



Phase 3 Travel Plan

2021 - 2025

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Executive Summary

Benefits of a Travel Plan

A University Travel Plan takes a set of best-practice and locally specific initiatives to create a package of measures that an employer can introduce to make it easier for their staff, students, and visitors to choose more sustainable ways to get to a particular site.

A good travel plan should not be anti-car, rather it should be pro-choice: encouraging all site users to consider how they will travel for their next journey rather than just resorting to habit.

More recently due to the travel changes created by the Covid-19 Coronavirus travel plans have started to focus more intensely on initiatives that allow flexible working and studying and reduce the need to travel at all.

Good plans can benefit the employer and all users of the site. Initiatives that provide alternative transport options for those who are able/want to choose them also help car users by reducing demand for the limited resources of road room and car parking spaces.



United Nations Sustainable Development Goals

The Sustainable Development Goals were adopted by all United Nations Member States in 2015 as a universal call to action to end poverty, protect the planet, and ensure that all people enjoy peace and prosperity by 2030.

The University has committed to contributing to the UN Sustainable Development Goals across our academic and operational endeavours. This Travel Plan supports our contribution to the following Goals:

3: Good Health & Wellbeing

7: Affordable and Clean Energy

9: Industry, Innovation, and Infrastructure

11: Sustainable Cities and Communities

13: Climate Action

17: Partnerships for the Goals.

Leicester City and County Context

Both Leicestershire County Council and Leicester City Council are committed to improving transport to and within the area including considerable recent and planned future developments.

Investments include a new electric cycle hire scheme sponsored by Santander that is due to be officially launched in the city in June 2021. The hire scheme will include more than 50 docking stations across the city where ebikes can be picked up and returned. Electric bikes are more accessible to users who may find standard cycles challenging making active travel more attractive to a larger potential audience among University staff and students.

For public transport users there are also big changes planned for local bus services, most notably the Development of a Sustainable Travel Network including:

- Electric rapid transit services serving LRI e.g. from Birstall, Meynells Gorse, and Enderby Park & Ride sites.
- A new P&R connection linking Beaumont Leys with the city centre via Glenfield Hospital.
- In conjunction with UHL, the creation of a temporary (three-year) P&R hub at the Leicester General Hospital.
- Investment in the Hospital Hopper including electric vehicles.
- A new city-centre electric rapid transit service.

There are also a number of local policies that specifically aim to support local residents' and workers' travel:

- *Connecting Leicester*: Sir Peter Soulsby's plan to create and provide a connected, safe, and family friendly city centre by reducing the dominance of roads and creating an attractive, pedestrian-friendly, environment.
- *Leicester's Air Quality Action Plan*: aims to improve the health of people in Leicester and reduce inequalities. It contains far reaching actions intended to significantly reduce air pollution over the period 2015 – 2026.
- *Covid-19 Transport Recovery Plan*: Leicester City Council's plan to ensure that getting people travelling again would be as environmentally friendly as possible including activities and objectives that fall within three major principles: Safety, Sustainability, and Social Equity.
- *Local Transit Plan*: Leicester City Council's plans for traffic and transport during the period from 2011 to 2026.

Flexible Working and Studying

Working from Home

One of the effects of the Covid-19 pandemic has been the change in working patterns for many UK workers. In particular there has been an increase in the numbers of staff members who have been able to work from home, including many of those who work at the University.

The latest University travel survey results also suggest that post-pandemic a sizeable percentage of those who have been able to work from home will wish to do so, at least occasionally, in the future.

There are clear travel benefits for businesses in allowing this type of flexible working and therefore the University has updated its Agile Working Policy ("*WorkSmart*") and created a new blended learning policy called *Ignite* that both aim to support these new ways of working, teaching, and learning.

Timetabling

Aside from allowing staff to work remotely when appropriate, a flexible working policy for the University should also consider the demands of travel during the working day, for example between buildings/sites during lecture changeovers.

The UoL has a Timetabling and Room Booking Policy that, although it cannot eliminate all travel requirements, is committed to producing high quality timetables that consider travel time between sites for staff and students as well as aiming to reduce gaps between sessions.

Travel Plan Development

The Travel Plan and Site Statements aim, where practical, to increase the percentages of staff, students, and visitors using sustainable travel methods to commute to and between the campuses. The provision of infrastructure, encouragement, and education will help to promote lower impact forms of travel in place of the current reliance on single occupancy vehicles and other unsustainable travel methods.

The objectives are:

1. To capture commuter and business travel data for carbon reporting.
2. To improve the choice of transport options and facilities available to staff, students, and visitors travelling to, from, and between University sites.
3. To implement travel initiatives through behaviour change that reduce transport-related emissions.
4. To ensure our sites are easily accessible by all users.
5. To reduce the use of single occupancy vehicles by staff travelling to and from and between, University sites and increase the use of cycling, walking, and public transport use.
6. To promote more sustainable ways of working.
7. To improve the health and fitness of staff and students through the promotion of walking and cycling.
8. To make changes to University vehicles to reduce their environmental impact.

During the earlier phases of the travel plan, Actions have been introduced in the following areas:

- Marketing & Promotion
- Flexible Working/Studying
- Carbon Reduction
- Cycling & Walking
- Public Transport
- Managing Car Use
- Business Travel

Phase 3 seeks to build on these areas plus *Our Citizens*.

Travel Survey Results

Travel surveys are used regularly to assess travel plan progress against modal split targets. They can also be used to estimate carbon emissions and measure awareness of existing schemes and policies amongst respondents.

The 2021 staff survey was carried out in March 2021. It can be considered unique from the others because it was carried out in during the Covid-19 pandemic whilst the country was in lock-down, non-essential travel was limited, and staff were encouraged to work from home wherever possible. This means that modal split comparisons with previous years are not reliable. However, other questions do give an important insight into the potential that working remotely could have in reducing the need to travel to work.

A student survey is expected to follow in Autumn 2021.

Selected Findings

Working patterns

- The majority (72%) of staff respondents were based at the *Central Campus* pre-pandemic.
- Pre-pandemic 92% of respondents worked *only* or *mostly* on a University site.
- At the time of the survey 85% worked *only* or *mostly* remotely (at home or other non-University site).
- From the next academic year 44% *don't know* where they will be based.

Commuting during the pandemic

- 19% of respondents reported that they had been *commuting to a University site on a frequent basis during the pandemic*.
- The most popular travel modes were *Private car (alone – single driver)* (55%), *Walk/run* (19%), and *Cycle* (9%).
- 7% of commuters reported car sharing.
- Twice as many respondents (6%) used a *Bus or coach* than the *Train* (3%).
- The most common (40%) engine types for solo drivers were *Small Petrol – up to 1.4 litre*.
- A large majority (83%) of solo drivers park in an *Off street – University managed car park*.
- Car sharers were more likely to have a petrol car and travel with two people including the driver.
- They were also most likely to park in an *Off street – University managed car park* (79%).
- The rail stations from where commuters travelled into Leicester were: Barrow-upon-Soar, Bedford, East Midlands Parkway, Loughborough, and Syston.

Plans for next academic year

- The majority response for *What I expect to be doing* next academic year was *I DON'T KNOW YET* (37%).
- 24% expect to attend a University site on *5 days per week*.
- Respondents would prefer to work on site for 2 (24%) or 3 (20%) *days per week*.
- The most common (48%) form of transport staff are likely to choose to get to a University site next academic year is a *Private car (alone – single driver)*.
- The next most popular choices would be *Walk/run* (18%), *Train* (9%), and *Cycle* (8%).

Observations

- Staff commuters would like to work from home more regularly next academic year.
- They expect to have a greater split between home and on-site working but many are currently still unsure about how and where they will be expected to work.
- A greater share of commuters chose to travel by SoV during the epidemic, likely due to safety concerns with using shared transport.
- The biggest expected change from during lockdown to post-pandemic is an increase in the percentage of staff commuters who will plan to travel by train – tripling from around 3 to 9%.

Transport Related Emissions

Commuting

Commuting emissions were calculated using data from the 2021 staff travel survey described in the previous section.

Results

Emissions calculations gave the following results:

- The total amount of CO₂e from commuting was **373,787** kg.
- The highest source of emissions was from SoVs: **320,022** kg CO₂e.
- Petrol engines were the highest SoV polluters overall: **191,508** kg CO₂e versus **108,466** kg CO₂e from diesel.
- Car share was the second highest source: **35,965** kg CO₂e.

Business Travel

In September 2020 the University, with support from Go Travel Solutions, calculated its emissions from business travel over the 2018/19 academic year. The results were published in the report *Scope 3 emissions associated with business travel at the University of Leicester*.

The total amount of CO₂e from business travel was **5,178,519** kg.

Non-Main Campus site-specific plans

A set of travel plan statements for University sites away from the Main Campus are included within the Appendix including Glenfield Hospital, The Robert Kilpatrick Clinical Sciences Building, Space Park Leicester, Brookfield, and Freeman's Common.

This report has been created by Go Travel Solutions Limited; Spring 2021.

Introduction


The University of Leicester (UoL) is a growing and successful University with a range of sites and activities. Site users include over 3,700 staff and 21,000 students, with many of these plus over 100 contractors and visitors attending the University campuses each day. Open days and other events add another 300 – 400 cars, with up to 2000 additional visitors on those days. Thus, the need to manage traffic flow around and within the University sites and to accommodate the vehicles and other modes of transport necessary for such large volumes of people is evident.

A decade on from the launch of its acclaimed Travel Plan, the University of Leicester is keen to evaluate the effectiveness of Phase 2 of that Plan and set targets for Phase 3 launching this year (2021). Since the first Travel Plan, great strides have been made in reducing the University's overall environmental impact through transport related emissions; the new plan aims to continue this work and to take advantage of prospects created by the COVID restrictions on travel such as increased opportunities for flexible work and study, and local investments in active travel infrastructure.

The worldwide Covid-19 epidemic has placed restrictions on how we work, study, and travel that none of us expected to experience in our lifetimes. However, as we come out of those restrictions, travel plans and transport initiatives will become even more important as people aim to return to travelling in as safe, and normal, a way as possible.

The previous Travel Plan phases, informed by annual travel surveys and ongoing staff and student consultation, have been hugely successful in supporting staff, student, and visitor travel and also in reducing the University's overall environmental footprint.

