team. Usage of the chargers is monitored by the Sustainability Team with a view to extending the number of chargers across campus should the initial installation be successful.

The University already has a number of electric vehicles which are used by Estates and Facilities and the ITMS Directorate to transport equipment around campus.

As part of the Phase 4 Travel Plan the University will increase the number of electric vehicle charging points available staff and develop a charging system which encourages the use of electric vehicles.

### **Car Parking Provision**

The University has one main car park in the centre of the campus and seventeen building specific car parks (including Late Arrivals car park) spread across the campus. In total there are 1001 car parking spaces available to permit holders (inc. Beaumont Park; excluding visitor and reserved spaces). There are an additional 45 spaces available in the visitor car park and a further 21 spaces for maintenance and security vehicles.

The University operates a tiered system of charging for parking. This ranges from Tier 1 charges at £120 a year (£10 a month) for Grade D staff to Tier 4 charges at £480 a year (£40 a month) for staff with annual gross salary above spinal point 51. There are also pay and display charges with pay based on usage at the Pay & Display ticket machines. Tickets cost £2 per day or £1 for up to four hours.

These charges compare favourably with parking charges in car parks adjacent to the University where parking between 6 and 9 hours costs £9.

### **Workplace Parking Levy (WPL)**

At the time of writing this Travel Plan the Leicester City Council (LCC) are currently consulting on the WPL which will introduce a proposed levy of £550 per parking space for organisations with over 10 parking spaces in the city of Leicester. As of February 2022 the University has approximately 1000 car parking spaces.

The WPL is to be introduced in April 2023 and will have a considerable impact on parking costs at DMU. The aim of the WPL is raise funds which can be used by LCC to fund infrastructure improvements for walking, cycling and public transport in Leicester.

---

<sup>6</sup> Department for Business, Energy & Industrial Strategy (2017)

The LCC have calculated that the WPL could bring in £95m over ten years, which could be increased to £450m by making maximum use of Government grants and private sector contributions. All WPL receipts must be used for sustainable transport projects that contribute to the aims and objectives of the Leicester Transport Plan.

The aim of the WPL is fund major infrastructure projects in Leicester. These will include:-

- A transformational eight year 'Bus Service Improvement Plan' through the new 'Leicester Buses Partnership'. Over 400 high quality electric tram-like buses will be the norm by 2030 operating on 25 'Mainlines' services across city neighbourhoods and five express 'Greenlines' commuter services including three cross city links to six park and ride sites and two new orbital services.
- A first-class travel experience for the bus user with bus priority on key routes delivering reliable services at a good frequency, integrated timetables and multi-operator digital ticketing across services and quality waiting facilities with real time displays.
- Affordable bus fares with discounts for elderly, disabled, young and unemployed people and the ability for all travellers to get the 'best fare' on any journeys across the city.
- A world class city-wide network of cycleways, for long and short trips, that link routes already built in the centre of the city directly into and between local neighbourhoods.
- Connected healthy neighbourhoods with safe attractive walking and cycling routes, support for electric vehicles, better local buses with flexible on-demand services and good air quality, delivering the concept of '15 min neighbourhoods' with quick and easy access to local facilities.
- Investment in the rail station to ensure it is well connected regionally and nationally and an impressive gateway to the city.

The introduction of these measures over the lifetime of the Phase 4 Travel Plan will provide opportunities for DMU staff and students to choose more sustainable travel options across the city of Leicester.

**Appendix A: Phase 4 Travel Plan - Action Plan**

**Objective 1: Increase the number of staff and students who travel to the University by public transport, bicycle, on foot or by shared car.**

