Lancaster University is the largest employer in North Lancashire with a headcount of over 3,200 staff. Our campus is situated approximately 3.5 miles from Lancaster City Centre. We have around 13,500 registered students (full time equivalent figure) and targets of increasing this figure to 15,000 by 2020 and 16,300 by 2022.

Lancaster University is the most important economic asset in the Lancaster District and its continued development is important to the district and region.

1.1 Environmental Policy

The University’s Environmental Policy includes a commitment to ‘reduce the negative environmental impacts of travel’. The University’s environmental management system provides a structured set of policies and procedures for environmental management within the University. This system prioritises environmental issues based on their significance and has identified staff and student journeys to campus as one of the most significant. This travel plan sets out our approach to managing this impact.

1.2 Development of the University

Lancaster University published its University Strategy in 2015 and is refreshing this Strategy in 2017. The 10 year Campus Masterplan, published in 2012, will be updated in 2017 and a new Estates Strategy is being developed which sets out the timescale and detail of the Campus Masterplan developments during the period 2017-2022. This third edition of the Travel Plan will support these developments up until 2022.

Travel planning for the new Health Innovation Campus will be fully integrated with that for the remainder of the University.

Lancaster City Council is currently updating the Local Plan, an important document to facilitate the development of, and access to the University. The update is due to be adopted in Autumn 2018.
Lancaster University’s Travel Plan has been recognised as a sector leading strategy that has facilitated and directed significant changes in travel modes for the University’s staff, students and visitors. Originally adopted in 2005, the Travel Plan has driven a 24% reduction in carbon emissions from student and staff commuting, primarily through changes in travel modes.

Production of this, the third edition of Lancaster University’s Travel Plan was initially delayed as it was clear that a number of Local Authority proposals were emerging which will have an unprecedented impact on travel in the South Lancaster area.

The University is closely involved in these proposals and will work with its partners to help ensure that they are developed in ways which support our strategic vision. In particular, the Lancaster Reach Bus Rapid Transit project should have a transformative impact on public transport provision to the University and the proposed Cycle Superhighway will greatly increase the proportion of staff and students who would consider cycling to campus.

From 2024, alterations to the M6 Junction 33 could create significant opportunities for reconfiguring vehicular access to the University.

The Bailrigg Garden Village, currently going through the local plan process, presents an opportunity for major improvements to the local transport network as well as providing opportunities for staff who wish to live within walking distance of work to do so.

It is however now clear that development of projects at Lancaster University such as Lancaster University Management School (LUMS) and the Health Innovation Campus (HIC) will be well advanced prior to the details of the significant transport infrastructure projects above being finalised. The detail, timing and travel impact of these building projects are well understood, justifying the publication of this third edition in spite of the external uncertainties.

Decisions have yet to be taken regarding where the forecast increased numbers of students identified in the Estates Strategy will be accommodated. There will however be a balance between rooms in Lancaster City Centre and rooms on or within walking distance of campus. Appropriate travel planning actions can be put in place to satisfy any mix of these locations.

This edition of the Travel Plan sets out our strategy covering the period up to 2022. We will consult on a comprehensive revision of our Travel Plan for the fourth edition covering the period 2022-2027 once it is known with more detail and certainty how the transport infrastructure surrounding the University will be developed.

2.1 Celebrating our success: Key achievements

In the 12 years, since its adoption in 2005, Lancaster University Travel plan has been highly successful. Key achievements include:

- Staff bus use increasing from 11% to 23% between 2007 and 2015
- The proportion of students travelling to campus by car has halved and only 2.5% of students now have a permit to park on campus
- The proportion of staff commuting by car alone has been reduced from 58% to 43%
- Approximately 13% of staff cycle to work, the highest rate for large employers in Lancashire
- A 24% reduction in carbon emissions from staff and student commuting, despite significant increases in staff and student numbers
- A 25% reduction in grey fleet (business travel in private electric vehicles)

Key projects and measures which have facilitated the achievements of the Travel Plan have included:

