

A tall, modern concrete tower with a central glass section stands against a clear blue sky. To the right, a large, leafy green tree is partially visible. The scene is brightly lit, suggesting a sunny day.

University Travel Plan 2022.

www.nottingham.ac.uk/sustainability



INTRODUCTION AND OBJECTIVES

The University of Nottingham has a long standing commitment to the environmental agenda and is committed to institution wide environmental excellence. We have significant internationally recognised research strengths and course provision in the environment related field. Our estates operations are built upon a strong environmental ethos and through our adoption of progressive environmental strategies in our capital projects we have embedded sustainability into the heart of our operations. We are committed to working to increase transport choice and promote Sustainable transport to our staff, students and visitors.

This report identifies the travel plan measures that are proposed for the University Park Campus of the University of Nottingham. The measures identified within this plan will not only meet the current needs of the campus, but will also over time evolve and develop to meet the needs of the campus, as the campus develops individual building specific information will be issued and referenced to this plan.

It should be remembered, however, that this travel plan is not an anti car initiative but, rather, a tool for offering more choice for travel to the campus, improving the working and study environment and to provide efficient business functions. It also aims to incorporate the needs of visitors to the Campus, who on the whole are adults with very few children attending the campus. Children on campus would generally be with a school group and will be supervised.

This travel plan includes a range of mechanisms, initiatives, targets, indicators, monitoring, review and change procedures designed to reduce the impact of travel and transport on the environment.

This travel plan is a working document that will develop and change to meet the requirements and development of the site. At the centre of a successful travel plan is partnership. Through working in partnership with other organisations and businesses, including local planning authorities and public transport operators, a range of measures can be identified that reduce the need to travel.

UNIVERSITY PARK CAMPUS

The University Park Campus is the main Campus of the University and is the largest. The Campus houses an extremely large and diverse range of academic schools and departments including Archaeology, life sciences, Chemistry, Engineering, Magnetic Resonance Centre, Pharmacy, Philosophy Theology etc.

In addition to the large number of Academic Schools and Departments there is also a wide range of Services on the Campus including the Academic Office, the Accommodation Office, Cripps Health Centre, Day Nursery, Estates Office, Hallward Library, Nottingham Hospitality, Sports and Social Club and Student Services etc.

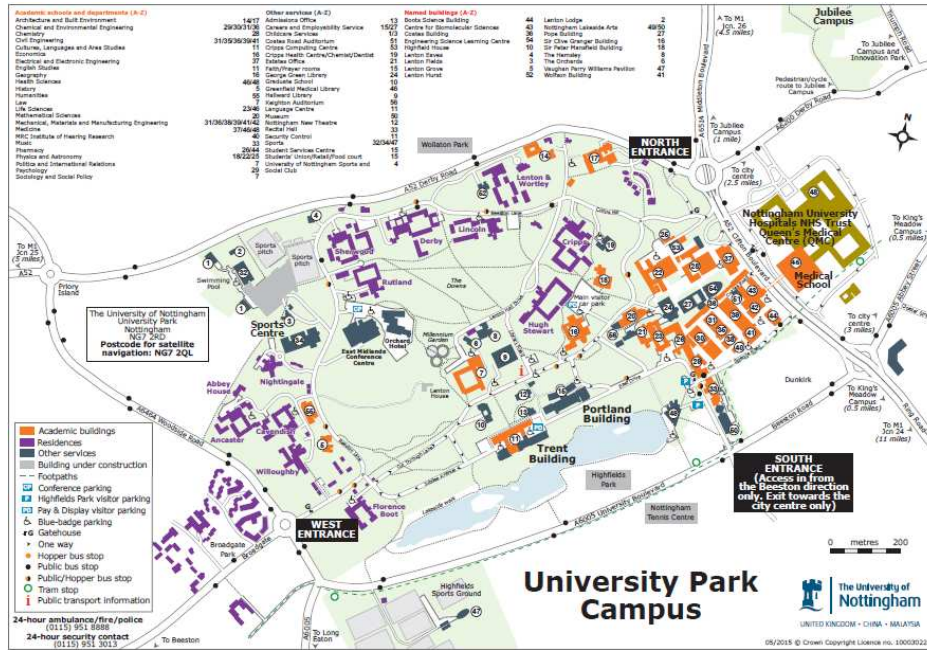


There is in the region of 3,600 full time staff based on University Park and some 20,000 students that spend part or all of their time studying at the campus. There are some 4,000 bed spaces on campus and significant numbers of 3rd party providers of accommodation within the immediate vicinity.