<u>Our aim will be to...</u>	<u>We will do this by..</u>	<u>Timescale</u>	<u>Responsibility</u>	<u>Progress</u>
a) Continue promoting the Park & Ride scheme at DMU.	<ul style="list-style-type: none"> <li>Promoting the scheme to DMU staff via internal communications</li> <li>Review Park &amp; Ride scheme on regular basis to see how DMU can support staff to access the service</li> </ul>	On-going	Environment & Sustainability team; Estates Helpdesk	
b) Promote the Park & Cycle option for the Park & Ride	<ul style="list-style-type: none"> <li>Promote Park &amp; Cycle option to staff</li> <li>Work with local partners to offer Park &amp; Cycle across all Park &amp; Ride sites</li> </ul>	May 2023	Environment & Sustainability team	
c) Maintain membership of SmartGo Leicester	<ul style="list-style-type: none"> <li>Negotiating public transport discounts and deals for staff</li> <li>Promoting the SmartGo scheme and offers to DMU staff through communication channels and the staff induction process</li> <li>Investigating the potential for expanding SmartGo to DMU students</li> </ul>	On-going	Environment & Sustainability team	
d) Support Hospital Hopper bus service offering free bus travel to DMU students and staff	<ul style="list-style-type: none"> <li>Engaging with University Hospitals Leicester to ensure value for money on service</li> <li>Engaging with University Hospitals Leicester to encourage expansion of the timetable to support students on placement at hospitals</li> </ul>	Ongoing	Environment & Sustainability team	
e) Promote and support salary sacrifice schemes for bicycles.	<ul style="list-style-type: none"> <li>Continuing to provide DMU staff with the Cycle2Work and CyclePlus tax free bike schemes.</li> <li>Promoting the salary sacrifice scheme for bicycles through internal communication channels and the staff induction</li> </ul>	On-going	Environment & Sustainability team, People & Organisational Development	
f) Review existing staff cycling mileage rate	<ul style="list-style-type: none"> <li>Investigating the current process for staff claiming mileage for cycle journeys</li> <li>Comparing the mileage rate with national standards and other HEIs</li> <li>Making recommendations for changes to rate if possible</li> </ul>	Mar 2023	Environment & Sustainability team	

g) Continue to support cyclists with lock and light loans scheme (staff) and free locks (students)	<ul style="list-style-type: none"> <li>• Providing lights and locks to DMU staff through free loan scheme</li> </ul>	Ongoing	Environment & Sustainability team	
h) Support cyclists with safety equipment	<ul style="list-style-type: none"> <li>• Continuing to provide free puncture repairs kits, spare inner tubes and his vis clothing to staff and students</li> </ul>	Ongoing	Environment & Sustainability team	
i) Encourage security marking of bicycles	<ul style="list-style-type: none"> <li>• Working with local partners to arrange security coding of bicycles</li> <li>• Linking registration of student cycles with free lock provision</li> </ul>	Ongoing	Environment & Sustainability team	
j) Ensure any bicycles left abandoned on the DMU campus are assessed for reuse and refurbishment before recycling	<ul style="list-style-type: none"> <li>• Formalising a procedure for dealing with abandoned bikes found on the DMU campus</li> <li>• Donating abandoned bikes to local charities for reuse and refurbishment</li> <li>• Conducting regular inspections of campus cycle storage</li> </ul>	On-going	Environment & Sustainability team, Security,	
k) Develop train ticket loan scheme to spread the cost of an annual season ticket	<ul style="list-style-type: none"> <li>• Researching train ticket loans schemes run by other universities</li> <li>• Investigating potential for a train ticket loans scheme at DMU including estimates of take-up and assessing initial funds required</li> <li>• Seeking internal DMU approval</li> <li>• Implementing scheme if approved and business case viable</li> </ul>	Dec 2022	Environment & Sustainability team	
l) Working in collaboration with local partners on walking and cycling initiatives	<ul style="list-style-type: none"> <li>• Working with the Walking and Cycling Team at Leicester City Council to provide support to staff and students engaging in active travel through local programmes</li> <li>• Encouraging staff and students to take part in Discovery Walks and Rides across the city</li> <li>• Providing Discovery Rides for new students as part of Freshers Week.</li> </ul>	On going	Environment & Sustainability team	