- The establishment of Green Lancaster which delivers student facing environmental projects, including travel initiatives such as bike servicing, reconditioned cycle sales, and cycle and walk to work days
- The setting up of university environmental and sustainable travel governance structures
- Regular travel surveys of both staff and students with excellent participation rates
- Major changes to student and visitor parking policies to discourage parking where there are alternative options and encourage more sustainable and mixed mode travel options

The achievements of Lancaster University Travel Plan have been recognised within the HE/FE sector and further afield, with our Travel Plan being a case study example of a successful approach to sustainable travel planning. Awards for the Travel Plan have included:

- ACT TravelWise Commuter Friendly Workplace of the Year (2011)
3 SWOT analysis for staff and student commuter journeys

Strengths
- Much of the campus is compact and walkable
- Around 50% of students live on campus, within walking distance of all facilities
- Many staff and students live within ideal cycling distance
- Off-campus student rooms are increasingly concentrated in Lancaster City Centre with its excellent public transport links
- A very frequent bus service to Lancaster, with most suburbs directly served and strong partnership working with the operator
- Student parking policy minimises the number of student vehicles on campus
- Significantly greater proportions of staff commute by bus or bicycle, relative to other major local employers
- The University has a strong track record in delivering modal shift

Weaknesses
- Design quality of the Underpass bus terminus does not reflect that of the campus as a whole
- Campus is not well configured for internal journeys by bicycle
- A shortage of acceptable locations for cycle parking, particularly in the north and west of campus
- Without additional foot and cycle links, many new journeys to South East and North West campus would be by car
- Modal shift, especially to car sharing and cycling, will increasingly require labour intensive interventions and resources are limited
- Weather and topography means our cycling rates may always be behind those of universities such as York and UEA (Norwich)
- The distance of the campus from residential areas can deter commuters from walking

Opportunities
- Health Innovation Campus will facilitate shorter cycle journeys between the city and the rest of the University
- The new Cycle Superhighway will provide safer and more direct journeys and make cycling attractive to many more people
- Lancaster Reach Bus Rapid Transit will make public transport attractive to staff and visitors who would not normally consider using the existing bus service
- The development of the Bailrigg Garden Village would, over the longer term, allow a much greater proportion of staff to walk to work
- The reconfiguration of the M6, J33 may allow major changes to campus access, although these would not be implemented until the next Travel plan Period
- The rapid development of electric vehicles will facilitate significant CO2 and NOx reductions, assuming barriers to mass charging in areas with on-street parking can be overcome
- New smartphone apps are making car sharing easier and more flexible
- Flexible working for staff could be expanded, in support of Our People Strategy

Threats
- The A6 between Galgate and Lancaster has an extremely poor pedestrian and cycle safety record
- Our ability to achieve our modal shift targets is largely dependent upon action by the Local Transport Authority
- Little prospect of improved direct rail access before the 2030’s, and the frequency and journey time reliability of buses to Lancaster Railway Station is poor, especially for use on a ‘turn up and travel’ basis
- The finite capacity of the A6 and Junction 33 of the M6, and the impact of associated congestion on access, exacerbated by unrestricted demand for on street parking on the A6 in Scotforth and Greaves, and by loading in Galgate
- The escalating cost of bus operations relative to other modes
- Limited peak hour bus infrastructure capacity
- Air pollution from vehicles in Lancaster City Centre (a designated Air Quality Management Area) has significant health impacts
- Lack of bus priority on the A6 into Lancaster results in unreliable journey times, despite the new link road
- Bus infrastructure improvements may not be focussed on the direct route to the city centre
- Junction 33 reconfiguration may jeopardise high quality walking and cycling routes to South East Campus and Galgate
- New housing development at Luneside West, Lancaster Moor and Halton lacks direct bus connections to the University
- The cycle route to the University along the canal towpath is indirect and remains unsuitable for use when dark
- Free on-street parking is permitted by the local authority on roads surrounding campus
4 Access to the University

4.1 Local environment for walkers and cyclists

The University is linked to the southern suburbs of Lancaster and to the village of Galgate by a network of well-lit, tarmacked cycle paths and quiet lanes. From the southern edge of the city, it is possible to reach most urban destinations using mainly 20 mph roads and the cycle network. The Lancaster Canal provides a flat and scenic alternative, however it is unlit and 30% further than the A6 route. Lancashire County Council proposes to implement a Cycle Superhighway on the A6 corridor in order to provide a direct and attractive route to the city centre. The University publishes a cycling and walking map to assist with route planning.

