

DE MONTFORT UNIVERSITY TRAVEL PLAN PROGRESS REPORT 2018

This is the 2018 progress report on the De Montfort University Travel Plan, prepared by
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De Montfort University Travel Plan Progress Report 2018

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1. Introduction

Welcome to the De Montfort University (DMU) 2018 Travel Plan Progress Report. The following document outlines De Montfort University's progress toward meeting the targets of the Phase 3 Travel Plan and summarises the results of the 2018 Travel Survey. For full details of the Phase 3 Travel Plan please visit www.dmu.ac.uk/transport or contact the Sustainability Team: sustainability@dmu.ac.uk.

2. Current Site Information

During the 2017/18 academic year 3113 staff were employed by De Montfort University and 23,415 students (excluding distance learners and those on placements) were enrolled at the De Montfort University campus in Leicester.

There are currently 886 car parking spaces and 774 cycle parking spaces on campus, available to DMU parking permit holders and staff and student cyclists respectively. The campus active travel facilities (including lockers, shower and changing facilities and cycle storage areas) remain extremely busy indicating a strong demand for such facilities.

3. 2018 Developments

From the 2017 Travel Plan Progress Report, our targets for 2018 were as follows:

- Review the Vehicle Parking and Cycling Policy.
The Vehicle Parking and Cycling Policy was reviewed and presented to Senior Management in December 2018. The revised policy is proposed to come into force in September 2019.
- Improve staff and student communication regarding sustainable transport initiatives.
Work to improve staff and student communication regarding sustainable transport initiatives is ongoing, however, notable achievements in 2018 included:
 - ✓ Promotion of a number of National campaigns including Walk This May, Bike Week & Cycle September,
 - ✓ Attendance at 15+ University events to promote sustainable travel initiatives,
 - ✓ Review of student and staff induction material and the DMU sustainable travel webpages,
 - ✓ Introduction of a Bicycle User Group (BuG) newsletter and noticeboard,
 - ✓ Increase in the number of followers on social media, including the @SustainableDMU twitter account which now has 1670 followers.
- Develop a variety of behavioural change initiatives for staff and students in partnership with Sustrans and Leicester City Council.

A number of proposals for behavioural change initiatives have been drafted in 2018, including proposals for an intensive behavioural change scheme for staff cyclists (to be run in conjunction with Sustrans) and a Rail Season Ticket Loan Scheme. Investigations into the potential to introduce a long-term bike hire

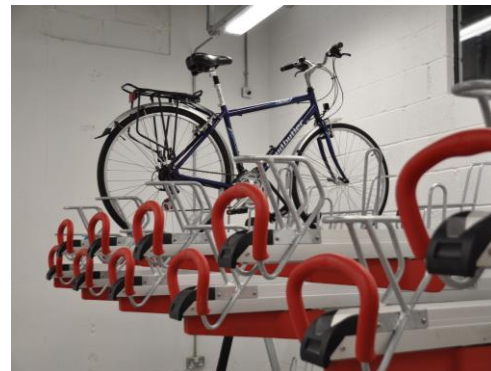
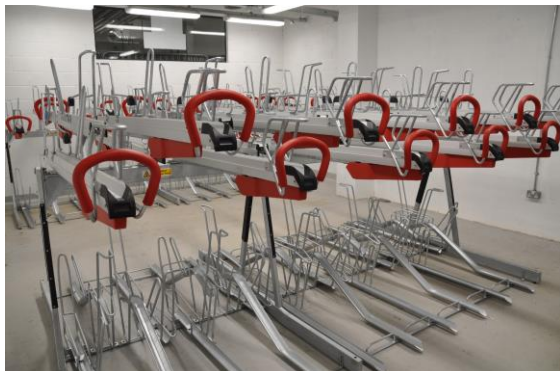
scheme for students and electric vehicle charging infrastructure on campus have also taken place and will continue in 2019.

- **Expand the facilities available to cyclists, beginning with the opening of the new Vijay Patel Cycle store.**
The Vijay Patel Cycle Store was officially opened in January 2018, providing 128 indoor cycle storage spaces, 21 lockers, and a cycle pump and repair station, in addition to the facilities already available to cyclists at DMU. New secure cycle storage (an eight-space cycle shed and two cycle lockers) and refurbished shower and changing facilities have also recently been installed at The Watershed.
- **Investigate the potential to provide electric vehicle charging points.**
Investigations into the potential to provide electric vehicle charging at De Montfort University are ongoing.
- **Re-visit the potential to provide a salary sacrifice scheme for rail season ticket holders.**
Proposals for a Rail Season Ticket Loan Scheme have been drafted and initial discussions have been held with relevant colleagues at De Montfort University.
- **Review the provision of free Hospital Hopper journeys for staff.**
DMU continues to provide free access to the UHL Hospital Hopper for both students and staff.
- **Continue to provide annual Park and Ride passes to staff.**
De Montfort University continues to provide annual Park & Ride passes free of charge to staff. 140 permits were issued to staff during the 2017/18 academic year and, to date, 145 permits have been issued this (2018/19) academic year following the obtainment of additional funding.