The hub of student life on the campus is centred around the Portland Building which contains the Students Union and a wide range of shops, banks, bars, restaurants and other facilities.

Most of the academic buildings and departments are located on the eastern side of the campus between the east and northern entrances, which enables easy access to the local transport network. The majority of the Halls of Residence buildings are located on the northern part of the campus as is the East Midlands Conference centre and Sports Centre.

The Campus is located approximately 1.5 miles to the west of the main shopping, commercial and recreational heart of Nottingham City Centre. Campus is bounded by the A52 Clifton Boulevard on the eastern boundary of the site, the A52 Derby Road on the northern boundary of the site, the A6005 University Boulevard on the southern boundary of the site and the A6464 Woodside Road on the western boundary of the site.



Access to the wider strategic transport network is extremely convenient from both campuses with the adjacent Nottingham Ring Road providing a convenient option for reaching the majority of the main routes heading out of Nottingham. Junction 25 of the M1, to the west of the city, is also within easy reach the A52.

There are three main vehicular accesses into the University Park Campus with the southern entrance from Beeston Road, the west entrance from Broadgate and the northern entrance from the A52 Derby Road. There is also a access off the A52 into the Science are of the campus

All of the main access points into the University Park Campus are controlled by a security gatehouse with entry and exit barriers controlling the entrance. In addition to the main vehicular access into the site there are a number of pedestrian and cyclist access into the University Park Campus.

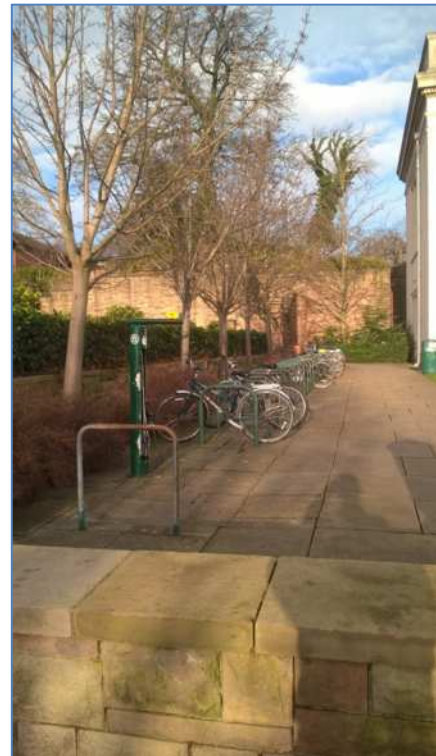
Site Assessment of Facilities.

In order to understand the layout, operation and existing transport provision on the campus a detailed site investigation has been undertaken to identify the types of parking, pedestrian, cycling and public transport facilities that are currently available on the site. This builds upon the audit undertaken for the last iteration of the travel plan.

It is clear that the campus is conveniently located to Nottingham city centre and there are ample opportunities for students and staff to travel to and from the site by modes other than the private car. The objective of this travel plan will therefore be to identify measures that will encourage staff and students to maximise the use of these travel modes.