4.2 Disabled access

The University has a dedicated Disability Service that works to ensure that campus is as accessible as possible to everyone.

Lift access is provided to and from the main bus terminus in the Underpass to Alexandra Square which is at the heart of the pedestrianised area of campus. Accessible routes to all buildings are signed from here. Five other accessible bus stops serve South and South West Campus.

There are around 100 accessible parking spaces on campus, spread across a wide area. Their locations are shown on the campus map. Appropriate tactile paving is provided at crossing points, bus stops and hazards to help visually impaired people negotiate the campus. Signage will be designed for ease of legibility for partially sighted people.

Regulatory signs, warning signs and road markings are to highways standards except where a different design can be robustly justified.

4.3 Public transport links serving the site

Lancaster University benefits from the most frequent campus to city centre bus service in the UK. During term time there is a bus service to the city centre on average every 4 minutes during weekday daytimes. When additional peak capacity is required vehicles are routinely duplicated. Most services continue through the city centre to Morecambe. To the south, services 40, 41 and 42 provide a regular service to Galgate, Garstang, Preston and Blackpool.

Bus routes serving the University are shown on the map opposite. Around 50% of services call at the South and South West Campus stops as well as the Underpass.

The frequency of weekday bus services from the University is summarised in the table below:

<table>
<thead>
<tr>
<th>Service</th>
<th>Destination</th>
<th>Daytime frequency</th>
<th>Evening frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>272A</td>
<td>City Centre via Moorside &amp; Bowerham, Morecambe &amp; Heysham</td>
<td>10 mins in term time, 20 mins in vacation</td>
<td>20 mins</td>
</tr>
<tr>
<td>3</td>
<td>City Centre Direct, Morecambe</td>
<td>30 mins, 20 mins in vacation, term time only (not to Morecambe)</td>
<td>No service</td>
</tr>
<tr>
<td>3A</td>
<td>City Centre Direct, Railway Station, Marsh and Quay</td>
<td>30 mins</td>
<td>No service</td>
</tr>
<tr>
<td>4</td>
<td>City Centre Direct, via Bowerham</td>
<td>20 mins</td>
<td>No service</td>
</tr>
<tr>
<td>2X</td>
<td>City Centre Direct, via Bowerham</td>
<td>One commuter journey</td>
<td>No service</td>
</tr>
<tr>
<td>40</td>
<td>City Centre Direct, Morecambe</td>
<td>One early morning journey</td>
<td>One early evening journey</td>
</tr>
<tr>
<td>41</td>
<td>City Centre Direct</td>
<td>Approximately hourly</td>
<td>Three journeys</td>
</tr>
<tr>
<td>42</td>
<td>City Centre Direct</td>
<td>Hourly</td>
<td>Three journeys</td>
</tr>
<tr>
<td>40</td>
<td>Garstang, Preston</td>
<td>Does not enter campus</td>
<td>Three journeys</td>
</tr>
<tr>
<td>41</td>
<td>Garstang, Preston</td>
<td>Hourly</td>
<td>No service</td>
</tr>
<tr>
<td>42</td>
<td>Garstang, Blackpool</td>
<td>Approximately hourly</td>
<td>No service</td>
</tr>
</tbody>
</table>

4.4 Current facilities for cyclists

The University provides about 1,000 dedicated parking spaces for bicycles at a range of locations on campus. These include secure locked units for student resident use and some staff use, cycle shelters with stands, and uncovered Sheffield stands mainly for visitor use. Planning consent was granted in May 2017 for an additional 82 spaces, and a five year strategy to improve and expand bicycle parking spaces has been developed.
5 Past, present and future travel patterns