4. New and ongoing initiatives by month

4.1 January 2018

- Cycle 2 Work scheme application window opened.
- Vijay Patel Indoor Cycle Store opened. The facility contains two-tier gas-assist cycle racking providing 128 cycle spaces; lockers and a cycle pump and repair station. The storage room is in close proximity to shower facilities located in the Vijay Patel building. To date, over 130 members of staff and students have signed up for access to the facility.



- Attended Staff Welcome event to promote sustainable and active modes of travel to new staff.
- Attended Bike Share Masterclass at City Hall.

4.2 February 2018

- Attended Student Spring Welcome event to promote sustainable and active travel to students.
- Attended Staff Welcome event to promote sustainable and active modes of travel to new staff.
- 2018 Staff and Student Travel Surveys launched.

4.3 March 2018

- Received approval for a £5000 Sustainable Travel Grant for Businesses to help fund the installation of secure cycle storage at The Watershed.
- Attended Staff Welcome event to promote sustainable and active modes of travel to new staff.
- Attended De Montfort University Mental Health day to promote the health benefits (mental and physical) of active and sustainable travel.
- Travel Survey closed.

4.4 April 2018

- Cycle 2 Work scheme application window opened.
- Attended Staff Welcome event to promote sustainable and active modes of travel to new staff.
- Met with Sustrans to discuss potential student and staff engagement activities, including re-introducing regular Dr Bike maintenance sessions.
- Dr Bike session.

4.5 May 2018

- Promoted #WalkThisMay via the @SustainableDMU twitter account.



- Parking permit renewal window opened.
- Dr Bike session.
- Renewed Membership of Smart Go Leicester.

4.6 June 2018

- Attended Staff Welcome event to promote sustainable and active modes of travel to new staff.
- Celebrated Bike Week 2018:
 - Personal Travel Planning ;
 - Sustainable Travel Information stalls on campus;
 - Bikers' Breakfast;
 - Guided Bike Rides and,
 - Dr Bike session.

Sustainable DMU @SustainableDMU · 12 Jun 2018

We're in the Food Village until 14:30 for #BikeWeek2018! Come & find out about the support DMU provides for cyclists



Sustrans East Mids @SustransEMids · 12 Jun 2018

Lovely social ride with staff from @Leicester_News & @dmuleicester this evening #NationalBikeWeek



Sustainable DMU @SustainableDMU · 13 Jun 2018

Our 1st cyclists have claimed their free breakfasts! If you cycled to DMU today, come and claim yours before 10am!



- Cycle 2 Work scheme application window opened.
- Market Engagement Exercise conducted to investigate whether DMU could offer a long-term bike hire scheme for students.

4.7 July 2018

- Attended Staff Welcome event to promote sustainable and active modes of travel to new staff.
- Dr Bike session.
- Purchased 250+ D-Locks for staff and students.
- Purchased inner tubes for staff and students to use if they receive a puncture on their journey to DMU.
- Purchased Hi-Vis reflective items for active travellers.
- Commissioned a Mobility Scoping Report to analyse the range of transport options available to DMU members of staff.

4.8 August 2018

- Continued to provide subsidised travel on the UHL Hospital Hopper service for DMU staff and students.
- Supported the Ride Leicester Festival.
- Promoted Cycle to Work Day.
- Vehicle parking permits (valid 1 September 2018 – 31 August 2019) issued to staff, on application.
- Free Park & Ride passes (valid 1 September 2018 – 31 August 2019) issued to staff, on application. 145 passes have been issued to date this (2018/19) academic year.

4.9 September 2018

- Celebrated Cycle September:
 - Dr Bike session
 - Bikers' Breakfast
- Held a Considerate and Safer Cycling Campaign on Mill Lane, in conjunction with Leicestershire Police and Leicester City Council.



- Attended International Student Welcome and Student Welcome Weekend events to promote sustainable and active modes of travel to new students.
- Guided Walks and Bicycle Rides offered to new students in conjunction with Living Streets and Sustrans.