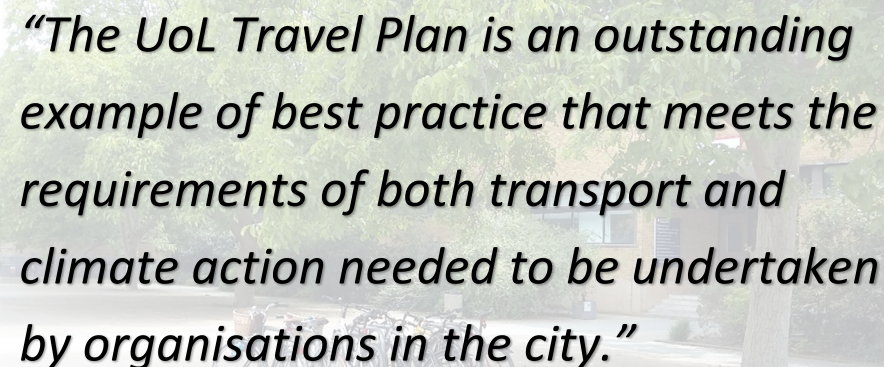
Recent developments due to new sites being developed, a new multi-storey car park, and a move to a more agile working pattern also need to be addressed during Phase 3.

The University is committed to ensuring equal opportunities to access its sites for all users; where policies and initiatives help to promote these opportunities, they are marked in the document with an .

Phase 3 has been written with reference and in addition to the following documents:

Travel Plan Phase 2 2015 – 2020

Travel Plan Addendum (2018)



“The UoL Travel Plan is an outstanding example of best practice that meets the requirements of both transport and climate action needed to be undertaken by organisations in the city.”

Bal Minhas, Travel Plan Officer, Leicester City Council (2020)

University of Leicester

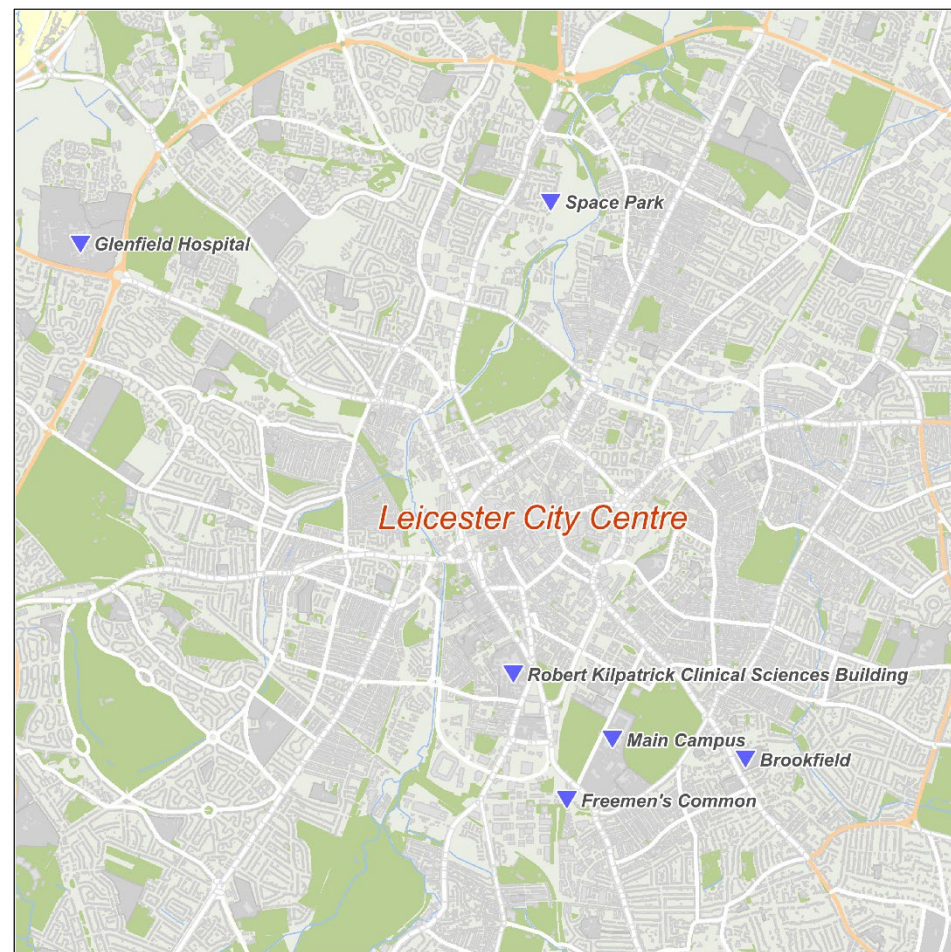
The University was founded as Leicester, Leicestershire, and Rutland University College in 1921.

The main campus contains a wide range of twentieth century architecture, though the oldest building dates from 1837. Situated a mile south of the city centre, it lies adjacent to Victoria Park and Wyggeston and Queen Elizabeth I College.

The three towering 1960s buildings in the centre of the main campus: the Engineering Building, the Attenborough Tower and the Charles Wilson Building, can be seen for miles across much of Leicestershire.

In addition to the Main Campus, other key sites used by the University include Space Park Leicester, Robert Kilpatrick Clinical Sciences Building (within the Leicester Royal Infirmary), Freeman's Common, and Brookfield – see Map 1.

The University is currently (February 2021) ranked in the top 25 UK universities in the *Times Higher Education REF Research Power* rankings; plus 21st out of 766 universities in the world in the *Times Higher Education (THE) Impact Ranking* for sustainability – placing it in the top 3%.



Map 1. University sites

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Benefits of a Travel Plan

A University Travel Plan (UTP) takes a set of best-practice and locally specific initiatives to create a package of measures that an employer can introduce to make it easier for their staff, students, and visitors to choose different, cleaner and/or more sustainable ways to get to a particular site.

A good UTP should not be anti-car, rather it should be pro-choice: encouraging all site users to consider how they will travel for their next journey rather than just resorting to habit. Messages are focussed on the premise that choices should be made according to 'what I need to do' rather than 'what I want to do' and considering environmental effects versus convenience.

More recently and accelerated by the changes in behaviour forced by restrictions due to the Covid-19 Coronavirus (first detected in the UK in February 2020), travel plans have started to focus more intensely on initiatives that allow flexible working and studying and reduce the need to travel at all.

Users should be encouraged to understand that it is not necessary to forgo all car use to take advantage of these initiatives; flexibility with transport choices is key to making a UTP work.

Good plans can benefit the employer plus current & potential staff members, students, visitors, and other users of the site. Initiatives that provide alternative transport options for those who are able/want to choose them also help car users by reducing demand for the limited resources of road room and car parking spaces.

Therefore, although a UTP is unlikely to be able to mitigate against all external travel challenges, there are other positive outcomes that can benefit those travelling to the sites:

Benefits for the University



- Staff and students arrive at work less stressed¹ and have fewer sick days² (E).
- Reduced need for expensive car parking areas.
- Enhanced staff retention and recruitment.
- Supports the University's commitment to reduce emissions to net zero³.
- Improved corporate image.

¹ Stéphane Brutus, Roshan Javadian, Alexandra Joelle Panaccio (2017), *Cycling, car, or public transit: a study of stress and mood upon arrival at work*, International Journal of Workplace Health Management.

² YouGov, 2013 Commute and Exercise Survey commissioned by Sustrans.

³ <https://le.ac.uk/about/climate-change>

Benefits for staff, students, and visitors



- All users find it easier to access the work site (€).
- Campus is more accessible and more pleasant to move around (€).
- Increased opportunities for daily activity (€).
- Reduced stress (€).
- Reduced carbon footprint.
- Provides greater choice so that a car is not the only option (€).
- Provides support for those without access to a private vehicle (€).
- Helps to reduce travel costs (€).
- Helping people to move away from private car use frees up road and parking spaces for those with the greatest need to drive (€).
- There is the potential for some fall in travel times with enhanced public transport services; for example, with the addition of bus-only lanes and new bus services.

Benefits for the city

- Reduced congestion.
- Improved air quality.
- Improved facilities / routes for neighbouring organisations and residents.

“The Travel Plan...is essential to ensure that the University can continue to expand and that its staff and students can carry out their work conveniently and effectively”

UoL Travel Plan (2010)

United Nations Sustainable Development Goals

The Sustainable Development Goals (SDGs), also known as the Global Goals, were adopted by all United Nations Member States in 2015 as a universal call to action to end poverty, protect the planet, and ensure that all people enjoy peace and prosperity by 2030.

The 17 SDGs are **integrated**—that is, they recognize that action in one area will affect outcomes in others, and that development must balance social, economic, and environmental sustainability.

Through the pledge to *Leave No One Behind*, countries have committed to fast-track progress for those furthest behind first. That is why the SDGs are designed to bring the world to several life-changing ‘zeros’, including zero poverty, hunger, AIDS and discrimination against women and girls.⁴

The University has committed to contributing to the UN Sustainable Development Goals across our academic and operational endeavours. This Travel Plan supports our contribution to the following Goals:



Helps to improve air quality, promotes active travel and cycle / road safety.



Promotes the use of electric vehicles.



Promotes the use of novel technologies and innovative infrastructure changes to reduce the need to travel.



Reduces traffic and improves city connectivity to contribute towards Leicester's overall sustainability.



Contributes to our carbon reduction and climate ambitions.



We are proud to work in partnership with the local authorities and other stakeholders to collectively realise our sustainability ambitions.

⁴ <https://www.undp.org/content/undp/en/home/sustainable-development-goals.html>

Leicester Context

Located in the East Midlands (see Map 2) Leicester is a well-connected city; key transportation links in the area include the M1, M69, and M6 motorways and two railway lines: the Midland Mainline running north-south between Sheffield and London, and the Birmingham to Peterborough line running west-east.

The city and county areas have their own dedicated website for transport enquiries and journey planning at www.choosehowyoumove.co.uk. This site includes information on public transport, cycling & walking routes, and driving & car sharing support including a free car share database. It is managed through a partnership of Leicester City and Leicestershire County Councils.

Active Travel

Both Leicestershire County Council and Leicester City Council are committed to improving transport to and within the area including considerable recent and planned future developments.

A new electric cycle hire scheme sponsored by Santander is due to be officially launched in the city in June 2021. The hire scheme will include more than 50 docking stations across the city where ebikes can be picked up and returned. It will cover the city centre and surrounding neighbourhoods, including railway and bus stations, Leicester Royal Infirmary & Glenfield Hospital, university and college campuses, major workplaces, and sports stadia.

Electric bikes are more accessible to users who may find standard cycles challenging making active travel more attractive to a larger potential audience among University staff and students (E).