5.1 Student travel (living off campus) mode share targets and progress

<table>
<thead>
<tr>
<th>Student travel (living off campus)</th>
<th>Actual</th>
<th>Actual</th>
<th>Actual</th>
<th>Actual</th>
<th>Target</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cycling</td>
<td>5.5%</td>
<td>10.5%</td>
<td>7%</td>
<td>7%</td>
<td>9%</td>
<td>10.5%</td>
</tr>
<tr>
<td>Car alone</td>
<td>22%</td>
<td>19%</td>
<td>11%</td>
<td>11.5%</td>
<td>10%</td>
<td>9%</td>
</tr>
<tr>
<td>Car share</td>
<td>11%</td>
<td>9%</td>
<td>6%</td>
<td>4.8%</td>
<td>4%</td>
<td>3.5%</td>
</tr>
<tr>
<td>Bus/coach</td>
<td>57%</td>
<td>55%</td>
<td>69%</td>
<td>70.9%</td>
<td>72%</td>
<td>73%</td>
</tr>
<tr>
<td>Walking</td>
<td>3%</td>
<td>6%</td>
<td>4%</td>
<td>2.3%</td>
<td>3%</td>
<td>3%</td>
</tr>
<tr>
<td>Motorbike/moped</td>
<td>1%</td>
<td>0.3%</td>
<td>0%</td>
<td>0.1%</td>
<td>0.5%</td>
<td>0.5%</td>
</tr>
<tr>
<td>Taxi</td>
<td>0.1%</td>
<td>0.2%</td>
<td>0%</td>
<td>2.4%</td>
<td>1.5%</td>
<td>0.5%</td>
</tr>
<tr>
<td>Other</td>
<td>0.4%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
</tbody>
</table>

The survey results show significant shifts away from car use to more sustainable modes of transport. The shift is most marked amongst students where the proportion travelling by car has halved since the University first put a Travel Plan in place. A number of important factors have been used to determine the targets for modal shift for both students and staff.

A number of other universities have published staff modal share figures within the past few years. Data for those institutions for which comparable figures are in the public domain (excluding universities in the smallest towns or in the centres of the largest cities) is shown in the table below.

<table>
<thead>
<tr>
<th>University</th>
<th>Year</th>
<th>Car alone</th>
<th>Car share</th>
<th>Bus</th>
<th>Bicycle</th>
<th>Walk</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>Leeds</td>
<td>2015</td>
<td>26%</td>
<td>13%</td>
<td>16%</td>
<td>10%</td>
<td>16%</td>
<td>19%</td>
</tr>
<tr>
<td>Reading</td>
<td>2016</td>
<td>37%</td>
<td>10%</td>
<td>8%</td>
<td>13%</td>
<td>12%</td>
<td>10%</td>
</tr>
<tr>
<td>Southampton</td>
<td>2015</td>
<td>38%</td>
<td>11%</td>
<td>11%</td>
<td>13%</td>
<td>19%</td>
<td>7%</td>
</tr>
<tr>
<td>UEA (Norwich)</td>
<td>2014</td>
<td>38%</td>
<td>12%</td>
<td>13%</td>
<td>19%</td>
<td>11%</td>
<td>7%</td>
</tr>
<tr>
<td>Lancaster</td>
<td>2015</td>
<td>43%</td>
<td>14%</td>
<td>23%</td>
<td>13%</td>
<td>4%</td>
<td>3%</td>
</tr>
<tr>
<td>Oxford Brookes</td>
<td>2017</td>
<td>43%</td>
<td>5%</td>
<td>16%</td>
<td>17%</td>
<td>10%</td>
<td>9%</td>
</tr>
<tr>
<td>Bath</td>
<td>2014</td>
<td>48%</td>
<td>17%</td>
<td>13%</td>
<td>9%</td>
<td>8%</td>
<td>5%</td>
</tr>
<tr>
<td>York</td>
<td>2014</td>
<td>51%</td>
<td>7%</td>
<td>7%</td>
<td>22%</td>
<td>9%</td>
<td>4%</td>
</tr>
<tr>
<td>UCLAN (Preston)</td>
<td>2012</td>
<td>52%</td>
<td>11%</td>
<td>8%</td>
<td>5%</td>
<td>12%</td>
<td>12%</td>
</tr>
<tr>
<td>Warwick</td>
<td>2012</td>
<td>56%</td>
<td>11%</td>
<td>15%</td>
<td>9%</td>
<td>4%</td>
<td>5%</td>
</tr>
</tbody>
</table>

The trend has been reviewed for each mode and the principal drivers for the change considered. Realistic interventions to further increase the uptake of more sustainable modes have been considered and their likely impact assessed.