4.10 October 2018

- Guided Walks and Bicycle Rides offered to new students in conjunction with Living Streets and Sustrans.



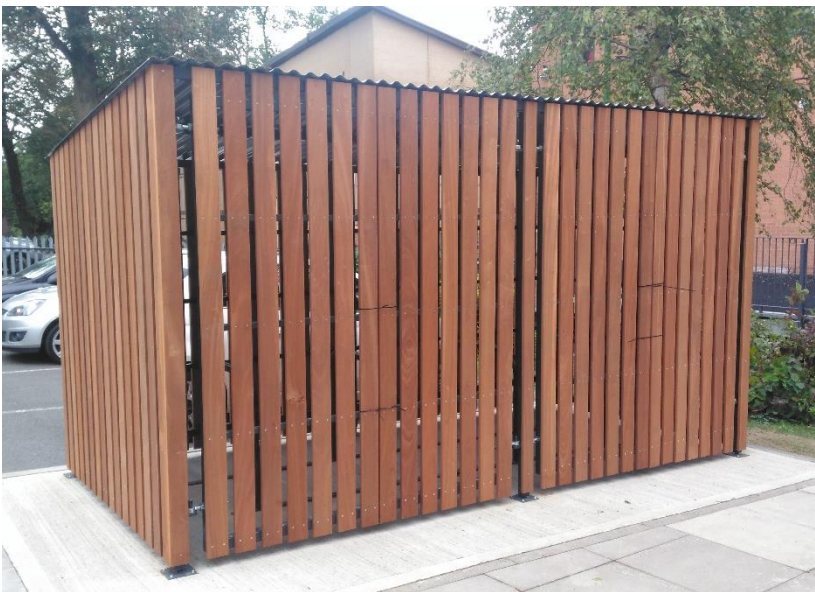
- Liaised with Human Resources to review the information new employees receive regarding sustainable travel during the induction process.
- Dr Bike session.

4.11 November 2018

- Cycle 2 Work scheme application window opened.
- Dr Bike session.
- Free hi-vis vests promoted to staff and students to improve cycle safety at night.

4.12 December 2018

- Vehicle Parking and Cycling Policy revised and presented to Senior Management.
- Secure cycle storage (cycle shed and lockers) installed at The Watershed.



5. Measures under development for 2019

- Develop a Phase 4 Travel Plan.
- Launch the revised Vehicle Parking and Cycling Policy.
- Expand the provision of sustainable transport initiatives and continue to improve staff and student communication surrounding sustainable travel.
- Continue to provide free annual permits for the Park & Ride.
- Continue to investigate the potential to provide electric vehicle charging infrastructure on campus.

6. Travel Survey Results 2018

A total of 1418 people (848 students and 570 staff) responded to the survey, representing a decrease in 2016/17 response rates. As in previous years, undergraduates represented the majority of respondents, with the highest proportion of staff responses coming from Professional Services staff.

Amongst staff, commuting by single occupancy vehicle (SOV) was again shown to be the single most popular method of commute, with 37% of staff respondents choosing to commute in this way. Overall, however, a majority of staff (63%) are now choosing sustainable methods of transport, with increases evident in the numbers of staff using the Park & Ride and cycling as their main methods of commute. Encouragingly, in addition to this, 22% of the staff respondents who chose SOV as their main form of commute indicated that they also incorporated sustainable modes of transport into their commute. Amongst students, travelling on foot (walking, running, skating etc.) was again, overwhelmingly (79%), the most popular form of commute.

The numbers of staff taking advantage of transport-related offers and initiatives rose again this year, with 46% stating they had taken advantage of one or more initiatives or offers in the previous 12 months. As in recent years, the free Park & Ride initiative, free use of the Hospital Hopper bus and the provision of bicycle-related facilities were the most popular initiatives with staff respondents. Disappointingly, the numbers of students taking advantage of transport-related offers and initiatives fell to 49% in 2017/18 (compared to 55% in 2016/17); however, this may be as a result of the large percentage of students travelling on foot so should not necessarily be viewed as a negative result. As in previous years, the most popular initiatives/offers were the student railcard, free use of the Hospital Hopper and the provision of cycle storage facilities.

The number of staff willing to alter their main mode of commute also increased this year (49% of car users said they would be willing to switch), however, disappointingly, the number of students who indicated they would be willing to change decreased. As has been the case in previous years, students, and staff both reported that financial incentives – ‘Greater rail subsidies’ and ‘Greater bus subsidies’ – would be the most likely to encourage them to change their method of commute.