## Objective 2: Reduce the proportion of single occupancy journeys to the University

<u>Our objective will be...</u>	<u>We will do this by..</u>	<u>Timescale</u>	<u>Responsibility</u>	<u>Progress</u>
m) Review and re-launch the DMU car share scheme	<ul style="list-style-type: none"> <li>• Monitoring existing take-up and use of the car share scheme including monitoring numbers of occupants in cars using allocated parking area</li> <li>• Reviewing existing carshare rules and procedures</li> <li>• Re-launching the car share scheme highlighting benefits to staff during lift-share week in October</li> </ul>	Jan 2023	Environment & Sustainability team	

n) Increase awareness of - University's home working policy	<ul style="list-style-type: none"> <li>Promoting existing Home Working Policy to staff members and highlight the benefits that this can bring</li> </ul>	Ongoing	Environment & Sustainability team	
o) Investigate the potential for more flexible ways of working	<ul style="list-style-type: none"> <li>Investigate options to support more flexible ways of working</li> <li>Providing support to People and Organisational Development on the benefits of home working in terms of carbon emissions from commuting.</li> </ul>	Ongoing	People & Organisational Development, Environment & Sustainability team	
<b>Objective 3: Increase the use of low or zero-carbon vehicle journeys to the University.</b>				
<b><u>Our aim will be...</u></b>	<b><u>We will do this by..</u></b>	<b><u>Timescale</u></b>	<b><u>Responsibility</u></b>	<b><u>Progress</u></b>
p) Produce a strategy for ongoing investment in electric vehicle infrastructure	<ul style="list-style-type: none"> <li>Seeking senior management support for further investment in electric vehicle charging infrastructure</li> <li>Developing a strategy</li> </ul>	Dec 2022	Environment & Sustainability team	
q) Promote and support salary sacrifice schemes for electric vehicles if viable	<ul style="list-style-type: none"> <li>Investigating providers of salary sacrifice for electric vehicles</li> <li>Investigating approaches by other HEIs</li> <li>Implementing a scheme</li> <li>Promoting the salary sacrifice scheme for electric vehicles through internal communication channels and the staff induction</li> </ul>	Dec 2022	Environment & Sustainability team	
r) Investigate access for DMU student & staff to a bike hire scheme	<ul style="list-style-type: none"> <li>Investigate opportunities for staff and students to access bike hire scheme</li> <li>Assess potential for existing scheme against introduction of new scheme</li> <li>Introduction of scheme if business viable or provide access to existing scheme</li> </ul>	Jun 2023	Environment & Sustainability team	
s) Support staff and students to use bike hire scheme	<ul style="list-style-type: none"> <li>Working with Leicester City Council to offer training sessions for staff and students on using the Leicester Cycle Hire Scheme</li> <li>Providing discounts to staff and students to use the scheme</li> </ul>	Sept 2022	Environment & Sustainability team	
t) Link provision of electric vehicles charging on campus with research opportunities	<ul style="list-style-type: none"> <li>Working with electric vehicle charging point providers to provide access to data for student research</li> <li>Supporting access by students to data</li> </ul>	Sept 2022	Environment & Sustainability team	

**Objective 4: Improve awareness of the policies and sustainable transport initiatives at DMU**

<u>Our aim will be...</u>	<u>We will do this by..</u>	<u>Timescale</u>	<u>Responsibility</u>	<u>Progress</u>
u) Strengthen staff and student communication regarding travel and transport initiatives and offers	<ul style="list-style-type: none"> <li>• Publishing regular bulletins and articles on the staff and student pages of the DMU website, in the weekly student newsletter and via Cascade emails.</li> <li>• Engaging new staff starters at corporate induction events.</li> <li>• Improving communications through cycle shelters signage and display boards</li> <li>• Refreshing the DMU travel web pages</li> </ul>	On-going	Sustainability Assistant, Travel Plan Group	
v) Promote the health and well-being benefits of active travel to DMU staff and students	<ul style="list-style-type: none"> <li>• Encouraging greater student involvement in DMU guided walk sessions</li> <li>• Planning a Mental Health Day guided walk for staff and students</li> <li>• Planning walks and tours as part of sustainability events and campaigns</li> </ul>	On-going	Environment & Sustainability team	
w) Link sustainable travel promotions with the wider SDG work at DMU	<ul style="list-style-type: none"> <li>• Strengthening sustainable travel promotion by making links with the promotions of SDGs at DMU</li> <li>• Ensuring that sustainable travel is included in the communications strategy for any new sustainability strategy</li> </ul>	Dec 2022	Environment & Sustainability team	