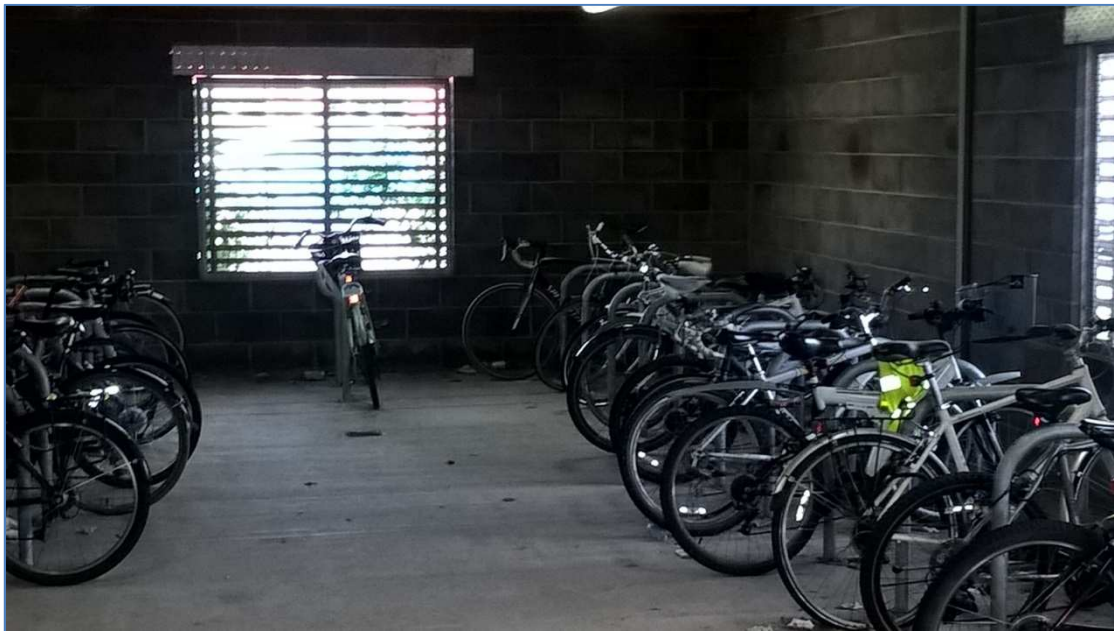
Facilities for Cyclists

There is a selection of cycle parking facilities on campus ranging from secured covered facilities through to shorter term Sheffield stand facilities at the front of buildings. In total there is more than 3,000 cycle parking spaces. The cycle parking facilities are well distributed around the Campus with a concentration of cycle parking facilities in areas where there is likely to be a high demand. All new buildings have cycle parking facilities associated with them and in recent years new access card controlled facilities have been constructed. To support cyclists we have puncture repair kits available and on-site fix it stands for people to repair their own bikes should the need arise. All new buildings include shower facilities for cyclists as standard and we have a continued investment program in facilities for cyclists.



Typical Examples of cycle parking on University Park

Cycle Repair Stand at Portland Building





It can be seen that the cycle hoops around the campus are of a good standard and well used by both students and staff.

The infrastructure audit undertaken on the campus confirmed that cyclists are able to move around the campus relatively easily by using the internal road network combined with a partial network of shared footway /cycleway routes which link the principal facilities to each other and also provide access to the strategic cycle network beyond the campus boundary, as well as a clearly defined cycling ring road.

There are a number of cycle routes on most of the main routes around the Campus that assist access to and from the cycle parking facilities.

In addition to the on Campus cycle facilities there is an extensive network of cycle routes on the public highway routes immediately adjoining the Campus which include: -



- Part of the National Cycle Route running along University Boulevard to the south of the Campus.
- An off road cycle facility running adjacent to Woodside Road to the west of the Campus.
- An on carriageway Cycle Route running along Derby Road to the north of the Campus.
- An off road cycle facility on the eastern boundary of the main Campus.
- An on road cycle route running along derby Road to the north of the QMC.
- Part of the National Cycle Route running along Orston Drive / Charnock Avenue
- An off road cycle facility running along Middleton Boulevard
- An on carriageway Cycle Route running along Wollaton road / Ilkeston road to the north of the Campus.
- An on road cycle route running along derby Road to the south of the Campus

In conjunction with Sodexo we offer a 'salary sacrifice' cycle purchase scheme, both of which have acted as "carrots" to encourage staff and students to cycle to the University. We have done a number of cycling events including Dr Bike's etc, and have improved our resources that are available to staff, students and visitors to the university via our website.



<http://www.nottingham.ac.uk/estate/environment/cycling.htm>

For the last 8 years we have run a student bike hire scheme enabling up to 300 students to have access to a bike. This last year we have been running the scheme in conjunction with student enterprise organisation Enactus.

<http://www.ucycle.org/>

We have two of the City Card cycles docks on campus (one at the front of the George Green Library, the second at the Sports centre), these have been installed by Nottingham City Council and provide additional connectivity



E-Scooters

The University is supportive and a partner in the recently launched E-Scooters that are operating across the City. Work is currently underway to review and improve the use of Scooters on our campuses, including identification of parking zones, speed restrictions and also responsible riding events.