Carbon dioxide equivalent (CO₂e) emissions from staff and student commuting fell 31% in 2017/18, reaching the lowest level (5,280 tCO₂e) since records began. The decrease in emissions is primarily accountable to a drop in emissions from student commuting and means De Montfort University remains on track to meet targeted emissions reductions from commuting.

The full Travel Survey report can be found in Appendix A.

7. Contact with External Organisations

Relationships with Leicester City Council staff have continued in 2018; in particular with George Pollard (Workplaces & Neighbourhood Cycling Officer – Sustrans); Hannah May (Transport Development Officer); Andy Salkeld (Cycling Co-ordinator); Katie France (Living Streets Project Co-ordinator, Leicester) and Bal Minhas (Transport Planner).

De Montfort University's continued relationships with colleagues at Leicestershire County Council, UHL NHS Trust and Go Travel Solutions have allowed DMU to continue to offer: free Park & Ride passes to DMU staff; free use of the Hospital Hopper to DMU staff and students and travel-related discounts to staff through membership of Smart Go Leicester, respectively, in 2018.

The relationships between De Montfort University and other university's Environment Teams, including the University of Leicester, remained strong in 2018 and continue to be hugely beneficial to the development of sustainable transport initiatives at DMU.

8. Targets, Monitoring and Review

De Montfort University will continue to conduct 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 are:

1. Scope 3 emissions from commuting to be a three-year average of <7500 tCO₂e by 2018/19¹

De Montfort University is on track to achieve this target. At present (2015/16 – 2017/18), the three-year average of scope 3 emissions from commuting is 6354tCO₂e, well below the target level.

2. Number of cycle spaces on campus to be greater than 700 by 2017²

This target has been achieved. At the end of 2017 there were 764 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% 2017-2019³

The three-year average for staff commuting by single occupancy vehicle was 40% during 2015 - 2017 and 38% between 2016 - 2018, indicating that DMU have partially met, and are on track to achieve, this target.

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.

Appendix A

De Montfort University Travel Survey 2018

Executive Summary

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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 1418 people (848 students and 570 staff) responded to the survey, representing a disappointing 38% decrease on the 2016/17 response rates. As in previous years, undergraduates represented the majority of respondents – 53% of all respondents - with the highest proportion of staff responses coming from Professional Services staff (65% of staff responses).

3. Modal Travel Choices

The first section of the travel survey concerns the way members of staff and students travel to the De Montfort University campus. In this section, respondents are asked to select the mode of transport they "USUALLY use for the main part" of their journey, as well as any other mode of transport they use to travel to campus. The latter part of the question was introduced in 2018 to capture information where members of staff and students use multiple modes of transport in their daily and/or weekly commute. The results of this section of the travel survey are set out in the sections below.

3.1 Staff

Table 1. Staff modal travel choices to the nearest %, 2003, 2007 – 2018. 2018a) represents members of staff main mode of travel and 2018b) represents all of the modes of travel staff stated they used during their commute.

	2003	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
													a)	b)
Single car driver	60 ^b	44	48	44	47	45	42	47	40	41	37	41	37	49
Car share driver		5	5	6	5	7	6	5	5	5	5	4	5	8
Car share passenger	5	4	4	5	4	4	5	3	5	4	3	4	2	8
Hospital Hopper	n/a	1	1	2	2	2	1	1	1	1	2	2	1	2
Park & Ride	n/a	n/a	n/a	n/a	n/a	0	1	1	2	5	6	7	11	12
Park & Cycle	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	<1	1
Cycle & Ride	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0	<1
Other Bus	11	11	9	8	9	10	8	10	7	7	6	7	8	14
Train	4	9	11	11	10	8	10	7	10	8	13	10	11	13
Bicycle	6	10	6	10	9	9	11	9	12	11	13	9	11	18
Walk/Run/Skate	12	15	15	15	13	13	14	15	17	15	14	16	13	29

Motorcycle	1 ^b	1	0	<1	<1	0	0	0	0	0	0	1	1	2
Other		1	0	0	0	0	2	2 ^b	0 ^b	1 ^b	1 ^b	1	0	1
Variable	n/a	n/a	n/a	1	<1	1	0					n/a	n/a	n/a

^bFigures combined in survey.

As can be seen in Table 1, over the past 15 years there has been a positive trend toward staff choosing more sustainable travel options for the main part of their commute, with the numbers travelling by car (including car share) falling from 65% in 2003 to just 44% in 2018. Overall, 63% of staff now choose a sustainable mode of travel for the main part of their journey (compared to just 35% in 2003), and, markedly, of the 37% of staff who stated their main mode of transport was single occupancy vehicle (SOV), 22% also stated they regularly incorporated a sustainable mode of transport into their daily/weekly commute.

