

De Montfort University Travel Plan Progress Report 2017

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1. Introduction

For full details of the Phase 3 Travel Plan please visit

Formalise a procedure for abandoned bikes found on the DMU campus

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

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

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

4. New and ongoing initiatives by month

4.1 January 2017

Cycle to Work scheme window opened

Green Travel Plan Action Plan produced

Attended Welcome Event for new staff to promote sustainable travel options

Began investigating the potential to install EV charging points on the DMU campus

4.2 February 2017

Attended Spring Welcome Event to inform new starters about sustainable travel

4.12 December 2017

Final items installed in Vijay Patel cycle store (including repair station and pump)

Attended Welcome Event for new staff to promote sustainable travel options

5. Measures under development for 2018

Review the Vehicle Parking and Cycling Policy

Continue to review, and expand, the facilities available to staff and students who actively commute

Investigate the potential to provide electric vehicle charging points, for staff use

Review, and expand, the provision of sustainable transport initiatives; and continue to strengthen the communication of such initiatives to students and staff

reporting commitments, each spring a Travel Survey is ~~carried~~

Table 2 outlines the modal travel choices of students in 2017. As has been increasingly evident in recent years, students appear to be primarily using 4 modes of transport to get to the De Montfort University campus. These are: train (6%), bus (8% inc. Hospital Hopper), car (12% inc. car share) and walking/running/skateboarding (71%); with the latter being overwhelmingly the most popular choice amongst students, with nearly three quarters

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

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

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

The second most popular request from staff was for more frequent/reliable public transport from their section. Other popular requests were for improved cycle facilities (15%) and extra showers and changing facilities (16%). It is hoped the opening of the new Vijay Patel cycle storage facility will, in part, address the former.

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

As with staff, the most popular factors for encouraging students to consider change were financial ones, increases respectively would encourage them to change their travel choices. Other factors popular with students were improved cycle facilities (19%), the introduction of a DMU cycle hire scheme (19%) and better information on alternatives (16%).

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

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

A number of people suggested this problem could be alleviated by increasing the campus exclusion zone

... and it's great that they [De Montfort University] supports [sic] people in getting to work in more eco-friendly ways that are also beneficial to

@ ...) Uy' ... f

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

*) Uy' ... @
have been using this [scheme] for the last 3 years and I wouldn't go back to parking at DMU. My stress levels have definitely decreased without the stress of driving into town and trying to park at work. My journey time is also less [sic]*

*@ ... he park & ride scheme and find it has made an enormous difference to ... @
more people should take advantage of this scheme and [I] am particularly grateful that it*

u *t* *h*

In total, CO₂e emissions from staff and student commuting in 2016/17 were 7640tCO₂e (2711tCO₂e staff; 4929tCO₂e students). This figure represents a 24% increase on 2015/16 figures; with the majority increase attributable to a 29% rise in CO₂e emissions from student commuting. As in previous years, emissions from single occupancy car use account for the majority of emissions (63%), followed by train use.