Public Transport

Buses

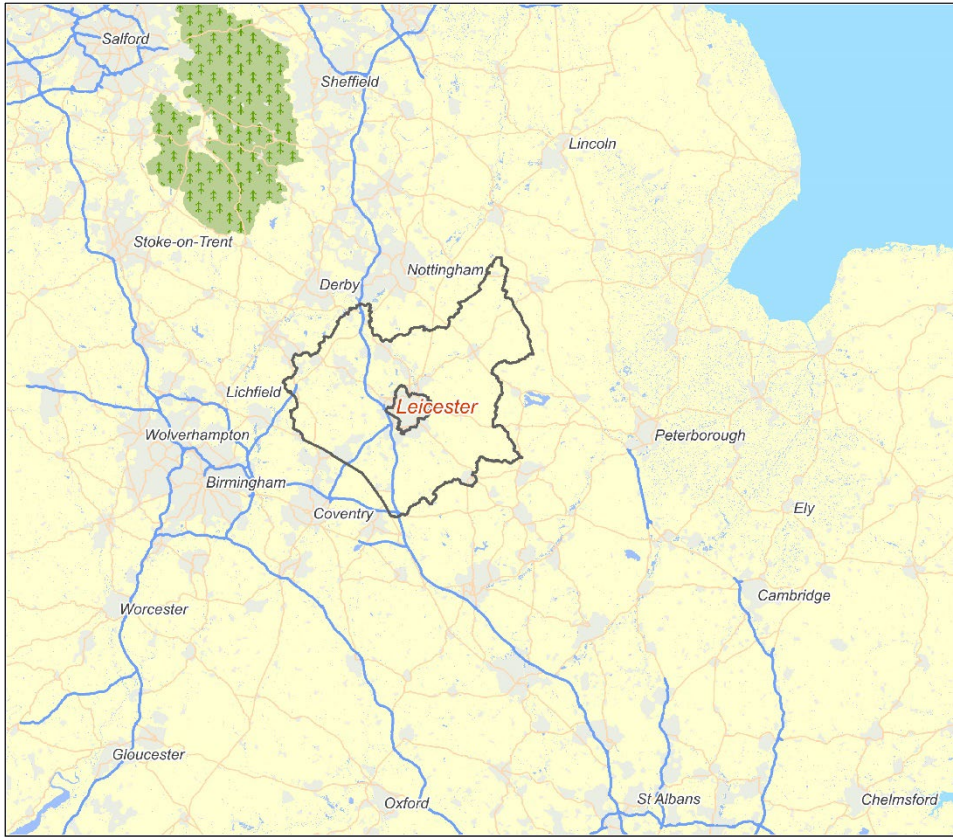
Fifteen bus service providers operate across the city and county including major operators Arriva, First, Centrebus, and Stagecoach. Most routes operate on a timetabled basis but there is also a demand-responsive (DRT) service from ArrivaClick. There are three Park & Ride sites at Enderby, Birstall, and Gorse Hill, with a fourth due to open in Beaumont Leys late 2021. The city centre has two bus stations – St Margarets (currently being redeveloped) and The Haymarket.

The minimum accessibility standards of buses and coaches in England, Scotland and Wales are outlined in the government Public Service Vehicle Accessibility Regulations (PSVAR):

<https://www.gov.uk/government/publications/accessible-buses-and-coaches/bus-and-coach-accessibility-and-the-public-service-vehicle-accessibility-regulations-2000> (E).

Rail

The two major train operators are East Midlands Railway (Midland Mainline), running from London St Pancras to Nottingham and Sheffield and CrossCountry Trains (Birmingham to Peterborough line).



Leicestershire County Council

The county council offers initiatives to help support employee travel, including:

- Pool ebike loans for employers.
- Park & Cycle from P&R sites (currently LRI staff only).
- Staff cycle training for county residents.
- Personalised travel planning sessions (in conjunction with the city council).
- Free access to the BetterPoints app to earn points and redeem them for high street vouchers or donate them to charity: www.choosehowyoumove.betterpoints.uk/page/choose-how-you-move



Map 2. Leicestershire and Leicester city

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Leicester City Council

With Leicester City Council (LCC), investments in transport opportunities include (but may not be limited to):

- Development of a Sustainable Travel Network including:
 - Electric rapid transit services serving LRI e.g. from Birstall, Meynells Gorse, and Enderby Park & Ride sites.
 - A new P&R connection linking Beaumont Leys with the city centre via Glenfield Hospital.
 - In conjunction with UHL, the creation of a temporary (three-year) P&R hub at the Leicester General Hospital.
 - Santander Cycles Leicester (SCL) public ebike hire scheme. Further details, including costs and exclusions can be found at www.rideonleicester.com.
 - Investment in the Hospital Hopper including electric vehicles.
 - A new city-centre electric rapid transit service.
- Supporting key workers getting to work during the Covid-19 epidemic and subsequent restrictions on movement.
- Support for Health & Wellbeing.
- Sustainable travel grants.

Connecting Leicester

<https://www.leicester.gov.uk/your-council/city-mayor-peter-soulsby/my-vision/connecting-leicester/>

Connecting Leicester is Sir Peter Soulsby's plan to create and provide a connected, safe, and family friendly city centre by reducing the dominance of roads and creating an attractive, pedestrian-friendly, environment.

Key aims of the plan include:

- Removing barriers that make it difficult for people to move from one area to another (€).
- Making the city an attractive destination for shoppers, visitors, businesses, and investors as well as a great place to live.
- Connecting different parts of the city centre and reducing the dominance of roads to help create an attractive and pedestrian-friendly environment.
- Helping businesses to flourish and to attract new visitors.

One of the key projects within *Connecting Leicester* is the consideration for the implementation of a **Workplace Parking Levy** (WPL) that could have implications for parking policies at local businesses including the University.

A WPL would potentially charge a tariff to local businesses based on the number of parking spaces that they operate. This charge could be absorbed by the business or passed onto car park users. All funds raised would be ring-fenced for local sustainable transport projects.

Currently the only city in the UK to operate a WPL is Nottingham. Following a public consultation, a decision on the Leicester WPL is expected sometime in 2021.

Leicester's Air Quality Action Plan

<https://www.leicester.gov.uk/media/180653/air-quality-action-plan.pdf>

Leicester's ambitious air quality action plan aims to improve the health of people in Leicester and reduce inequalities. It contains far reaching actions intended to significantly reduce air pollution over the period 2015 – 2026 (€).

The two main pollutants of concern in Leicester are nitrogen dioxide and particulate matter. The main sources being road traffic, in particular diesel engines. The plan sets out the 16 actions presented under four themes proposed to take to reduce air pollution in Leicester:

Theme 1: Reducing Transport Emissions

Actions:

- a) To lobby and work with central government to introduce national measures to progressively reduce polluting emissions from diesel vehicles, for example through fiscal regimes and disseminating national initiatives locally, such as promoting the uptake of low emission vehicles.
- b) To introduce a Low Emission Zone focussed initially on the buses using Haymarket Bus Station and St Margaret's Bus Station and to work towards an Ultra-Low Emission Zone (ULEZ) for all vehicles over the period to 2026, or sooner if possible.
- c) To work with Bus, Freight, Rail and Taxi transport sectors to reduce their environmental impact.
- d) To increase the uptake of Ultra Low Emission Vehicles by residents and business.
- e) To progressively reduce emissions by 50% by 2025 from the council's fleet operations.
- f) To implement a Sustainable Public Procurement Guide in 2016.

Theme 2: Promoting Sustainable Transport

Actions:

- a) To deliver a Phase II 'Connecting Leicester' initiative encouraging walking and cycling.
- b) To increase the uptake of more sustainable transport options.
- c) To increase the number of Public Transport trips.
- d) To deliver Leicester's Cycle City Action Plan (2014 – 2024) and integrate walking initiatives.

Theme 3: Improving Traffic Management

Actions:

- a) To optimise the highway network.
- b) To deliver a programme of 20mph zones.
- c) To deliver a Parking Improvement Programme.

Theme 4: Enhancing Planning and the Environment

Actions:

- a) To ensure air quality considerations are embedded into the New Local Plan.
- b) To implement the Land Use Planning Practice Guidance by to ensure all land use planning decisions minimise the need to travel by polluting vehicles.
- c) Using trees and plants to reduce air pollution.

Covid-19 Transport Recovery Plan

<https://leicester.gov.uk/media/186689/covid-19-transport-recovery-plan-may-2020.pdf>

In May 2020 following the first wave on Covid-19 in the country, Leicester City Council released their plan to ensure that getting people travelling again would be as environmentally friendly as possible including activities and objectives that fall within three major principles:

- Safety.
- Sustainability.
- Social Equity (E).

Initiatives delivered by the plan included:

- New and extended pop-up cycleways and paths along key routes.
- Increasing the permanent route improvements created within the *Connecting Leicester* programme.
- Developing a cycling and walking zone centred on Braunstone Gate with links into Bede Park, Mill Lane, and Narborough Road.
- Widening narrow pavements in local shopping areas where practical and providing good signage and information to help people keep a safe distance apart and support local businesses.
- Publishing a new Leicester Street Design Guide.
- Providing free maintenance through local bike shops.
- Making loan bikes available to key workers.
- Supporting the provision of safe and secure cycle parking at workplaces, transport hubs, city centre locations and district centres.
- Providing on-line maps of cycle routes and self-guided leisure walks and cycle rides at www.choosehowyoumove.co.uk.
- Reducing speeds to safe levels on roads to support cycling and walking.
- Extending the number of 20 mph zones.

- Supporting schools to get their pupils walking and cycling and create safe space to travel to and arrive at school.
- Supporting public transport providers to help passengers back onto the network safely.
- Introducing free Park & Ride travel for the recovery phase for NHS and care workers.
- Promoting the opportunity to park and cycle from Park & Ride sites.

Local Transport Plan

<https://www.leicester.gov.uk/your-council/policies-plans-and-strategies/transport-and-streets/>

The third Leicester Local Transport Plan (LTP3) was adopted in 2011. LTP3 sets out Leicester City Council's plans for traffic and transport during the period from 2011 to 2026.

The objectives of LTP3 are:

- Reduce congestion and improve journey times.
- Improve connectivity and access.
- Improve safety, security, and health.
- Improve air quality and reduce noise.
- Reduce carbon emissions.
- Manage to better maintain transport assets.
- Improve quality of life.

Flexible Working and Studying

Working from Home

One of the effects of the Covid-19 pandemic has been the change in working patterns for many UK workers. In particular there has been an increase in the numbers of staff members who have been able to work from home, including many of those who work at the University (see the section *Travel Survey Results*).

The survey results also suggest that, post-pandemic, a sizeable percentage of those who have been able to work from home will wish to do so, at least occasionally, in the future.

There are clear travel benefits for businesses in allowing this type of flexible working as transport emissions are reduced and the demands for car parking may also fall as well as potential improvements to staff health & wellbeing and work-life balance. Working in this way therefore helps to fulfil the University's *Net Zero* ambitions.