Facilities for Powered two wheelers

The site visit has confirmed that there is a limited number of powered two wheeler parking spaces located around the Campus with PTW at times utilising car parking spaces.

Facilities for Pedestrians

Most areas of the campus are serviced via good footway facilities for pedestrians and the routes are generally in a good condition, adequately lit and free from obstructions. The main pedestrian route is along the lakeside boardwalk and along the newly constructed tree lined boulevard away from vehicular routes. All of the main vehicular routes throughout the Campus have adequate footway provision adjacent to them that enables pedestrians to safely walk along the main access corridors. A large number of these routes have also been provided with tactile paving and dropped kerb provision that improves access for blind or partially sighted pedestrians. Provision is also made for wheel chair users with lifts available in the majority of buildings and appropriate door thresholds are in place. On an annual basis the Estate office and Student's Union undertake a review of footpaths and lighting on campus

In addition to the footways that have been provided on the main transport corridors in the Campus there is also a very good provision of pedestrian footways that are located in areas where vehicles are not permitted. In addition, there are numerous pedestrianised areas throughout the Campus, which further improves the pedestrian environment.

The main visitor car parks on the Campus are also well linked to the Campus by a network of footways and paths, which are generally in a good condition.

In addition to the good provision of pedestrian facilities on the Campus the site is well linked by paths to the main external transport network on the roads surrounding the Campus.

More recently we have further enhanced pedestrian facilities through the pedestrianization of roads in a number of areas, including along Coates road and East Drive. Both of these schemes enhance the external environment for active travel and minimise modal conflict.

Public Transport Services

In view of its convenient location and close proximity to Nottingham city centre, the staff and students at University Park have the choice of a wide number of existing bus services and more recently the NET line 2 which provide frequent and reliable options for travelling to and from various locations both within the City and further afield. These services on the whole are wheel chair accessible. Details of the various services which are available from University or on the adjoining roads can be found at: <https://www.nottingham.ac.uk/sustainability/transport/publictransport/busservices.aspx>

There has been year on year improvements to our intercampus bus services, this has resulted in significant improvements in the connectivity between our campuses and seen an increase in patronage with our services usually carrying some 1,000,000 passenger journeys per year.

To compliment this we have worked with our bus provider to improve the quality of the buses, improved information availability, both of which have enhanced the travellers' experience and at the same time invested in new bus infrastructure.

Through partnership working we have seen the development of the Uni link 34 service which provides a direct link between the city centre and the University Park every 5 minutes during term time. Utilising our University Card systems our students and staff can enjoy special discounted travel on the NCT bus and NET tram network. NCT also have a regular presence on campuses and with other bus providers attend our fresher's events.



The opening of the Nottingham Express Transit line 2 in 2015 further increased the public transport availability to staff and students with three stops providing connectivity to the campus and the City. With a stop adjacent to the medical school and two on University Boulevard: at the south entrance and adjacent to the Highfields sports ground.



The University offers a travel pass scheme for public transport and gives staff the opportunity to purchase travel passes through salary deduction for a range of providers:

- Nottingham City Transport
- Trent Barton
- Nottingham Express Transit
- East Midlands Trains

The main bus terminus on campus is at East Drive, which is in a very good condition, with raised kerbs to enable easy access, covered shelters, bus timetable information and seating.

We have enhanced our infrastructure with improved travel information that is available on our website, which included both travelling to and between our campuses.

<https://www.nottingham.ac.uk/sustainability/transport/travellingbetweencampuses/travelling-between-campuses.aspx>

Facilities for Cars.

The University of Nottingham has adopted a parking management strategy for their Campuses, which involves the issuing of car parking permits (with charges linked to vehicle emissions and salary bands) and issuing of enforcement notices for unauthorised vehicles. The site visits have shown that the car parking provision on the Campus is good and is well managed by University security. Students are not allowed to park at the University and are discouraged from bringing their cars to Nottingham.

The University is part of the City Councils work place parking levy. There are three main visitor car parks on campus with visitors who use the Campus car park must pay a charge to do so.