One particular success has been the increase in the number of staff choosing to commute by Park and Ride – with 11% of staff respondents in 2018 selecting Park and Ride as their main form of commute. This represents the highest percentage recorded for DMU and is a significant increase on 2012 and 2013 levels where only 1% of staff reported using the Park and Ride. 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 DMU car parking permit. This initiative remains popular and has been continued into the 2018/19 academic year.

Another positive trend evident in 2018 is the increase in the number of members of staff choosing to cycle to De Montfort University, with 11% detailing this as their usual mode of travel, and a further 7% incorporating it at some point. This is one of the higher percentages returned by the survey, representing a 5% increase on 2003 levels and a 2% increase on figures from 2017. The numbers of staff travelling by train and bus have also increased slightly (by 1%), bringing them back into line with previous years after a slight decrease in 2017.

Disappointingly there has been a slight decrease in the numbers of staff choosing to commute the main part of their journey on foot (a 3% decrease since 2017); however, this level of fluctuation is not unusual and the survey results suggest that 29% of staff are still incorporating walking/running into their daily/weekly commute.

3.2 Students

Table 2 outlines the modal travel choices of students in 2018. Since 2013, there has been a gradual increase in the numbers of students choosing to travel by sustainable means (94% in 2018 compared to 80% in 2006) with an overwhelming percentage now choosing to travel on foot (79%). This is a fantastic achievement for the University, representing a 28% increase on 2006 levels, and is the highest percentage returned by the survey to date. Encouragingly, 2018 also saw a significant (5%) reduction in the numbers of students travelling by single occupancy vehicle, with only 6% choosing to travel in this way, compared to 11% in 2017 and 20% (inc. car share drivers) in 2006. This is the lowest result ever returned by the survey and is believed to be a result of a combination of a) promotion of sustainable alternatives; b) proximity of student dwellings to the DMU campus; c) pedestrianisation of the city centre, and d) limited city centre parking (inc. none on campus for non-disabled students).

Table 2. Student modal travel choices to the nearest %, 2006 – 2017. 2018a) represents members of staff main mode of travel and 2018b) represents all of the modes of travel staff stated they used during their commute.

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
													a)	b)
Single car driver	20 ^b	20	18	16	13	13	15	10	14	10	9	11	6	9
Car share driver		2	3	1	2	2	2	1	1	2	1	0	1	2
Car share passenger	3	2	3	3	3	2	3	1	1	2	2	1	1	3
Hospital Hopper	n/a	1	1	<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	1	1
Park & Cycle	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	<1	<1
Cycle & Ride	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	<1	<1
Other Bus	14	16	16	13	14	12	11	11	11	8	7	7	5	6
Train	8	6	10	10	10	7	9	7	9	6	7	6	4	5
Bicycle	4	4	2	4	3	2	4	4	2	2	3	1	1	2
Walk/Run/Skate	51	49	48	52	53	60	53	64	60	68	69	71	79	84
Motorcycle	0	1	0	0	<1	<1	1	0	0	0	0	0	<1	<1
Other	0	1	0	<1	<1	0	1	0	0 ^b	1 ^b	1 ^b	1	0	<1
Variable	n/a	n/a	n/a	1	<1	0	0	0				n/a	n/a	n/a

^bFigures combines in survey.

4. Utilisation of sustainable transport initiatives and offers

As part of the survey members of staff and students were also asked which of the transport-related offers and initiatives provided by De Montfort University they had taken advantage of in the 12 months prior to completing the survey (Spring 2017 – Spring 2018). The results are set out below.

4.1 Staff

Of the 570 staff who responded to the survey, 260 (46%) said they had taken advantage of one or more sustainable transport initiatives offered by the Travel Plan over the previous 12 months. This is one of the higher percentages returned by the survey in recent years and continues the upward trend from 2017. This is positive in terms of the appeal of the initiatives DMU offer and in terms of our communication, especially considering a large proportion of the respondents who indicated they had not taken advantage of any initiatives - 49% - also indicated that they travelled mainly by single occupancy vehicle (a mode of transport the initiatives do not support).