As such, the new University *Agile Working Policy* states:


“As part of the University's [Climate Change Strategy](#), we are committed to reaching net zero carbon emissions, reducing our overall environmental negative impact and adapting our campus for a changing world.

The University Strategic Guiding Principles include a prompt to consider the environmental impact of all our activities and decision-making. Increasing the efficiency of our Estate and reducing the need to travel contribute to our climate commitments and enable staff to make more environmentally sustainable choices in their working lives.”

Blended Learning (*Ignite*)

The University is committed to digitally enabled learning that draws upon the most successful elements of the pivot to online learning, whilst maintaining on-campus experience for students where this is most valuable. For the coming year, 2021/22, it is anticipated that students will have fewer hours of contact time on campus than in pre-Covid times, requiring less frequent journeys to campus. Large group lectures are likely to continue to be delivered online, allowing students the flexibility to study at their own convenience and from their own location.

The University's long-term strategy around blended learning is being championed by the newly appointed Dean of Distance and Flexible Learning, and it is envisaged that education in the future will move away from an exclusive focus on campus-based activity to accommodate students' needs to study more flexibly.



“The University Strategic Guiding Principles... enable staff to make more environmentally sustainable choices in their working lives.”

Agile Working Policy (2021)

Timetabling

Aside from allowing staff to work from home when appropriate, a flexible working policy for the University should also consider the demands of travel during the working day, for example between buildings/sites during lecture changeovers.

The UoL has a Timetabling and Room Booking Policy that, although it cannot eliminate all travel requirements, is committed to producing high quality timetables that take into account travel time between sites for staff and students as well as aiming to reduce gaps between sessions.

It is of course necessary to strike a balance between the scheduling complexities: geography of the available estate, staff work patterns, options chosen by students within cohorts, and laboratory restrictions; and there are therefore many competing factors. But the timetabling team make regular judgements and use specialist software to identify opportunities to make improvements for as many students as possible, within the constraints placed on the timetable by the sum total of all resources.

Selected salient points from the Timetabling and Room Booking Policy include:

3.5 Every effort will be made to ensure that students and staff do not have to attend two single hours of teaching at the extremes of the day (e.g. 9.00 and 17.00 classes on the same day, with no teaching in between).

6.1.3 The allocation of University space for teaching activities is optimal and fair.

6.4.6 Communicating any issues with travel time for programmes scheduled at Brookfield. Issues must be communicated to the Timetabling, Examinations and Room Booking Team as soon as possible upon initial publication of the room allocations.

7.5 When allocating space to activities efforts will be made to maximise 'home base' teaching and to minimise travel time between consecutively scheduled activities.

7.6 Travel time will be taken into account between main campus and the Brookfield site. Due to the University's small footprint, the 10-minute change over time between activities is deemed to be sufficient to travel between all other buildings.

7.7 In line with the University's strategy and action plan on equality and diversity, the University will accommodate staff and students with, for example, disabilities, carer responsibilities, religious beliefs, etc. The University has a legal duty to be 'anticipatory' to the needs of disabled staff and students, including timetabling, rooms bookings and room access, and will always take this into account.

Travel Plan Development

Aims

The Travel Plan and Site Statements aim, where practical, to increase the percentages of staff, students, and visitors using sustainable travel methods to commute to and between the campuses. The provision of infrastructure, encouragement, and education will help to promote lower impact forms of travel in place of the current reliance on single occupancy vehicles and other unsustainable travel methods.

Objectives

1. To capture commuter and business travel data for carbon reporting.
2. To improve the choice of transport options and facilities available to staff, students, and visitors travelling to, from, and between sites (E).
3. To implement travel initiatives through behaviour change that reduce transport-related emissions.
4. To ensure our sites are easily accessible by all users (E).
5. To reduce the use of single occupancy vehicles by staff travelling to and from and between, University sites and increase the use of cycling, walking, and public transport use.
6. To promote more sustainable ways of working (E).
7. To improve the health and fitness of staff and students through the promotion of walking and cycling (E).
8. To make changes to University vehicles to reduce their environmental impact.

Actions from Phase 1 and 2

Marketing & Promotion

Phase 1

- Website and travel plan portal.
- Events and awareness campaigns.
- Area wide travel forum – cross-campus working.
- Internal press releases.
- External press releases.
- Notice boards – installed & maintained.
- Examples of a personal journey breakdown of staff & students.
- Travel options booklet.
- Online personal Journey Planning Advice.
- Social Marketing Campaign.

Phase 2

- Further promotion of bus, cycling, car hire and train discounts (E).
- Campaign focussed on the cost benefits of sustainable travel.
- Targeted communications for new staff & students.
- To be present at the Active City Conference in Leicester.
- Shared spaces campaign.
- Adopt a pro-active approach to sustainable travel in the recruitment and induction of staff (E).

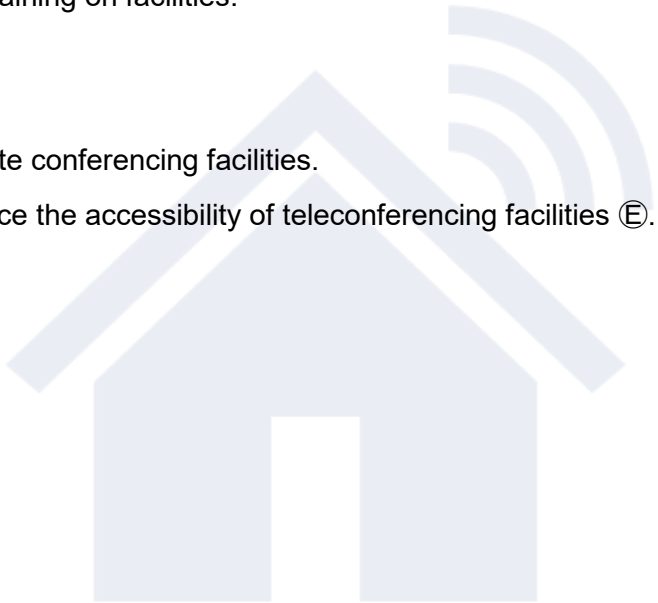
Flexible Working/Studying

Phase 1

- Investigate the expansion of current tele-conferencing and video-conferencing facilities ⑤.
- User guides.
- Explore options for using IT, homeworking, or flexible hours ⑤.
- Staff training on facilities.

Phase 2

- Promote conferencing facilities.
- Enhance the accessibility of teleconferencing facilities ⑤.



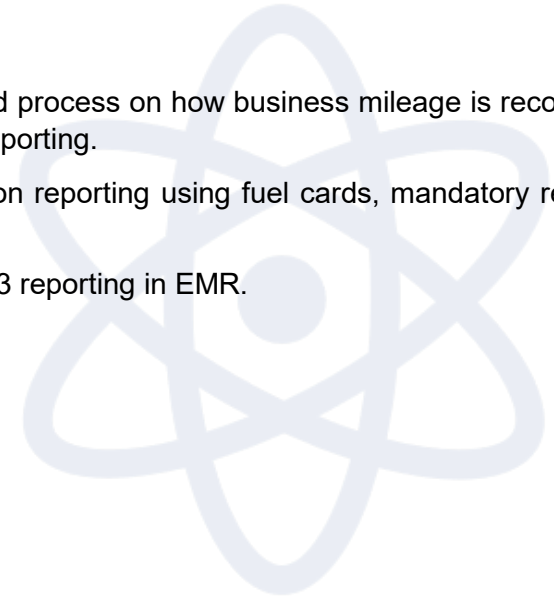
Carbon Reduction

Phase 1

- Green Fleet Review.
- Carbon monitoring system
- Flight monitoring system.
- Progressively increase the proportion of University-owned vehicles with lower carbon emissions.

Phase 2

- Review the policy and process on how business mileage is recorded as part of our scope 3 reporting.
- Enhance future carbon reporting using fuel cards, mandatory reporting and in-car telematics.
- Work towards scope 3 reporting in EMR.



Cycling & Walking

Phase 1

- Leicester Cycle Challenge.
- Audit of facilities, permeability and local routes.
- Cycle to Work Scheme (€).
- Cycle and walk maps.
- Cycling and Walking BUDI system (Car share scheme extension).
- Pool bike scheme.
- Develop a 'wishlist' of improvements (cycle storage, showers, and lockers).
- Annual programme of 'soft measures' and events.
- Recycled bike scheme (€).
- Lobby the Local Authorities to improve key routes based on the results of audits.
- New build policy of cycle storage and shower facilities.
- Compulsory cycle registration scheme for all staff and students.

Phase 2

- Identified walking champions.
- Further promotion of the University Bike Park.
- Enhance showers/lockers across all sites.
- Use the planned changes to University Road as an opportunity to enhance cycle routes.
- Reduce car parking on Central Campus and enhance pedestrian areas and cycling provision.

Public Transport

Phase 1

- Join Smarter Choices Leicester for staff discounts (€).
- Liaise with QE1 College, Regent College, and other local businesses to develop a Regional Transport Group to influence transport providers.
- Lobby the Park & Ride operators.
- Meet with local bus providers to discuss service extensions, subsidies, and discounts (€).
- Meet with local train providers to discuss service extensions, subsidies, and discounts (€).
- Lobby UHL to include University Road on the Hospital Hopper route.
- Shuttle bus service business case.

Phase 2

- Promote the current bus network.
- Continue to seek travel discounts working through partnerships such as SmartGo Leicester (€).
- Continue to campaign for enhanced bus links and discounts for travel to campus (€).
- Work with City Council and bus providers to develop the University ID card as a One card for bus travel.

Managing Car Use

Phase 1

- Promote the Blue Badge Scheme (E).
- Provide leased off-campus car parks to relieve the overcrowding on campus.
- Review the car park permit system to be fair, equitable and impartial (E).
- Create designated car sharing spaces in prime locations.
- Promote the Leicestershare car sharing scheme.
- Introduce new car parking charge mechanisms that better reflect the aims of the Travel Plan.
- Create a pay and display car park.
- Efficiently and effectively enforce the new car parking regime.
- Provide a car club for staff.
- Provide specific motorbike shelters.
- Revamp the car parking layout and road routes around main campus.
- Create new systems to deal with Contractor parking, Open Days and other events and other pre-arranged parking needs.
- Provision of an electric charging point for vehicles and bikes

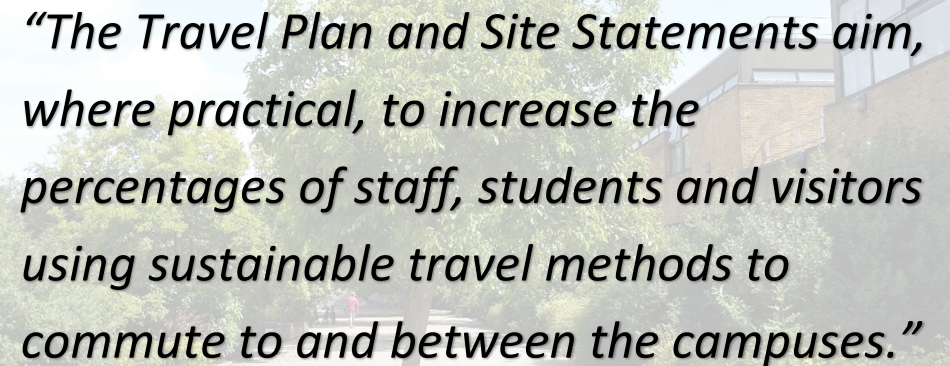
Phase 2

- Continued to raise the cost of car parking permits to become benefit neutral.