The car parking provision on the Campus consists of formal car parking areas, the majority of car parks are well laid out and parking bays are marked with white thermoplastic lines. In general car parking on the Campus is well managed. There is spare capacity in most of the car parks on campus.

The University has teamed up with the UK's largest car sharing network to provide a car share scheme specifically for University staff – with links into a similar scheme run at the City Hospital and QMC. The University's online car share scheme enables staff to search for someone who goes their way – both passengers and drivers. During the launch month more than 300 people joined the scheme.

www.nottingham.ac.uk/carshare

The University has invested in both electric fleet vehicle and publicly available electric charge points.



ELV charge points

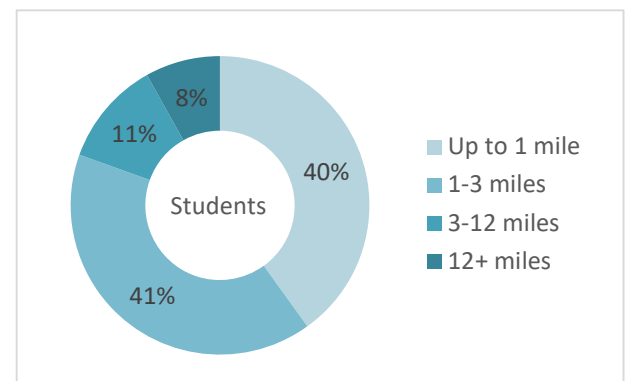
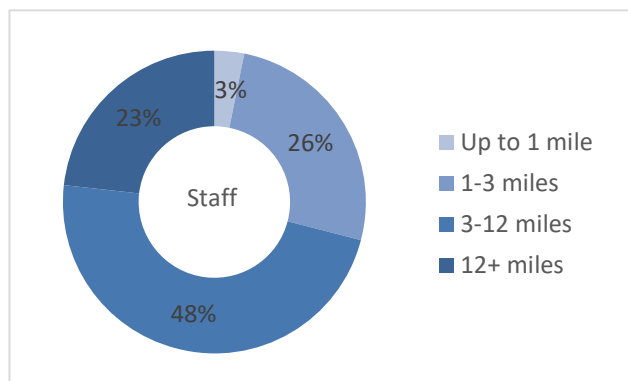
SUMMARY OF TRAVEL PATTERNS & ACTIVITY AT THE CAMPUS

The University carries out a travel survey every 2 years to understand how staff and students travel to, from and between University sites. It's also an opportunity for staff and students to help shape future transport strategy.

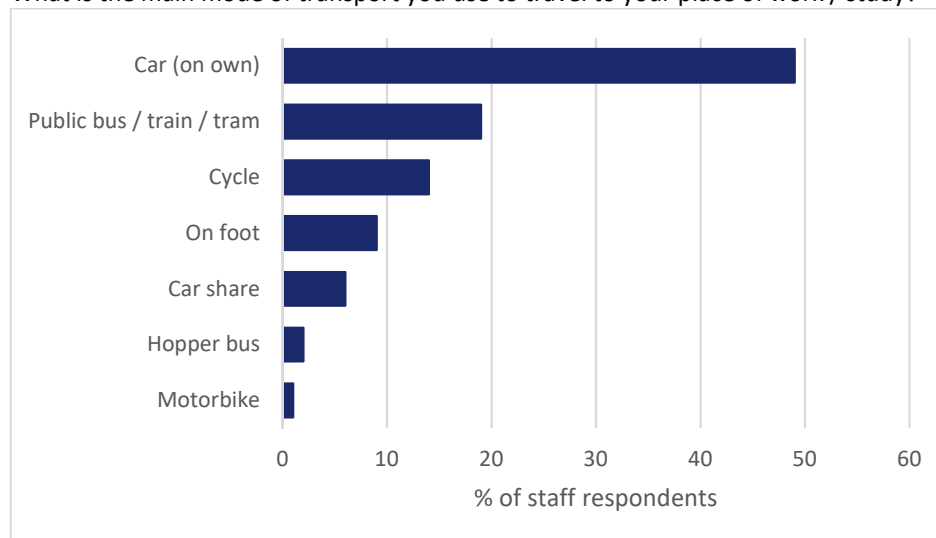
All UK staff and students were invited to complete the survey in semester 2 of 2018/19. In total 3921 responses were received: 2098 from staff, 1733 from students, and 90 from tenants of University buildings, giving a response rate of 26% from staff and 5% from students. This is the highest number of responses received to date. Below is an overview of some of the key findings