As in recent years, the free use of the Hospital Hopper bus and provision of bicycle-related facilities proved to be amongst the most popular with staff, with 9% taking advantage of the former and 16% and 11% stating that they had made use of the campus cycle storage facilities and cycle equipment loan scheme respectively. Another popular initiative, which 11% of staff stated they had made use of, was the Park and Ride initiative,

an initiatives which gives staff who do not hold a DMU parking permit the opportunity to apply for a free annual permit for use at Leicester's three Park and Ride sites. This figure represents a 5% increase on 2014 figures, when the scheme was first introduced, and is the highest ever figure returned by the survey. This increase, in particular, is significant as an increase in the use of the Park and Ride means fewer cars travelling into the City Centre and to the De Montfort University car parks.

4.2 Students

Of the 809 students who responded, 393 (49%) said they had taken advantage of one or more initiatives in the past 12 months, representing a 6% decrease on 2017 figures. Although a lower percentage than last year this may be explained, in part, by the large increase in the number of respondents stating they primarily travel to campus on foot (a mode of travel which is not specifically supported by any of the initiatives included in the survey).

As in previous years the student railcard proved to be overwhelmingly the most popular initiative, with 40% 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 6% and 5% of student respondents respectively.

5. Potential for encouraging behavioural 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 (SOV, car share, Park and 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.

5.1 Staff

Of the 261 staff who responded to this section of the survey, 129 (49%) indicated that they would be willing to alter their mode of transport. Encouragingly this represents a slight increase on the number of staff who indicated they would be willing to consider a change in 2017.

As in previous years, financial incentives proved the most popular with 26% and 33% of those who responded 'Yes' indicating that 'Greater rail subsidies' and 'Greater bus subsidies' respectively would encourage them to alter their commute. These figures suggest that the discounts/offers provided through SmartGo Leicester and the Hospital Hopper service are not sufficient and/or accessible enough to encourage staff to change their mode of travel. Interestingly, 16% of respondents indicated the introduction of cashless public transport in Leicester and/or the introduction of a rail season ticket loan scheme at DMU may encourage them to change their mode of commute.

The second most popular request from staff related to the provision of public transport and trains from their home to De Montfort University; with 25 people (19%) making comments related to the frequency, reliability and cost of public transport and trains in the 'Other' section. Other written requests were for buses (particularly the Park and Ride bus and the Hospital Hopper) to run later in the evening and for the University to offer more flexibility in relation to parking and the sustainable transport initiatives it provides.

5.2 Students

Of the 72 students who responded to this section of the survey, only 16 (22%) indicated that they would be willing to consider altering their mode of travel to the De Montfort University campus. Disappointingly, this figure represents only 22% of students who currently commute by single occupancy vehicle. Although a low percentage, this may indicate that the majority of students who were willing to alter their mode of transport have already done so; this is backed up by the modal travel data which shows the lowest ever percentage of students travelling by car.

As with staff, the most popular factors for encouraging students to consider change were financial ones, with 31%, 38% and 25% 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 (13%) and better information on alternatives (19%).

6. Summary of comments

6.1 Staff

Of the 570 staff that completed the survey 240 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 has been the case in previous years, a large percentage of the more critical comments related to the poor quality and (perceived) lack of parking provision at De Montfort University. In particular, members of staff travelling from further afield, with later start times (e.g. part-time workers) and/or childcare/carer responsibilities felt disadvantaged due to their inability to arrive on campus early enough to find a car parking space.

"Not enough staff car parking. Main car park full by 8am and not in good condition."

"The staff car park fills up by 8[am] [but] staff who travel long distances and have childcare commitments cannot make it in to Leicester by then"

To address this a number of respondents suggested building a multi-story or underground car parking facility for staff, providing subsidised parking elsewhere, or altering the Vehicle Parking and Cycling Policy. Suggested amendments to the policy included: increasing the campus exclusion zone; reducing the number of permits allocated; providing reserved spaces for members of staff travelling longer distances or with childcare responsibilities, and altering the cost to make it more expensive for staff to park on campus (although it must be noted some also wanted parking charges reduced or stopped entirely).

"I [...] personally think [...] the postcode catchment area for issuing car park permits should be increased for those staff that live in areas where they can easily get a bus into DMU rather than drive"

"Please make allowance for single parents who have no option but to take children to school and then get to work and have no option but to drive. Make special parking allowances"

"I think that the car park is arguably too cheap and therefore is not an incentive to stop most people from driving in to the city centre"

“The University should stop the low cost car parking and move towards rewarding those who choose alternative means”

Another common frustration was the cost and quality of public transport and rail services in the local area, with many stating the cost as prohibitive to them switching their mode of travel.

“It is cheaper for me to drive [...] than it is for me to catch a train in. [...] I would much prefer to catch the train, but can't justify the cost.”