Business Travel

Phase 2

- Provide a travel option for business travel not reliant on grey fleet, e.g. car club, pool bikes.
- Review the opportunity for a pool bike scheme.
-



“The Travel Plan and Site Statements aim, where practical, to increase the percentages of staff, students and visitors using sustainable travel methods to commute to and between the campuses.”

Travel Survey Results

Travel surveys are used regularly to assess UTP progress against modal split targets. They can also be used to estimate carbon emissions and measure awareness of existing schemes and policies amongst respondents.

Modal splits from the previous surveys in 2009, 2015, and 2018 plus the latest survey in 2021 can be seen in Table 1.

The 2021 survey was carried out in March 2021. It can be considered unique from the others because it was carried out during the Covid-19 pandemic whilst the country was in lock-down, non-essential travel was limited, and staff were encouraged to work from home wherever possible.

This means that modal split comparisons with previous years are not reliable. However, other questions do give an important insight into the potential that working from home could have in reducing the need to travel to work.

Because student travel to campus was not permissible during this period, only staff members were surveyed at this time. A student survey is expected to follow in Autumn 2021.

Selected Findings

Working patterns

- The majority (72%) of staff respondents were based at the *Central Campus* pre-pandemic.
- Pre-pandemic 92% of respondents worked *only or mostly* on a University site.
- At the time of the survey 85% worked *only or mostly* remotely (at home or other non-University site).
- From the next academic year 44% *don't know* where they will be based.

Commuting during the pandemic

- 19% of respondents reported that they had been *commuting to a University site on a frequent basis during the pandemic*.
- The most popular travel modes were *Private car (alone – single driver)* (55%), *Walk/run* (19%), and *Cycle* (9%).
- 7% of commuters reported car sharing.
- Twice as many respondents (6%) used a *Bus or coach* than the *Train* (3%).
- The most common (40%) engine types for solo drivers were *Small Petrol – up to 1.4 litre*.
- A large majority (83%) of solo drivers park in an *Off street – University managed car park*.
- Car sharers were more likely to have a petrol car and travel with two people including the driver.
- They were also most likely to park in an *Off street – University managed car park* (79%).
- The rail stations from where commuters travelled into Leicester were: Barrow-upon-Soar, Bedford, East Midlands Parkway, Loughborough, and Syston.

Plans for next academic year

- The majority response for *What I expect to be doing* next academic year was *I DON'T KNOW YET* (37%).
- 24% expect to attend a University site on *5 days per week*.
- Respondents would prefer to work on site for 2 (24%) or 3 (20%) *days per week*.
- The most common (48%) form of transport staff are likely to choose to get to a University site next academic year is a *Private car (alone – single driver)*.
- The next most popular choices would be *Walk/run* (18%), *Train* (9%), and *Cycle* (8%).

Observations

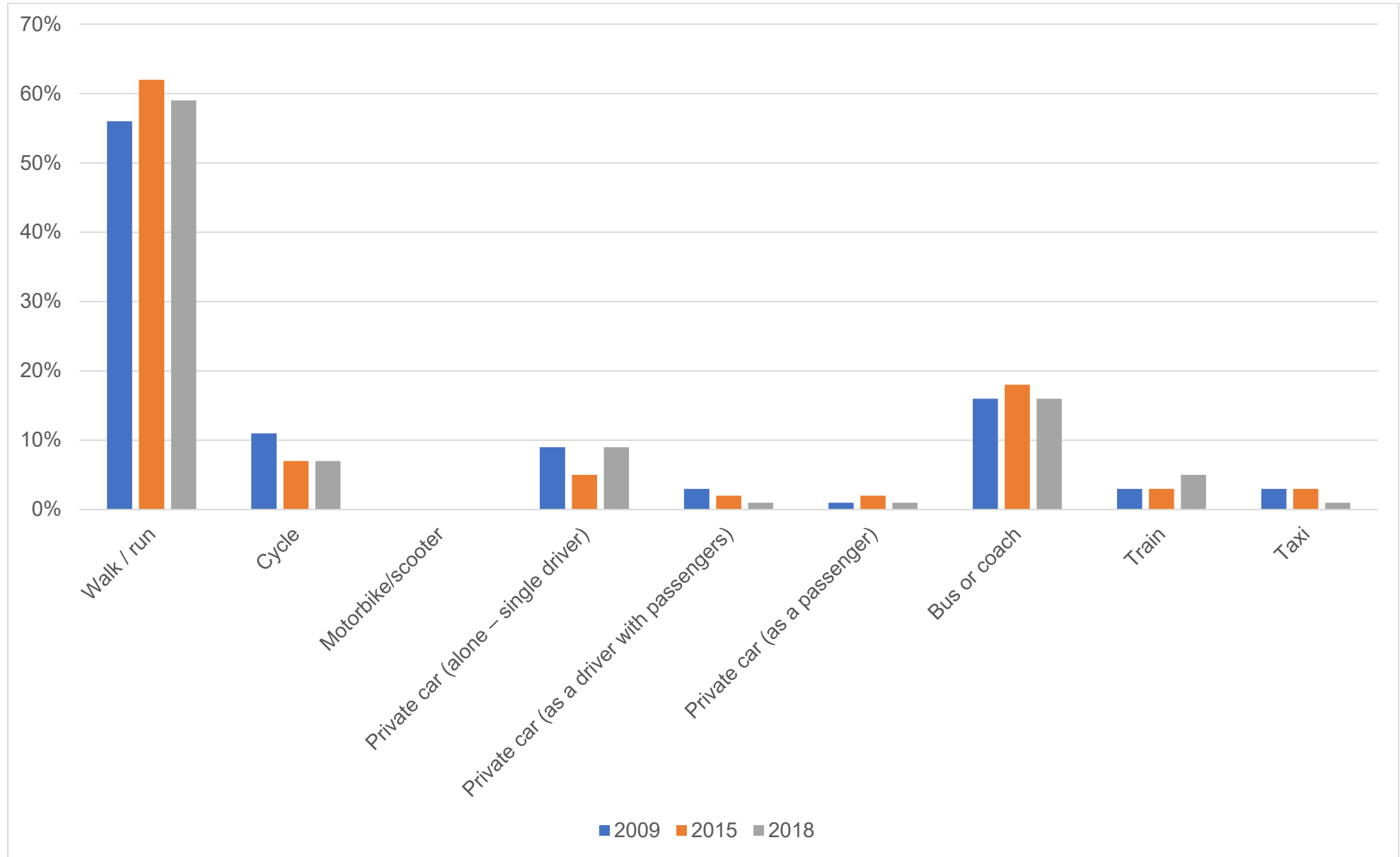
- Staff commuters would like to work from home more regularly next academic year.
- They expect to have a greater split between home and on-site working but many are currently still unsure about how and where they will be expected to work.
- A greater share of commuters chose to travel by SoV during the epidemic, likely due to safety concerns with using shared transport.
- The biggest expected change from during lockdown to post-pandemic is an increase in the percentage of staff commuters who will plan to travel by train – tripling from around 3 to 9%.



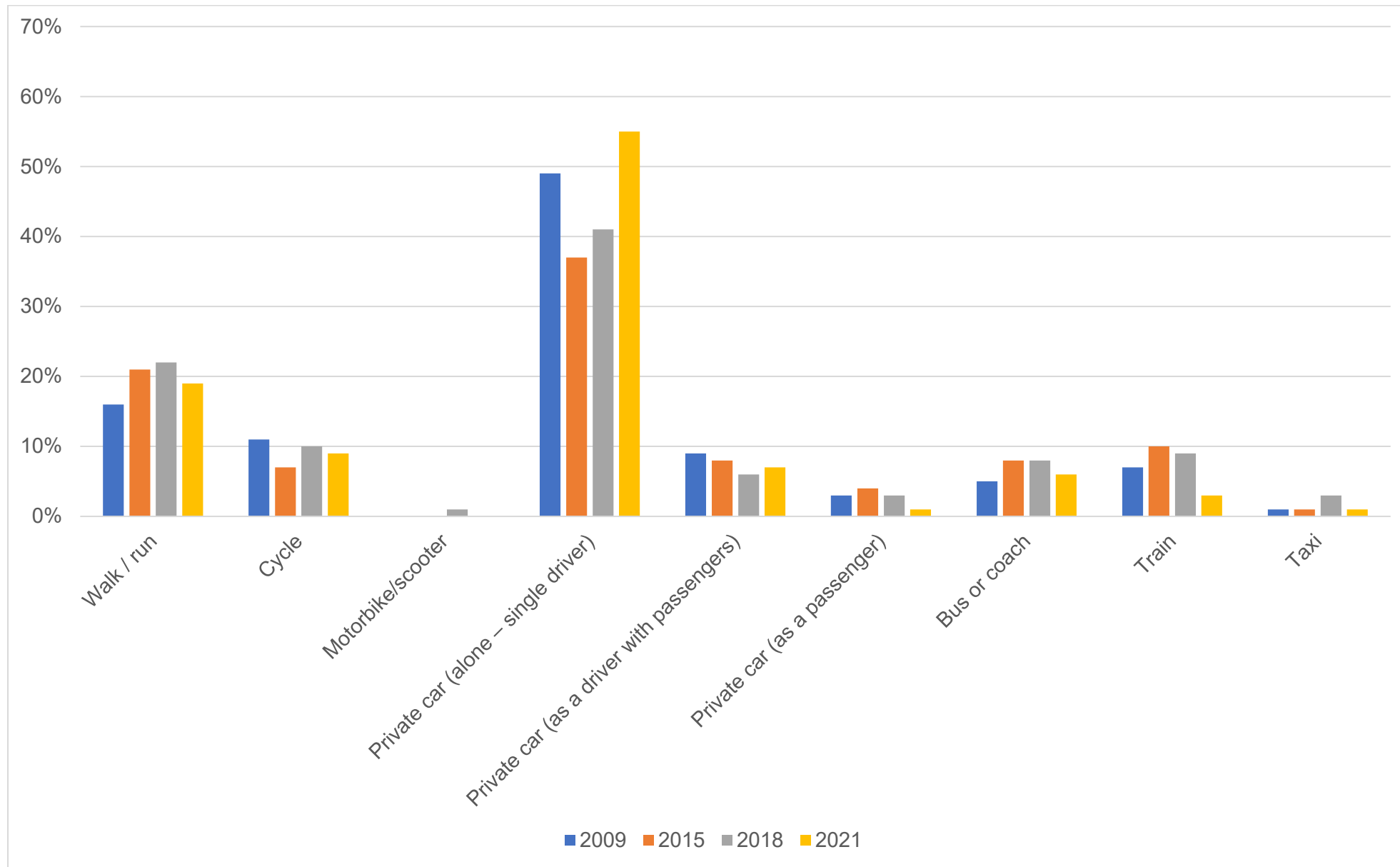
Table 1. Modal split from travel survey results

