



Loughborough
University

Estates & Facilities Management

Travel Plan – Executive Summary 2020- 2025

Executive Summary

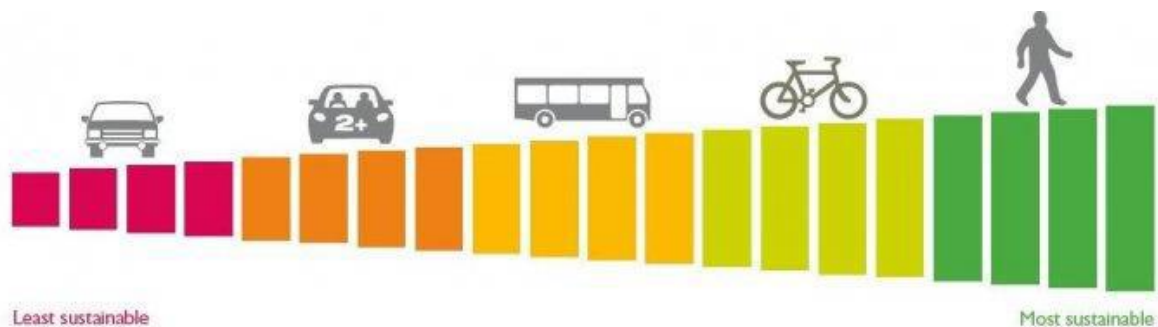
Loughborough University is committed to improving transport options for its staff, students and visitors and promoting more sustainable forms of transport. There is a successful and robust Travel Plan in place which supports delivery of several targets and objectives in line with planning obligations. The main objective of the Travel Plan is to reduce single occupancy vehicle (SOV) use to, from and across the main campus whilst encouraging use of sustainable modes of transport.

The Travel Plan is a requirement for planning purposes, to demonstrate that The University have considered the impact of its planned growth and development and are taking action to ensure growth is sustainable. As such, this travel plan is a working document that evolves following monitoring and review period every five years.

The Travel Plan was launched in 2010 with a review in 2015. The next major review of the Travel Plan is currently underway.

The Travel Plan

The plan is designed to act as a guidance for The University and set out measures to encourage walking, cycling and the use of public transport as principal means of commuting to university for work, study and for travel by staff on University



Survey 2020

A total of 906 responses represented around 28% of the 3,200 staff, which is a reduction on 2018's 1,533 responses and 48% of headcount (45% in 2015).

However, there may have been some mitigating circumstances for such a drop: Primarily, the impact of a preceding all-staff phishing-test email may be considered as critical. The survey was also ran at the same time as UCU strikes.

Results

One of the key targets of the Travel Plan is to reduce the proportion of staff driving alone as their main mode of travel to work. In 2015, this figure was 55%, while the target set was not met there was still a 5% reduction.

The overall modal split showed a drop in the number walking/running to work (17% vs 19% in 2018), using the bus (4% vs 6%) and catching the train (3% vs 4%). All of these figures are below the 2020 targets set out in the Plan.

Cycling has hit its target of 14%. Car sharing has also seen a small increase with 10% of respondents being either the driver or passenger.

However, comparing results to previous years should be treated with a degree of caution due to the large reduction in participants as previously discussed.

	<i>2015 value</i>	2020 value	2020 target
Walk / run	18%	17%	20%
Cycle	11%	14%	14%
Motorbike/scooter		1%	
Private car alone (single driver)	55%	50%	47%
Car Sharing	8%	10%	10%
Bus or coach	4%	4%	5%
Train	3%	3%	4%
Other		1%	

Key Trends

After analysing the open comment sections there have been some key areas identified that staff wish to see considered, the following list is in order of the most raised areas:

1. Increase the number of secure cycle shelters on campus.
2. Improve frequency (direct routes) and reliability of the bus service
3. Charge visitors for parking
4. Greater ability to work from Home
5. Introduce a car salary sacrifice scheme for ULEVS
6. Reduce parking fees.

Current Initiatives to aid sustainable travel

SmartGO Leicestershire: Focuses on transforming business travel and commuting by delivering financial, health and environmental benefits for all users at the University.

This package of transport incentives and discounts aims to encourage more environmentally friendly methods of travel. With offers available from companies such as Enterprise, Halfords, East Midlands Railways, Cotswold Outdoors, Kinchbus and Arriva.

Cycle to Work Scheme: The University offers employees the opportunity to obtain a new bike and cycling equipment through the cycle to work scheme provided by our partners, Cycle Solutions, one of the UK's leading providers of the Cycle to Work Scheme.

Kinch shuttle service: The shuttle service provides free on campus travel for all campus users

Liftshare: The scheme enables employees to search for colleagues doing a similar journey to work to arrange to share their journeys. We also offer a Guaranteed Ride Home Scheme for those taking part in the car share scheme. This reimburses the cost of public transport or taxi fares should your car share partner be called away on an unforeseen emergency.

Season Ticket Loan Scheme: University staff can apply for an interest-free annual season ticket loan to cover the cost of public travel between home and the workplace.

The scheme allows employees to make financial savings whilst encouraging the use of public transport wherever practicable. Buying an annual season ticket is generally cheaper than purchasing weekly or monthly tickets.

Electric Vehicle Charge points: There are now over 30 charge points available for campus users. These are currently free of charge. Further plans are in place to expand the network.

Aims and Objectives – 2021/25

The University's travel planning priorities have changed over time; the primary aim of the 2005 Travel Plan was to reduce the number of single occupancy car journeys to the University, whereas in the 2010 & 2015 Travel Plan increasing emphasis was placed on encouraging 'active' travel (walking and cycling) and reducing the environmental impact of necessary vehicle travel.

The University has made strides in supporting, enabling and promoting sustainable travel to, from and within the University. The general scope of the 2021 Travel Plan, however, remains the same with some additional targets. The University will actively continue to persuade staff, students and visitors to change their travel habits in favour of more sustainable modes, such as walking and cycling.

While the University continues to promote active and sustainable travel modes it must invest in the onsite infrastructure. The number of electric vehicles has increased dramatically in the last year, with over 150 electric vehicles registered. This means the current network is running at full capacity. Regular maintenance of the road and path network needs to be planned in.

Actions 2021/22:

1. Increase upper limit for Cycle to Work Scheme
2. Install Phase 2 of Electric vehicle charge points.
3. Complete Bus service tender.
4. Review current business travel policy.

Targets

The targets are based on the results of the travel survey and build directly on the over-arching travel plan aims and objectives. Both aim and action targets have been set. Aim targets are focused on achieving mode shift or increasing awareness levels, and action targets focus on the introduction of new or improved facilities, incentives and campaigns.

Mode	Target	Target value
Car	Staff driving to work alone by car	47%
Walking	Staff who walk to work	20%
Cycling	Staff who cycle to work	17%
Public Transport	Public transport (rail and bus) users	4%
Car Sharing	Staff who share (driver or passenger, including family members)	12%