“Public transport is slow inefficient and expensive”

“I am now priced out of travelling by train”

Similarly to the results set out in section 5, many staff 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.

“Train travel is [...] expensive, so any form of discounted tickets would be welcome”

“It's a shame that there's no annual season ticket loan scheme for rail commuters”

Other requests made by staff included the allowance for more flexibility (in terms of working hours and the initiatives on offer); increased cycle storage facilities on campus; access to a bike/car pool and the introduction of electric vehicle charging points on campus.

On a more positive note, a number of staff did leave comments praising the University's support for sustainable travel, with the provision of free annual Park and Ride passes by far the most complemented initiative. A large number of staff relayed their thanks to De Montfort University for introducing the initiative and expressed the huge difference it had made to their commute.

“I have had a park and ride permit for the last 3 years and have found it a very good option for getting to work. The buses are frequent and fast and I get time to prepare myself for the day, read the metro and have a short walk from the city centre on the way there which is a much better experience than getting stressed with traffic. More people should be encouraged to use park and ride.”

“I love getting the park and ride, I can relax and read on the journey. I think it is excellent that I am able to receive a free park and ride pass from the university, this is a definite incentive to use this travel system.”

Significantly, a number of staff also stated that they would drive to DMU if it wasn't for DMU providing the free pass, thus indicating that the scheme is effective in reducing the number of cars travelling into the city and to the DMU campus. Another highly praised initiative was the new indoor Vijay Patel Cycle Store and the support for cyclists in general.

“Really appreciating the new cycle facilities in the basement of Vijay Patel building. Warm, secure and easy to access!”

Hearteningly, a number of staff also left positive comments about De Montfort University's general approach to promoting and supporting sustainable and active travel. One of these can be seen below.

"I believe the University leads the way in encouraging and supporting staff in using a means of transportation that both enhance staff wellbeing and promote sustainability"

6.2 Students

Of the 119 comments left by students, the majority related to the lack of parking available on-site and/or the inaccessibility/expense of alternative modes of transport (33% and 8% of commenters respectively).

"It's ridiculous that the university doesn't provide student parking"

"The bus service is bad and expensive, [it] doesn't stick to [the] times it says"

The most frequent requests from students were for more parking facilities (either onsite or nearby) and for more support for students commuting by public transport, either in the form of bursaries, subsidised use of public transport, or a DMU bus service.

"University needs to provide more financial support for students who travel 10+ miles to and from campus"

"More parking facilities for students would be appreciated"

"University car parking for students would be brilliant. Or subsidised local parking for students"

Other comments included: concerns about the communication of initiatives, with many students (13% of commenters) stating they had not heard of a number of the initiatives DMU offer; requests for more cycle storage on campus, and appeals for more sympathetic timetabling for those travelling from further afield. The former, in particular, is disappointing and is something we will endeavour to improve upon.

Encouragingly, there were also some positive comments left by respondents, including appreciation for the free use of the Hospital Hopper bus service, the ease of travelling to campus and the initiatives provided by De Montfort University:

"The Hospital Hopper is a great advantage to all DMU students"

"Hospital hopper is a great service and it would be great if this could continue"

"I think it's great that [...] students have the possibility to get this help from DMU. Well done"

"Love the information on using more environmentally friendly ways to travel to university"

"De Montfort University is situated in a perfect location for every students' preference of mode of transport/travel. I can safely and comfortably walk to campus, without any issues at all"

7. Greenhouse Gas Emissions from Staff and Student Commuting

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, was then used to calculate the greenhouse gas emissions emitted by staff and students during their commute to De Montfort University. Figure 1 shows the results of these calculations.