MAIN Travel Choice	Students				Staff			
	Phase 1	Phase 2		Pandemic	Phase 1	Phase 2		Pandemic
	2009	2015	2018	2021	2009	2015	2018	2021
Walk / run	56%	62%	59%	--	16%	21%	22%	19%
Cycle	11%	7%	7%	--	11%	7%	10%	9%
Motorbike/scooter	0%	0%	0%	--	0%	0%	<1%	<1%
Private car (alone – single driver)	9%	5%	9%	--	49%	37%	41%	55%
Private car (as a driver with passengers)	3%	2%	1%	--	9%	8%	6%	7%
Private car (as a passenger)	1%	2%	1%	--	3%	4%	3%	<1%
Bus or coach	16%	18%	16%	--	5%	8%	8%	6%
Train	3%	3%	5%	--	7%	10%	9%	3%
Taxi	3%	3%	<1%	--	<1%	<1%	3%	<1%

Graph 1. Student modal splits



Graph 2. Staff modal splits



Transport Related Emissions

A. Commuting

Commuting emissions were calculated using data from the 2021 staff travel survey described in the previous section.

Respondents who answered 'Yes' to Q8 *Have you been commuting to a University site on a frequent basis during the pandemic?* were directed to additional questions.

These included Q10 *On your usual commute to and from a University site, which of the following transport types are you most likely to choose for the longest part of the journey?*

If the response to Q10 was any of the following options, then a further question set regarding engine and/or vehicle type and weekly mileage was presented:

- Motorbike/scooter
- Private car (alone – single driver)
- Private car (as a driver with one or more passengers)
- Private car (as a passenger)
- Bus or coach
- Train
- Taxi

Each respondent only answered additional questions on their most common commuting transport type (where appropriate as identified in Q10).

This information was combined with GHG emission conversion factors provided by the UK government - *UK Government GHG Conversion Factors for Company Reporting (2020)*¹ to calculate kilograms of Carbon Dioxide (CO₂), Methane (CH₄), Nitrous Oxide (N₂O), and the Carbon Dioxide equivalent (CO₂e).

The steps for calculation were as follows:

- STEP 1: Extract the number of miles travelled per week by main mode for each respondent.
- STEP 2: Calculate the annual miles for each respondent by multiplying weekly miles by 44 (all year) or 30 (term only) - the number of weeks per year minus estimated holiday times.
- STEP 3: Total the annual miles for each transport/engine type.
- STEP 4: Calculate a scaling factor as number of respondents/total number of possible respondents. For this, the total staff headcount was assumed to be 3,820.
- STEP 5: Multiply annual distances by the scaling factor to get annual population mileage per transport/engine type.
- STEP 6: Multiply the annual mileages by the relevant GHG emission factors for each transport/engine type to calculate annual GHG emissions.

Assumptions made:

- Only main modal choice emissions were assessed.
- Full time staff work 46 weeks per year, term time only work 31 weeks per year.
- Figure given represents an accurate weekly average mileage.
- Respondents who identified as a non-University employee e.g. agency worker or PG student, were not included in the emissions calculation. University employees included those from College Court and LSP (Leicester Services Partnership).

¹ <https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2020>

Results

Emissions calculations gave the following results:

- The total amount of CO₂e from commuting was **373,787 kg** (374 tonnes*).

Made up from:

- 371,123 kg CO₂
- 464 kg CH₄
- 2,202 kg N₂O
- The highest source of emissions was from SoVs: **320,022 kg CO₂e**.
- Petrol engines were the highest SoV polluters overall: **191,508 kg CO₂e** versus **108,466 kg CO₂e** from diesel.
- Car share was the second highest source: **35,965 kg CO₂e**.

*One tonne is equivalent to 1000 kg

B. Business Travel

In September 2020 the University, with support from Go Travel Solutions, calculated its emissions from business travel over the 2018/19 academic year. The results were published in the report *Scope 3 emissions associated with business travel at the University of Leicester*.

A precis of the findings is reported here:

Objectives

The aim of the report was to provide a measure, and fuller understanding, of the contribution that business travel makes to the University of Leicester's overall carbon footprint.

This has been carried out by using the available data on business travel by staff and students to calculate the weight in kilogrammes of the following greenhouse gases:

CO₂ (carbon dioxide), CH₄ (methane), N₂O (nitrous oxide), HFCs (hydrofluorocarbons), PFCs (perfluorocarbons), and SF₆ (sulphur hexafluoride)

These are reported in terms of weight of CO₂e (carbon dioxide equivalent).

Methods

The following datasets were evaluated:

- A. Enterprise Hire Car bookings.
- B. Ford hired vehicles.
- C. Key Travel bookings.
- D. Travel spend by supplier.
- E. UK student field trip itineraries.
- F. Study Link emissions data.
- G. Expenses claims.
- H. Hospital Hopper bus patronage figures.

The following external sources were utilised to make the calculations:

- a. UK Government GHG Conversion Factors for Company Reporting (2019):
<https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2019>
- b. HESCET - Higher Education Supply-Chain Emissions Tool

Because different sources record data in different formats, a range of methods were required to calculate the emissions related to each source. These are detailed within the report together with the assumptions made when doing so, the weaknesses associated with them, and suggestions for how the data could be improved for future assessments. A hierarchy is also given to indicate the relative reliabilities of each method.

Results

The following table summarises the findings:

	CO ₂ e (kg)			
	Road	Rail	Air	Water
Enterprise Hire Car	20,493	0	0	0
Ford hired vehicles	2,291	0	0	0
Key Travel bookings	0	41,395	1,104,476	0
Travel spend by supplier	686,333	12,277	494,792	5,401
UK student field trips	3,994	0	0	158
Study Link emissions data	0	0	61,140	0
Expenses claims	386,938	411,074	1,913,078	0
Hospital Hopper use	34,679	0	0	0
TOTALS	1,134,728	464,746	3,573,486	5,559
Grand Total	5,178,519			

Phase 3 Potential Initiatives

Marketing & Promotion

M&P1 Staff and student intranet sites.

- The launch of dedicated sharepoint sites allows for audiences-specific communications of travel information and promotions.

M&P2 Social media.

- Sustainable and active travel opportunities will be promoted through our social media channels as appropriate.

M&P3 Staff & student events.

- Annual events will continue once COVID restrictions are lifted, such as bike security and Dr Bike events.

M&P4 Incoming student communications.

- The travel@le.ac.uk will continue to be promoted and regularly monitored for all incoming inquiries.

M&P5 Internal media.

- Travel information and initiatives are communicated through a range of internal media, including Yammer, Our News pages and the weekly 'Our Citizen' email.

Flexible Working/Studying

FWS1 Agile Working Policy (E).

- A new *WorkSmart* programme will be launched in Autumn 2021 incorporating new 'agile' working practices and spaces to maintain some of the positive benefits of the COVID adjustments that maximise our efficiency.

FWS2 Improved IT infrastructure to support videoconferencing and other remote working facilities (E).

FWS3 Increased distance learning options (Ignite) (E).

Carbon Reduction

CR1 EV charging points.

- EV charging point provision for staff, students and visitors will be provided at the main campus multi-storey and SPL and will be reviewed regularly to ensure adequate capacity as demand may change.
- Work towards all EV charging points being supplied with 100% renewable electricity.

CR2 Improved scope 3 data capture & reporting.

- Collect data on student travel from home address to term-time address.
- When new mandatory travel contracts are let, require coach providers and taxi services to provide data on mileage travelled.
- Record mileage, vehicle engine size and fuel type when staff mileage claims are processed.
- Review the coding of travel expense claims in order to distinguish between transport modes and to avoid accommodation, food and parking expenses being reported as distance travelled.

CR3 Transition to ultra-low emission vehicles

- Fleet management service will encourage transition to ultra-low emission fleet as vehicles are replaced.
- When travel services are tendered, review market opportunities for specifying ultra-low emission vehicles.

Cycling & Walking

C&W1 Work with LCC to promote/deliver *Santander Cycles Leicester* scheme.

- Sponsor at least one docking station on main campus and distribute free memberships as appropriate.

C&W2 Work with LCC for improved cycle routes to and between sites.

C&W3 Increased flexible vehicle permit options to encourage occasional active travel amongst regular car users.

Public Transport

PT1 Agile Working

- Work with other major employers locally to lobby for flexible ticketing options that are compatible with agile working.

Managing Car Use

C1 Main Campus parking to be mainly moved to a new multi-storey car park.

- Most leased car parks have been removed and main campus car parking and public space use will be reviewed.

C2 New car parking policy (E)

- Including a review of how car parking is charged as well as increased permit flexibility for agile working.

Business Travel

BT1 Reduce need for business travel through remote working facilities and increased agile working practices..

BT2 Reduce inter-site travel through efficient timetabling.

BT3 Review University policy on business travel and consolidate existing documents into a unified policy, including consideration of the carbon impact of different modes of transport.

BT4 The travel management service contract is due for renewal summer 2021, presenting an opportunity to refresh communications and encourage uptake of the service in order to give better visibility of travel bookings.

BT5 The potential for a travel carbon offset scheme will be reviewed where business travel is unavoidable.

BT6 Work with current hire car providers to review forthcoming opportunities for electric pool cars and other sustainable inter-site travel options.

Our Citizens

OC1 We will use University expertise and student projects to help develop and deliver elements of the plan.

Monitoring

Progress with the new UTP and its initiatives will be measured via regular surveys of staff and students and reported to Bal Minhas the Leicester City Council Travel Plan officer each year.