**Objective 5: Report progress on implementing the Travel Plan and progress in reducing carbon emissions from staff and student commuting**

<u>Our aim will be...</u>	<u>We will do this by..</u>	<u>Timescale</u>	<u>Responsibility</u>	<u>Progress</u>
x) Annually review Vehicle Parking and Cycle Policy including review of car parking provision and permit allocations.	<ul style="list-style-type: none"> <li>• Conducting an annual review of the Vehicle Parking and Cycle Policy to implement policy changes to encourage sustainable travel.</li> </ul>	Annually	Environment & Sustainability team , Estates Helpdesk, Head of Estates Planning and Compliance.	
y) Conduct an annual staff and student Travel Survey	<ul style="list-style-type: none"> <li>• Publishing a staff and student Travel Survey over a period of 3-4 weeks to gain detailed insight into DMU travel habits.</li> <li>• Providing incentives for staff and students to complete the survey</li> </ul>	Annually	Environment & Sustainability team	

	<ul style="list-style-type: none"> <li>Promoting survey through internal communication channels</li> <li>Publishing results on DMU website</li> </ul>			
z) Measure and publicly report carbon emissions associated with staff and student commuting.	<ul style="list-style-type: none"> <li>Analysing results from the annual staff and student Travel Survey to calculate carbon emissions associated with staff and students commuting.</li> <li>Reporting results of the carbon emission calculations in the annual sustainability report to DMU senior management</li> <li>Publishing the sustainability report on the DMU website</li> </ul>	Annually	Environment & Sustainability team	
aa) Provide annual update on the implementation of the Travel Plan and progress against targets	<ul style="list-style-type: none"> <li>Provide annual update to the University through the annual sustainability report and make this publicly available through the University website.</li> </ul>	Annually	Environment & Sustainability team	

## Appendix B: University's Carbon Footprint

### Climate change and carbon emissions

In June 2019, the UK parliament passed legislation requiring the government to reduce the UK's net emissions of greenhouse gases by 100% relative to 1990 levels by 2050.<sup>[1]</sup> Doing so would make the UK a 'net zero' emitter. Prior to this, the UK was committed to reducing net greenhouse gas emissions by at least 80% of their 1990 levels, also by 2050.

Net zero refers to achieving a balance between the amount of greenhouse gas emissions produced and the amount removed from the atmosphere. There are two different routes to achieving net zero, which work in tandem: reducing existing emissions and actively removing greenhouse gases.

A *gross-zero* target would mean reducing all emissions to zero. This is not realistic, so instead the *net-zero* target recognises that there will be some emissions but that these need to be fully offset, predominantly through natural carbon sinks such as oceans and forests. (In the future, it may be possible to use artificial carbon sinks to increase carbon removal, research into these technologies is ongoing.)

### Transport Related Emissions

DMU takes a comprehensive approach to measuring and reporting its carbon emissions. It is important that the institution recognises and reports on the different sources of its carbon emissions and whether these emissions are increasing or decreasing.

This includes energy use, international student travel, UK based student travel, staff and student commuting, business travel, waste, water and our emissions from our supply chain (procurement) activities.

Emissions are reported annually through the University's Sustainability Report. This reported is presented to the University's Operational Leadership Group, the Executive Board and a summary of the document made available on the DMU website.