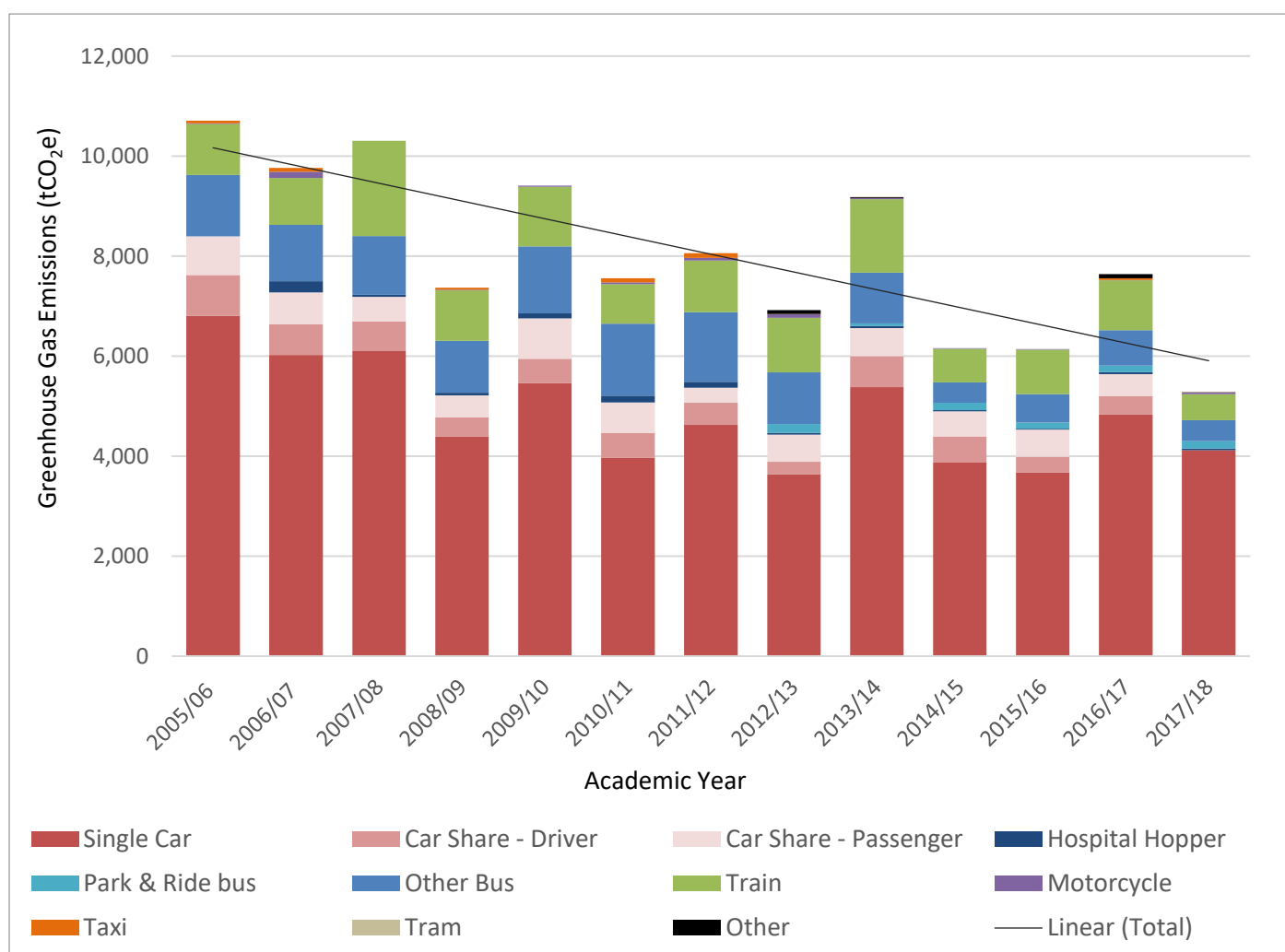


Figure 1. Greenhouse gas emissions emitted by members of staff and students during their commute, according to mode of transport, 2005/06 – 2017/18

In total, members of staff and students emitted 5,280 tonnes of CO₂e during their commute to De Montfort University in 2017/18 (2,634tCO₂e staff; 2,646tCO₂e students). This figure represents a 31% decrease on 2016/17 levels and is the lowest figure recorded since 2005/06. Both staff and students emitted less in 2017/18 than in 2016/17, however, the majority of the decrease is attributable to students, whose emissions from commuting decreased 46% in comparison to 2016/17, likely as a result of the reduction in single occupancy vehicle use (emissions from student car journeys decreased 43% in 2017/18 compared to 2016/17). Although it is positive to see this level of reduction in emissions, these figures should be viewed with caution due to the lower number of student responses received in 2017/18, in comparison with recent years, which may have artificially inflated the reduction in CO₂e emissions evident this year. As in previous years, emissions from car use (including car share) account for the majority of emissions (78%), followed by train use (10%) and 'Other Bus' use (8%).

These latest figures put De Montfort University firmly on track to meet the target of achieving a three-year rolling average of CO₂e emissions below 7500tCO₂e by 2018/19.

8. Actions proposed for 2018/19

- Develop a Phase 4 Travel Plan.
- Launch the revised Vehicle Parking and Cycling Policy.
- Expand the provision of sustainable transport initiatives and continue to improve staff and student communication surrounding sustainable travel.
- Continue to provide free annual permits for the Park & Ride.
- Continue to investigate the potential to provide electric vehicle charging infrastructure on campus.