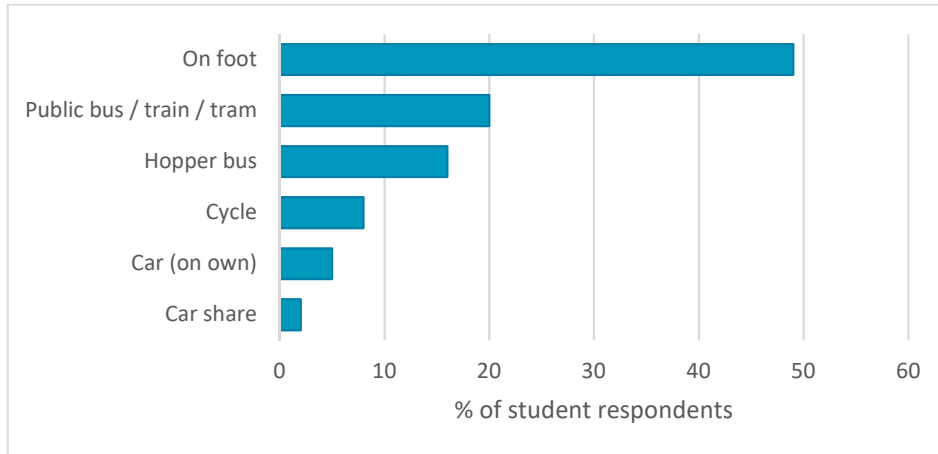
Commuting to work / study

How far do you travel from home to your place of work / study (one way)?



What is the main mode of transport you use to travel to your place of work / study?





Other headline results:

- 23% of staff respondents commute on foot or by bike (having normalised data to allow for over/underrepresentation of different campuses)
- 3% of staff respondents have registered a journey on the staff car share scheme
- 75% of staff respondents are aware of the University's cycle to work schemes for purchasing a bike
- 53% of student respondents commute on foot or by bike (having normalised data to allow for over/underrepresentation of different campuses)
- 40% of student respondents travelling by public transport hold NCT's academic year pass and 24% pay a cash fare on the day
- 33% of respondents who cycle to campus have used the free Dr Bike service
- 43% of respondents who cycle to campus are aware of the Brighten Up campaign

Modal Share

At present, the main mode of travel to the University is by car with 55% of staff respondents and 7% of students travelling by this means. The number of people travelling by SOV has remained static as has cycling. Looking in more detail Staff commuting on foot or by bike stayed quite static with 23% opting for active travel, whilst Student commuting on foot or by bike has decreased from 60% to 57% whilst commuting by hopper bus has increased slightly to 16%.

There were, however, at least 29% of staff respondents and over 80% of students who live within reasonable cycling and walking distance of the campus (3 miles)

The analysis of the questionnaire indicates that respondents would consider using a range of alternative more sustainable modes of travel if their usual travel mode was not available – usually the private car. This would tend to suggest that respondents have become dependent on the usage of their private vehicle even though there may be other modes of travel available to them. There are a wide range of additional reasons why individuals need the use of their vehicles, including:

- Speed / Convenience
- Lack of suitable alternatives

It is clear from the existing modal share figures, and from the additional questionnaire information, that there is the potential to encourage other more sustainable modes of travel to the site.

Public Transport

The location of the Campus is obviously a factor that needs to be taken into consideration on this issue. As mentioned in the site assessment section of this travel plan the campus is well served by public transport and provides ample opportunities for staff and students who are travelling to the campus. The survey indicated that 40% of staff and 55% of student respondents would consider taking public transport to work/study

The measures identified by respondents that would encourage them to use public transport included:

-

- More direct and frequent bus routes.
- Discounted tickets.
- Improved timetable information.
- Improved connection between bus services and University.