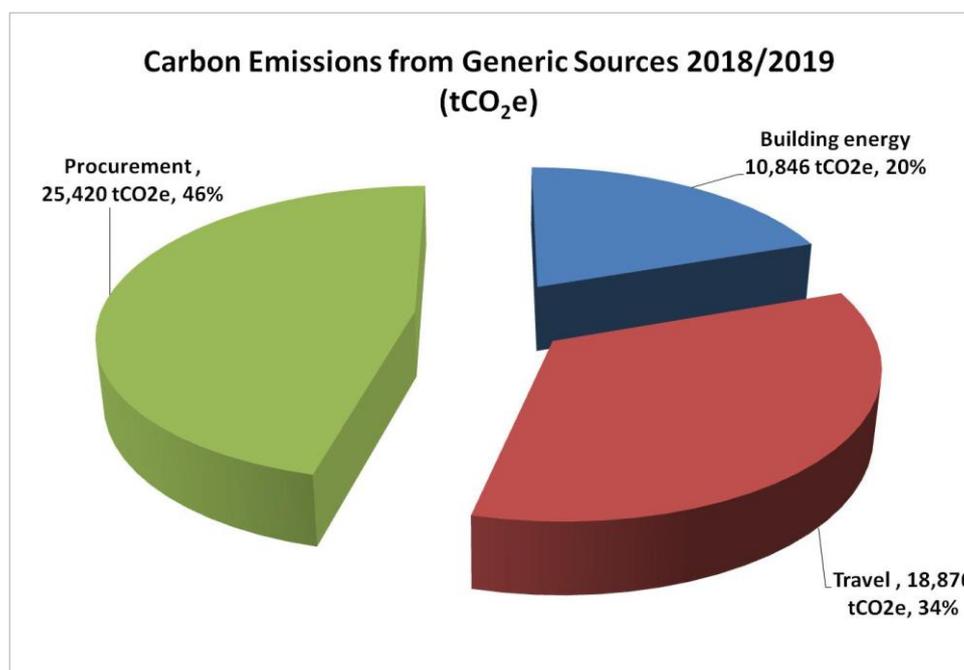


Figure 9: University carbon emissions by source

The University has used 2005/06 as a baseline year for measuring progress on reducing carbon emissions. For this year, transport related emissions accounted for approximately 29% of the University's carbon footprint with 15,251 tCO<sub>2</sub>e.

In the latest reporting period (2018/19) transport accounted for 34% of the total carbon footprint. This is an increased footprint of 18,876 tCO<sub>2</sub>e.

In particular the staff and student commuting element of the carbon footprint was 10,706 tCO<sub>2</sub>e in 2005/06 which was 19% of the total footprint.

In 2018/19 staff and student commuting accounted for 4,276 tCO<sub>2</sub>e which represented 8% of the total footprint.

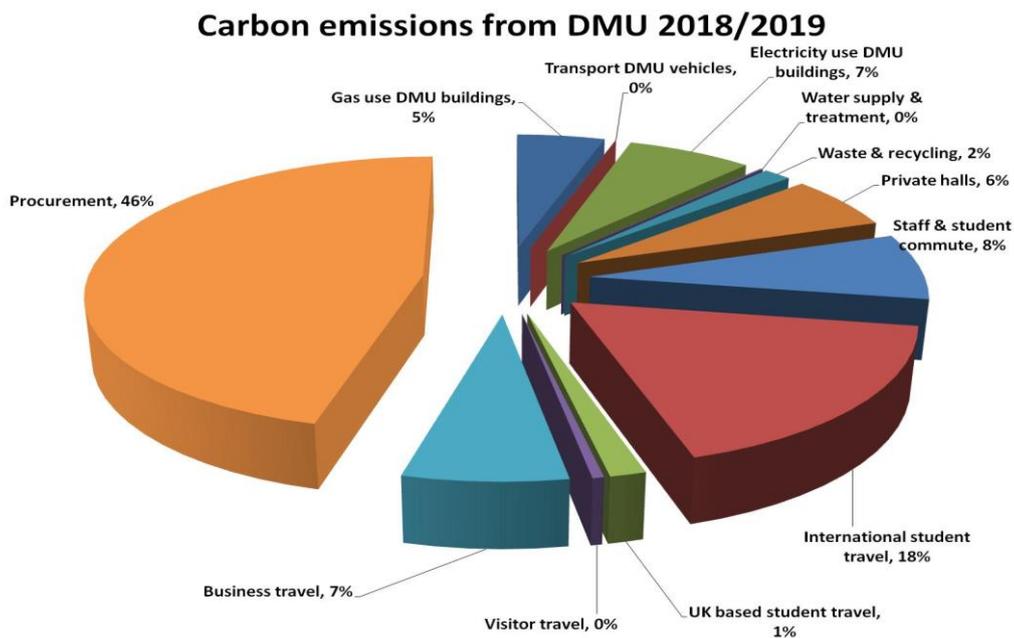


Figure 10: Carbon emissions by detailed source

As part of the travel survey, staff and students were also asked to give details about the type 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, were then used to calculate the greenhouse gas emissions emitted by staff and students during their commute to DMU. The figure below shows the results of these calculations.