Wherever possible these are favoured to accommodate growth in staff and student numbers rather than having to resort to using valuable building plots and finance to provide additional parking.

5.2 Staff travel mode share targets and progress

<table>
<thead>
<tr>
<th>Staff travel</th>
<th>Actual</th>
<th>Actual</th>
<th>Actual</th>
<th>Actual</th>
<th>Target</th>
<th>Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car alone</td>
<td>58%</td>
<td>55.8%</td>
<td>44%</td>
<td>43%</td>
<td>35%</td>
<td>32%</td>
</tr>
<tr>
<td>Car share</td>
<td>13%</td>
<td>12.5%</td>
<td>13%</td>
<td>14%</td>
<td>18%</td>
<td>18%</td>
</tr>
<tr>
<td>Cycling</td>
<td>12%</td>
<td>13%</td>
<td>13%</td>
<td>13%</td>
<td>13.5%</td>
<td>14.3%</td>
</tr>
<tr>
<td>Bus/coach</td>
<td>9.5%</td>
<td>11%</td>
<td>22%</td>
<td>23%</td>
<td>25%</td>
<td>27%</td>
</tr>
<tr>
<td>Walking</td>
<td>5%</td>
<td>3.5%</td>
<td>4%</td>
<td>4.5%</td>
<td>4.5%</td>
<td>4.5%</td>
</tr>
<tr>
<td>Motorbike/moped</td>
<td>1%</td>
<td>1%</td>
<td>1%</td>
<td>1.5%</td>
<td>2%</td>
<td>2%</td>
</tr>
<tr>
<td>Taxi</td>
<td>1%</td>
<td>0.2%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Other</td>
<td>0.5%</td>
<td>3%</td>
<td>3%</td>
<td>2%</td>
<td>2%</td>
<td>2%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
</tbody>
</table>

Universities have been ranked in descending order of single occupancy car use. The figures should however be treated with some caution as different universities have different potential for modal shift. For example the universities towards the top of the list will all have a significantly higher proportion of staff living within walking distance than at Lancaster. Where the ‘other’ figure is higher than average this invariably represents a significant proportion of rail travel, usually a difficult option at Lancaster given the relative difficulty of accessing the station.

5.3 Comparisons with other institutions

The best indicator of our travel planning performance is our progress at delivering modal shift over time. However comparisons with other institutions are also useful, with the caveat that geography and local transport infrastructure have a significant bearing on what is possible.

A number of other universities have published staff modal share figures within the past few years. Data for those institutions for which comparable figures are in the public domain are shown in the table below.

Universities have been ranked in descending order of single occupancy car use. The figures should however be treated with some caution as different universities have different potential for modal shift. For example the universities towards the top of the list will all have a significantly higher proportion of staff living within walking distance than at Lancaster. Where the ‘other’ figure is higher than average this invariably represents a significant proportion of rail travel, usually a difficult option at Lancaster given the relative difficulty of accessing the station.

It is most useful to benchmark Lancaster University’s position against other universities as they are similar scale institutions with similar staffing patterns. We have previously benchmarked against other local employers such as the Royal Lancaster Infirmary, but the accessibility characteristics of an employer’s precise location, and for example whether or not shift work is commonly required, have more impact on travel options than whether or not it is in the same town.

55% of staff live within five miles of the University (2015 Travel Survey). A similar proportion is within walking distance of a direct bus service, although personal circumstances mean that not all could easily travel by bus.

It is even more difficult to make valid comparisons between student modal share figures because the proportion living on campus has a major impact on how students travel. Even when universities acknowledge this by publishing separate figures for those living off campus, the most important determinant is usually the proximity of the main off campus accommodation to the campus itself.
5.4 Opinions of travel planning measures

The University now has a large volume of data concerning the measures which staff and students say would encourage them to switch to a different mode of transport. Full use is made of this data in prioritising travel plan actions.