Cycling and Walking

The site assessment has identified that the facilities on campus are adequate for cyclists and walkers and improvements have been made in recent years to further enhance this and will continue to occur. The survey indicated that 30% of staff and 36% of student respondents would consider cycling to work/study

The measures identified by respondents that would encourage them to cycle were interesting in that the most popular cited reasons related to the off campus infrastructure and affirms the investments that we have made in recent years on campus to improve facilities. The reasons cited included:

- Safe routes near where I live
- More Shower and changing facilities
- Better cycle security
- Better lighting
- Rewards for sustainable behaviours
- Wider pavements

Car Use

The use of single occupancy private car usage to travel to and from the university is still high at 30%. The most popular reasons given for respondents using their private car to travel to and from the University were:

- Speed / Convenience
- Car essential to perform job
- Lack of an alternative

The site visits have shown that there is currently spare capacity in car parking on the campus with all car parks on the site busy but never actually observed as being full.

3 % of respondents have registered their journey on the University car-share scheme, this is down by 50% since the previous survey

Business and Inter Campus Travel

This is quite prevalent with respondents with there being significant intercampus travel, the majority of which takes place on the free hopper bus service.

65% of staff respondents consider they are required to travel between campuses as part of their work.

29% of student respondents consider they are required to travel to other campuses as part of their studies, with University Park-based students half as likely to need to travel as those based at other campuses. Of those travelling, the average number of student intercampus journeys from students based at University Park is 10 per month

Speed was cited as the factor most influencing choice of mode for staff intercampus journeys. For students, cost was the top factor followed closely by speed. Speed was the top factor influencing choice of mode for all modes of transport except hopper bus – where parking (lack of spaces on destination campus or desire to retain parking space on base campus) was the main factor in staff choosing to travel by hopper bus and cost was the main factor for student journeys by hopper bus.

Awareness /Marketing

Undoubtedly marketing and raising the awareness of travel options is a key element of the delivery of the travel plan. We have launched a number of University wide initiatives that have included sustainable transport, including Environment weeks, lunch time cycle rides, Bikers Breakfasts, a Dr Bike and improved public transport information. We have used a number of channels of communication over the last 12 months to raise the awareness of sustainable travel and transport choice, including:

- Fresher Fayre Stand
- Staff Welcome Events
- Articles in Staff Magazine 'Exchange'
- Use of School Managers network
- Environment website
- Establishment of an on-line BUG
- A monthly sustainable Nottingham e bulletin.

It is always difficult to determine the effectiveness of engagement activity, encouragingly through the survey we were able to ascertain an indication of how successful the engagement was, with a significant of staff and students both aware of and having used some of our schemes

IDENTIFICATION OF MEASURES TO BRING ABOUT MODAL CHANGE

Clearly the travel demands of the University community are complex and as such there will be no single solution to bringing about modal change. Different members of staff and students will respond differently to a variety of measures – some may not react to any.

MEASURES TO DISCOURAGE THE USE OF THE CAR

As previously mentioned the introduction of car parking charges in 2011 has discouraged a number of staff who used to travel to work by car to seek smarter travel choices. Annual review of the car parking scheme may result in changes to further discourage the use of the car. In ur most recent review the parking charges have increased by 15% across all categories and work is underway to review the policy and charging mechanism.

MEASURES TO ENCOURAGE WALKING

We will seek to raise the awareness of the health benefits of walking through the use of promotional material – linking into the Healthy U campaign being run through the student communications teams. (ongoing)

We will provide information and link into national and regional Walk to Work events to promote walking as a viable mode. (ongoing)

Continue to Liaise with Nottingham City Council to investigate improvements to the footway facilities on the highway network surrounding the Campus. (ongoing)

Carry out a review of the pedestrian facilities on the Campus to ensure accessibility to all parts of the campus and facilities is safe and efficient for all users, particularly the vulnerable users. (annually)



MEASURES TO ENCOURAGE CYCLING

Installation of additional shelters on Campus when required (Ongoing)

Undertake a review of existing cycle parking facilities to ensure safe, secure, well lit cycle parking facilities are provided at the campus to encourage members of staff and students to cycle to the University. (annually in conjunction with U cycle Nottingham)

Continue to work with the U Cycle Nottingham project to promote cycling to and from the campus.