In total, members of staff and students emitted 4,276 tonnes of CO<sub>2</sub>e during their commute in 2018/19 (2,622tCO<sub>2</sub>e staff; 1,655tCO<sub>2</sub>e students), this is the lowest figure recorded since the survey began in 2005/06 and a 19% decrease on the previous year. As in previous years, the majority of the decrease is attributable to students, whose decrease in car use has aided a decrease of 6,962 tonnes of CO<sub>2</sub>e in student commuting since 2005.

As in previous years, emissions from single occupancy vehicles account for the majority of emissions, followed by trains and buses.

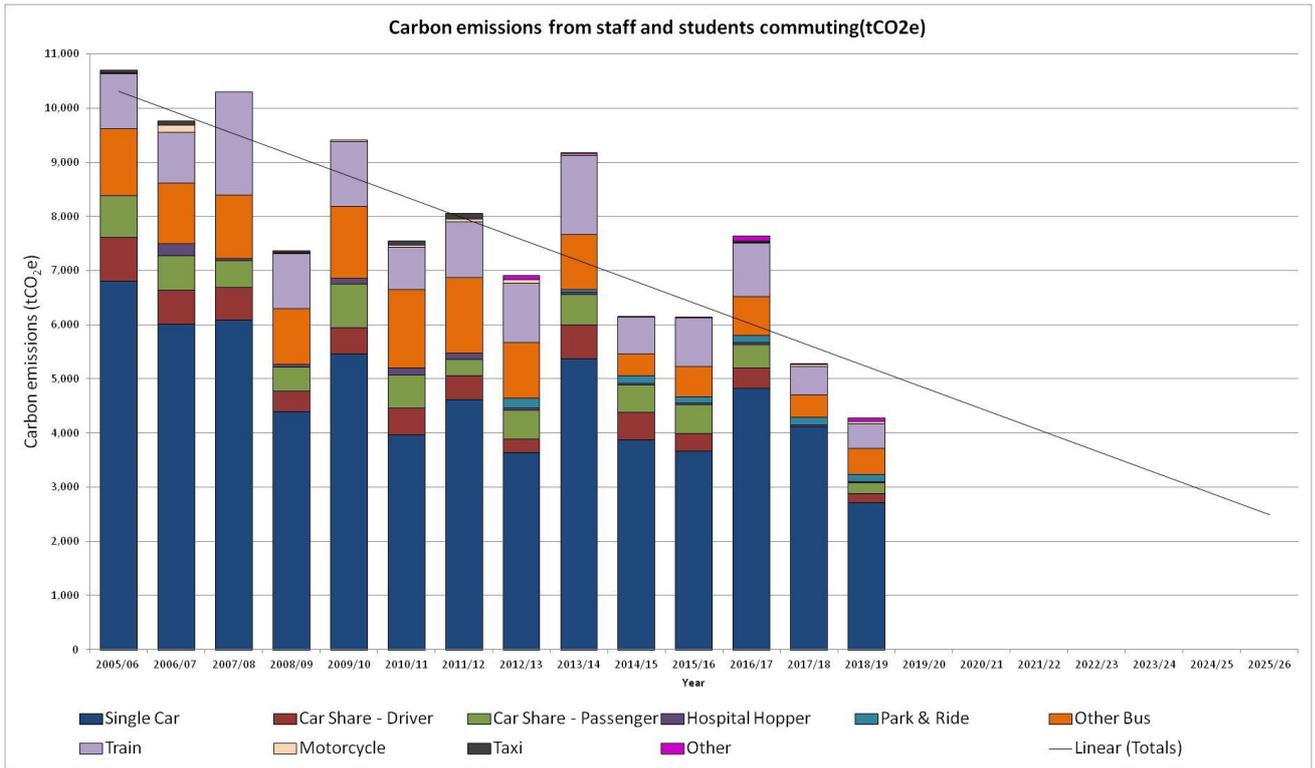


Figure 11: Carbon emissions from staff and student commuting with trend line