Timetable of Initiatives

	2021/22	2022/23	2023/24	2024/25
Marketing and Promotion				
Annual staff and student travel days				
Staff and student intranet page updates				
Pre-arrival student travel communications				
Travel reduction				
Launch <i>WorkSmart</i> Policy				
Launch updated car parking policy				
Increase distance and blended learning opportunities				
Review business travel policy				
Carbon reduction				
Sponsor Santander electric bike scheme				
Launch multi-storey car park EV charging points				
Review travel provider contract (including offset options)				
Review pool car options (starting with SPL)				
Review cycle facilities on all sites				
Review Santander sponsorship, looking to expand				
Work with LCC and other local partners to maximise sustainable travel opportunities				
EV charging points to 100% renewable energy				

Appendix: Non-Main Campus site-specific plans

Additional site-specific plans have previously been submitted by the University to satisfy discharge conditions of conditional planning approval. The appropriate statements are updated here where necessary.

Objectives and targets as listed within this UTP will apply at all other sites unless stated and any additional site-specific actions are described in the relevant sections below.

Monitoring and evaluation will be included within the University Travel Survey unless otherwise required.

A. Glenfield Hospital (GH)

A joint travel statement for the Glenfield Hospital Cardiovascular Research Centre was created between University Hospitals Leicester (UHL) and UoL.

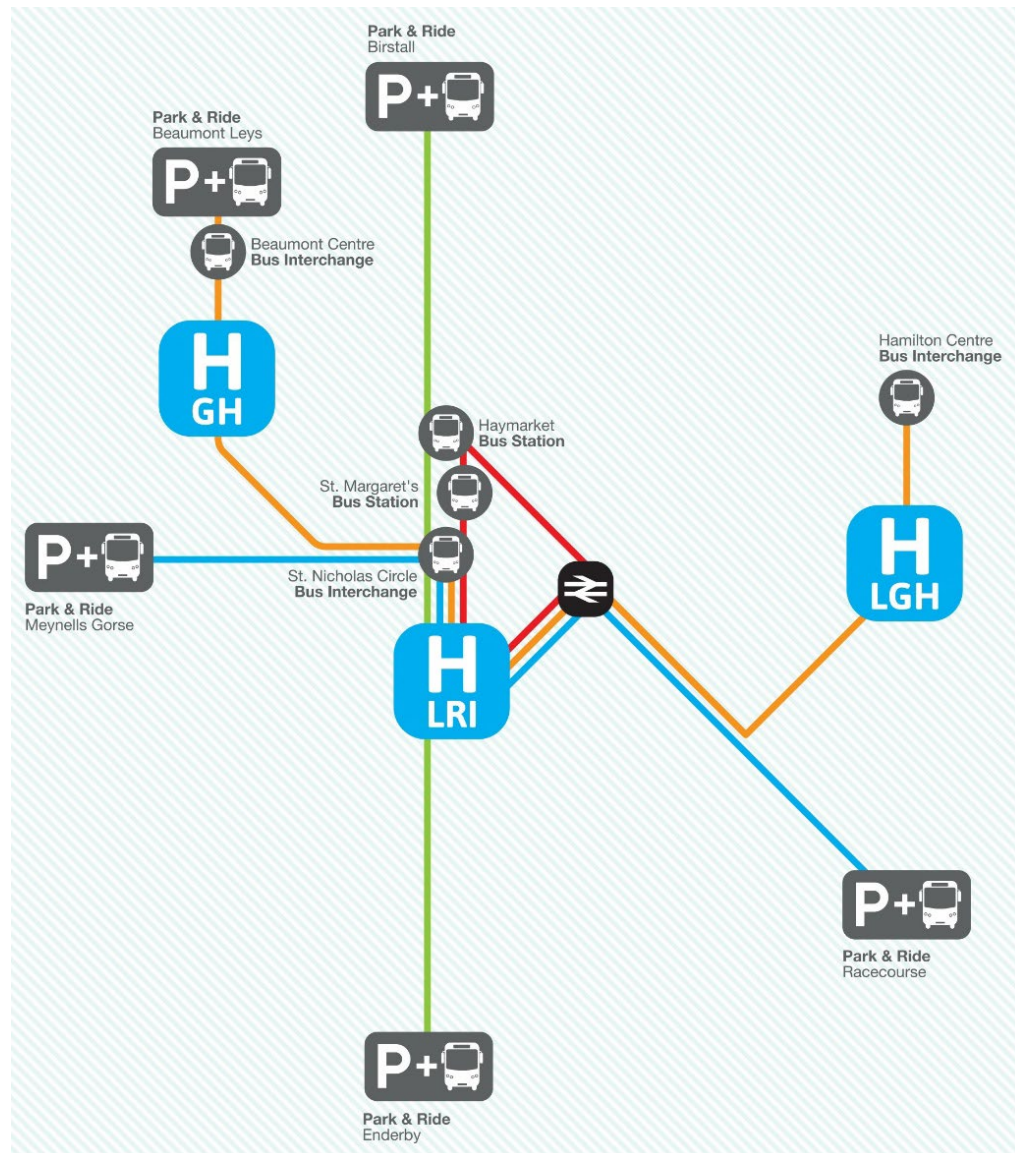
Since the creation of the statement, UHL has started an eight-year (2021 – 2028) reconfiguration programme that will result in an expansion of its two sites at Glenfield and the Leicester Royal Infirmary (LRI).

As a result of the reconfiguration and expected increase in footfall at the GH, UHL has commissioned the creation of a Travel Action Plan from Go Travel Solutions to help plan an increase in the actions and initiatives to support staff, patient, and visitor transport to the sites.

With investment and support from the city and county councils, these additional initiatives include (but may not be limited to):

- A new free electrified rapid-transit service across the city centre (see Figure 1).
- Park & Ride services from Beaumont Leys.
- Improved Hospital Hopper bus provision including more frequent services and electrified buses.
- A Santander Cycles Leicester hub on the GH site.
- An improved online travel planning hub.
- Improved cycle storage including electronic access.
- Charging points for EV vehicles.
- Better access to car parks and increased payment options to help reduce issues with cars queuing.

Figure 1. Planned Electric Rapid Transit for Leicester city centre



B. The Robert Kilpatrick Clinical Sciences Building (RKCSB)

The RKCSB is situated in the centre of the Leicester Royal Infirmary in Leicester city centre.

As a part of the UHL reconfiguration programme previously described access for users of the LRI site will be improved via support from the city council and the initiatives described in the UHL Travel Action Plan. For the LRI site specifically, these will include (but may not be limited to):

- An improved online travel planning hub.
- Improvements, including electrification, to the P&R services from all sites.
- Introduction of the Santander Cycles Leicester scheme across the city centre.
- A new free electric rapid-transit service within the city (Figure 1).
- A new cycle storage hub on Infirmary Square.
- Improved cycle storage areas including electronic access.

C. Space Park Leicester (SPL)

[Space Park Leicester](#) (SPL) is being developed in three phases on the former John Ellis School site (near the Abbey Pumping Station).

In the Phase 1 (2021), up to 85 staff and post-graduate students will be located at the new site with increases in future phases.

A full transport assessment has been carried out examining the transport impact of the site on the local area, congestion, safety, and sustainable transport options for staff. This was carried out using postcode mapping of the whole University staff population.

A Framework Travel Plan (FTP) has also been created for the site; this is an interim document, as agreed with Leicester City Council, as an iterative approach towards the completion of this full University Travel Plan condition due to the on-going issues of COVID-19.

Updates to the FTP

- The full University travel survey, as referenced in the FTP, has now been completed as detailed within this UTP.
- The Santander Cycles Leicester electric bike hire scheme has now been launched with a docking bay close by SPL at the National Space Centre.
- SmartGo membership has been extended to August 2023 providing staff members with public transport discounts.
- Changes to the Birstall – Enderby P&R routes are expected soon including the introduction of new electric buses with reduced emissions.

Environmental Survey

In 2019, an additional environmental survey was carried out by Go Travel Solutions on behalf of the University. This formed part of the *Soft-Landings* approach that involves end users at every stage of project development and delivery to ensure a smooth change management process plus a site that is 'fit for purpose' in the short and long-term phases of the project.

The full project report is entitled *University of Leicester: Environmental Survey Results*.

Bus Service Feasibility

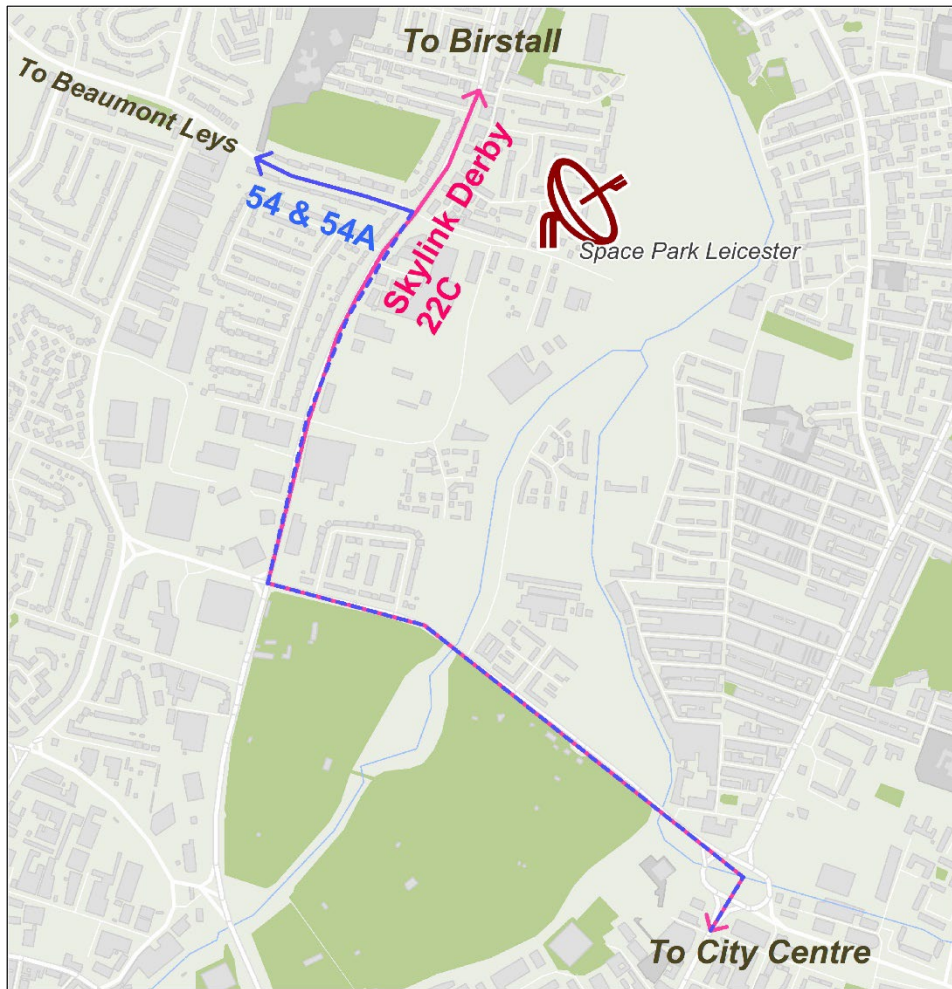
Map 3 shows the limited bus routes to the SPL site; only the Skylink Derby, 22C, 54 and 54A services stop within a distance that most people would consider a short walk. In response, the University commissioned a second report, also from Go Travel Solutions, to evaluate the feasibility and costs of providing staff with additional services between the Main Campus and SPL.