Promote the availability and details of current cycle facilities located on Campus e.g. storage, showers. (ongoing)

Continue to promote and publicise the health benefits of cycling and 'Cycle to Work Days' or cyclist's breakfast clubs. (ongoing)

Develop information packs for existing and prospective cyclists informing them of cycle routes and rides in the area, cycling advice etc. (within 6 months)

Link into the Ridewise scheme to offer cycling support for new or returning cyclists. (ongoing)

Work with the local authority to review and provide solutions to off campus connectivity. (ongoing)

PROMOTION OF PUBLIC TRANSPORT

The University will ensure that all staff, students and visitors attending the site are aware of the public transport availability. (ongoing)

Ensure all bus timetables for the campus and public transport information are available on the University web site. (ongoing)

Public Transport will be promoted at the Fresher Fayre Event at the start of the Academic Year. (annually)

Continue discussion with the Local Authorities and Bus Operators, to investigate improved bus services, facilities and frequencies in the area. (ongoing)



MEASURES TO REDUCE THE NEED TO TRAVEL

We will promote the further use of tele / video conference facilities. These are provided as part of our sustainable IT programme. (ongoing)

We will further promote the University of Nottingham Car Share Scheme www.nottingham.ac.uk/carshare to staff at University Park. (ongoing – with 6 monthly awareness events)

GENERAL

Continue to work with our network of environmental champions and the Student Body to identify areas of improvement and promote and encourage sustainable transport. (ongoing)

Ensure that through the procurement process consideration is given to Alternative fuel/ Low emission vehicles. (as and when contracts are renewed)

Continually Improve transport information on the main university website changing the hierarchy of mode currently used. (ongoing)

Continually Improve Sustainable transport information on the Estate Office Environment web pages. (ongoing)

Utilise existing networks to promote sustainable transport options.

Ensure a presence at Freshers Fayre / Staff Welcome events to raise the profile of Sustainable Transport. (annually)

Work in partnership with stakeholders to promote and facilitate the move away from reliance on the car. (ongoing)

Integrate sustainable transport into our rewards and recognition app that is currently being developed and planned to be launched in spring 2021.

MONITORING THE PLAN.

It is essential that the impact and success of the travel plan is monitored. The travel plan is an ongoing process and it will be necessary to amend the targets and actions contained above to reflect the information obtained from the travel plan surveys that will be undertaken.

The main indicator that will be monitored is the number and percentage of single occupancy vehicle trips to the site. However it is important to note that whilst a the travel survey collects data there are other data sets that we collect that can also support the travel plan..

TARGETS AND INDICATORS.

In order to assess the effectiveness of the travel plan it is essential to develop a set of targets and indicators. The targets will need to convey the objectives of the travel plan and relate to the travel patterns and trends identified by the travel plan survey.

TRAVEL PLAN TARGETS

TARGET 1 – Within 12 months of the launch of the updated travel plan see a 10% increase in numbers signing up to the University Car Share Scheme.

TARGET 2 – Within two years aim to reduce single occupancy vehicle travel to the University by 2 %.

TARGET 3 – Within two years aim that the numbers cycling to the University make up 20% of the modal share figure.

TARGET 4 – Host at least 3 Sustainable Travel events each year at the Campus.

As mentioned previously, the targets identified above will need to be reviewed to ensure they remain appropriate to the function and operation of the campus. It is likely that it will be necessary to amend the modal share targets to take into consideration the location of the students, workforce, types of

visitors etc. The travel plan, and targets contained in it, should develop and grow in line with the functions of the University

CO-ORDINATION OF THE TRAVEL PLAN

The measure and activity outlined in this document will be coordinated through the University of Nottingham Sustainability team. They will be responsible for ensuring the travel plan process is adopted and will ensure the day to day coordination of the travel plan, providing the overall direction and impetus needed to guarantee the success of the travel plan process. This work will be done alongside the University's network of Environmental Champions and the Student Union.

CONCLUSIONS

The measures outlined within this plan will ensure that staff, students and visitors to University Park have a range of sustainable transport choice options. This plan will meet the immediate needs of any new journeys associated with new developments or refurbishments on campus and put in place a mechanism to continually improve transport choice for the University in years to come.