Table 2 shows the suggested options.

Cycle Options to SPL

Map 4 shows the cycle (and pedestrian) routes that run close to SPL. These are primarily routes that follow close to the River Soar.

A docking station for the Santander Cycles Leicester ebike scheme is planned to be installed close to SPL in the first phase of the project. This will aid travel between SPL and other University sites including the main campus. The use of electric bikes makes the initiative more available to a wider potential audience including those who may find traditional cycles more demanding.

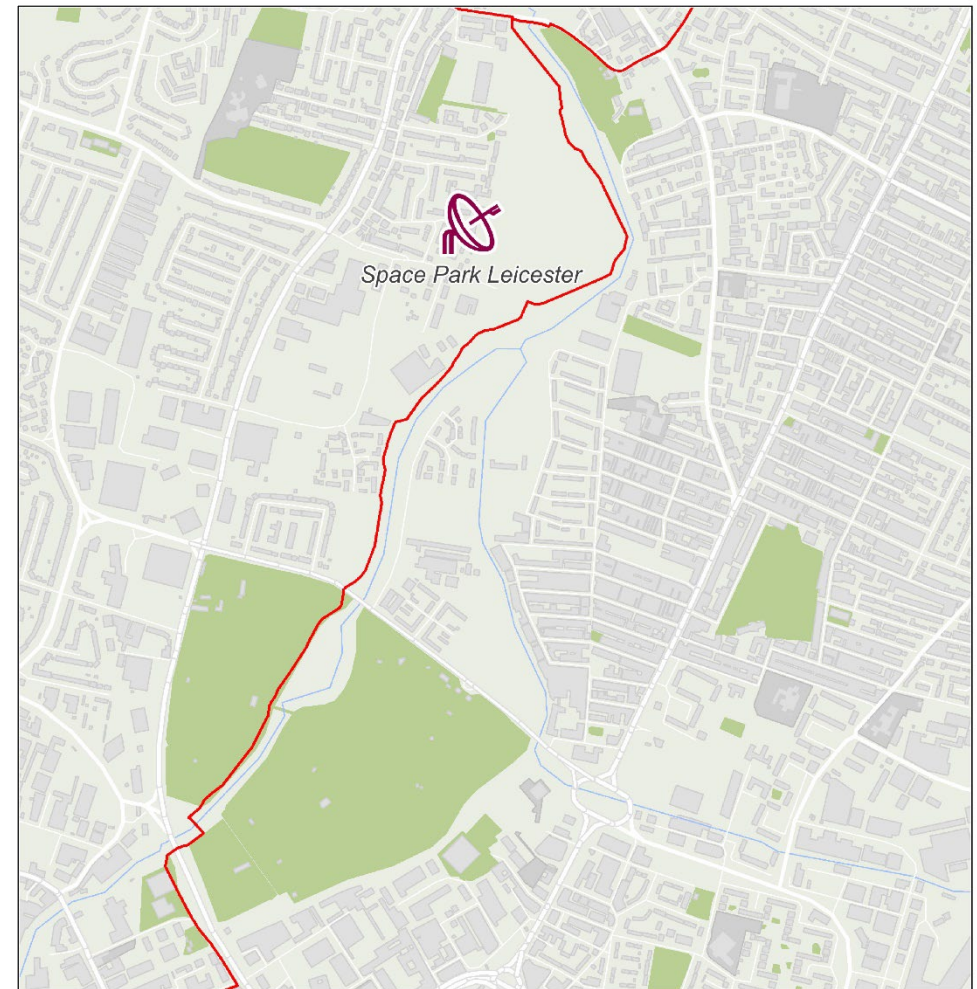


Map 3. Bus services close to Space Park Leicester

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Map 4. Cycle routes close to Space Park Leicester

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Contains National Statistics data © Crown copyright and database right (2021)

Table 2. Bus Feasibility Options between Main Campus and SPL

Design Option	Description	Positives	Negatives	Comments
1	Promotion of existing local bus services that operate close to key locations to be served e.g. service 54 (First) and service 54A (Centrebus)	Cost based purely on usage	Unattractive to users – not a dedicated facility Extended journey times because walking time + slow bus journey time leading to loss of work time	
2	Diversion of existing local bus services down Corporation Road e.g. service 54 (First) and service 54A (Centrebus)		Limited branding Relative unattractive to users Longer journey times because not directly serving priority locations	Bus companies, even with financial inducements, may refuse to divert because it would detract from existing service
3	New local bus service with UoL funding	Minimise cost of service through maximising income from public and other partners Some branding opportunities	Lack of flexibility to make short-notice changes	Example – Hospital Hopper Cost expected of £375K-£500K per annum – depending on spec. Net cost to UoL would be lower because of income from other users
4	Private contracted service with UoL funding	Flexibility to adjust service at relatively short notice Branding opportunities Potential to recover some costs Fastest of journey times – most direct option	Limited use of bus lanes and bus stops	Example – Leicester College campus shuttle Could operate to timetable or be demand responsive Cost expected of £180K - £250K / annum – could be lower if shared with other partners
5	Expansion of ArrivaClick service to include SPL	Offers big expansion of direct journey options to SPL Extensive coverage by time and day of week High service specification	Limited branding opportunities Higher cost to user versus fares on existing bus services	

D. Brookfield

In August 2017, Phil Jones Associates produced a Travel Statement “for the Brookfield Campus in support of a planning application for a proposed extension of teaching space at their Brookfield site on London Road”. Its purpose was to provide site-specific information in support of the Phase 2 Travel Plan in place at the time.

Specific infrastructure measures that were proposed as part of the planning application for the site included:

- A new shared use pedestrian/cycle access directly from the building entrance to the pedestrian crossing of London Road.
- An amended walk map directing users from the main campus to the Brookfield site to use the new shared use path.
- Cycle parking provision within the car park.
- Additional showers provided in several buildings across the site.

Since the acceptance of the original Travel Statement, in addition to the local infrastructure described in the document, an experimental scheme is being introduced in nearby Clarendon Park to address the problem of commuter parking. These experimental measures will be limited to a restriction on non-residents’ parking between 9.30 and 10.30am on weekdays from 1 February 2021 to 31 August 2021.

Although the scheme will focus on the streets immediately adjacent to Queen’s Road, a short distance from Brookfield, there may be some small potential for it to have an effect on Brookfield users, especially those who also work on the Main Campus.

Phase 2 of the Santander Cycles Leicester project may also have a positive effect on transport behaviour choices with proposed docking stations as far south as Victoria Park Road.

E. Freeman's Common

Original statement for the development:

"The University of Leicester (UoL) are seeking to redevelop existing low-density student accommodation, a surface car park, a public house and library stores to provide high density student accommodation, additional teaching space and a Multi-Storey Car Park (MSCP). The site currently accommodates approximately 362 student beds which would need to be demolished and replaced with a student village to accommodate 1,200 beds across the Freeman's Common, Dry Dock and Library Store sites. In addition, the provision of parking is proposed to be expanded from 360 to 555 spaces within a new MSCP and separate blue badge parking area.

The development proposals would create opportunities to enhance pedestrian and cycling infrastructure and would align with wider objectives of the UoL to improve pedestrian and cycle connectivity between its sites. These improvements would complement the UoL Travel Plan (TP) in promoting a modal shift away from single occupancy car use and encourage sustainable travel around the university and wider city area. The proposed pedestrian and cycling enhancements compliment and support Leicester City Council's 'Connecting Leicester' vision, Leicester Cycle City Action Plan 2015-2024 and Leicester's Local Transport Plan 2011-2026.

The proposed development would provide a consolidated location for accommodation and staff car parking from across the wider area. In addition, the proposed development would facilitate public realm improvement schemes at the University to provide better facilities for pedestrians, cyclists and public transport users."

Site-specific actions

- Student Traffic Management Plan (covering arrangements for student arrivals and departures at the start and end of the academic year).
- Induction Pack and Information for students.
- Free hi-vis and on-site cycle repair facilities.
- Public transport (potential) : season ticket loans, timetable info, 'onecard' enabled student IDs.
- Dedicated car share spaces, promote car sharing, ride home in the event of emergency for car sharers.
- Free personal safety alarms and hi-vis, customised 'Walk It' maps.
- Newsletter of relevant transport info, sustainable transport visitor information.
- Nominated UoL Travel Plan Coordinator.
- Associated Communications strategy.
- Adoption and Monitoring of Targets.
- Associated Action Plan.

"The redevelopment of this key University site provides additional opportunities to promote sustainable travel choices amongst staff, students and visitors."

Freeman's Common and Nixon Court Travel Plan Addendum (2018)

Other commitments

The University's *Sustainable Design and Planning Guide* states the following:

In general terms, the following approach should be adopted to reduce CO₂ emissions: reduce the demand for energy in the building (demand minimisation) and reduce the carbon content of the fuel used to provide that energy. It is paramount that the energy demand is minimised prior to renewable technologies being used to decarbonise the energy supply. For further assessment of the passive low energy design approach refer to GD01.

The University's *BREEAM Design Guide* states:

University New build schemes shall utilise the BREEAM New Construction 2014 scheme, where a minimum target of BREEAM 'Very Good' represents a realistic objective, with an aspiration of attaining an 'Excellent' rating.

University Refurbishment schemes shall utilise the BREEAM Refurbishment and Fit Out 2014 scheme, where a minimum target of BREEAM 'Good' represents a realistic objective, with an aspiration of attaining a 'Very Good' rating.

Vehicle and cycle parking standards are informed by the Leicester City Council guidelines:

<https://www.leicester.gov.uk/media/179303/vehicle-parking-standards.pdf>

The University has made additional commitments to reducing its impact on the local transport infrastructure:

- Main Campus car parking is also under review with a view to improving accessibility to our site.
- The University is signed up to SmartGo membership until 31st Aug 2023.
- Working in partnership with – University Hospitals Leicester NHS Trust, De Montfort University, Arriva, Leicester City Council, and WQE College.
- Membership of Leicestershare.com.