<table>
<thead>
<tr>
<th>Staff</th>
<th>Students</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus users</td>
<td>Cyclists</td>
</tr>
<tr>
<td>1. More seats on buses at peak times</td>
<td>1. Providing more sheltered cycle parking</td>
</tr>
<tr>
<td>2. Real time bus departure information in the Underpass</td>
<td>2. Providing more secure cycle parking</td>
</tr>
<tr>
<td></td>
<td>1. WiFi on all buses to the University</td>
</tr>
<tr>
<td></td>
<td>2. Real time information via the iLancaster app</td>
</tr>
<tr>
<td></td>
<td>1. Providing more sheltered cycle parking</td>
</tr>
<tr>
<td></td>
<td>2. Improving visibility on the cycle path near Bailrigg House</td>
</tr>
</tbody>
</table>

The actions set out in the table have now either been implemented, or are in the process of implementation, with the exception of the cycle path visibility improvements. This issue will be addressed by the provision of an alternative, more direct, cycle path through the new Health Innovation Campus.

6.1 Management of the plan

The Travel Plan falls within the scope of the University’s Environmental Policy and it is implemented and monitored by the Facilities Division. Key Travel Plan related activities require cooperation across all departments.

6.2 Travel Action Plans and Policy Reviews

The Travel Plan is implemented through annual Travel Action Plans. These are developed by the Environment & Sustainability team and reviewed by the Carbon and Environment Management (CEMENT) Transport Group.

Travel policies, bus routes and travel pricing are reviewed annually.

The annual Travel Action Plans, comprise a range of projects, strategy’s, and other actions and initiatives designed to enable the delivery of the Travel Plan in a specific academic year, and are produced as separate documents. Certain strategy documents and capital development project (building specific) Travel Action Plans, will also be produced as appendices to the Travel Plan. Examples of projects and initiatives planned for delivery through the Annual Travel Action Plans over the period of the third edition Travel Plan (2017-22) include:

- Electric Vehicle Strategy
- Delivery Strategy
- Vehicle Fleet Policy & Procurement
- Parking Management & Payments Reviews
- Parking Space Replacement Programme
- EV Charge Point Installation
- Cycle Parking Improvement Projects
- Cycle and pedestrian path improvement projects
- Cycle Hire Projects
- Stagecoach Partnership Project
- Public Transport Master-Planning
- Underpass Improvement Projects
- Real Time Bus Information Project
- Travel Surveys
- Green Lancaster Sustainable Transport Projects
- Grey Fleet Action Plan
- Wayfinding project
- Capital Development Project Travel Action Plans

More information is available at: www.lancaster.ac.uk/facilities

6.3 Resources

A full-time Travel & Environment Co-ordinator is established in post. The University will continue to secure resources for ensuring that the Travel Plan is implemented. We will also work with external organisations to deliver this plan. Promotion of the Travel Plan falls within the remit of the Facilities Communications team.

6.4 Travel planning partnerships

We believe our plan to be complementary to the travel planning actions of local government and other local employers. This will help spread the burden, by sharing development and marketing costs (to promote cycling, walking etc.), and will therefore make the University’s own Travel Plan more effective.

We welcome the opportunity to share data, benchmark and make publicly available all Travel Plans, measures and incentives. We seek commitment from all major local employers to buy into this opportunity and do the same.

We have entered into a formal partnership with Stagecoach (the only local bus operator serving the University) and Lancaster University Students’ Union with the purpose of increasing the use of bus travel to and from the University by both staff and students, and increasing customer satisfaction with regards to the use of the bus services. This is delivering investment and adjustments to services in support of those aims.

We will, through our membership of the Lancaster Transport and Masterplan Officer Working Group, work with the Local Authorities to ensure a co-ordinated approach to the development of transport infrastructure in south and central Lancaster which supports the strategic role of the University. In particular we will seek to ensure that the finite capacity of the A6 local highway, and the current configuration of Junction 33 of the M6 does not adversely constrain the development or operation of the University.

We share best practice and benchmark modal share with other higher education institutions through The Environmental Association for Universities and Colleges (EAUC) and its Transport Community of Practice.
6.5 Business travel

The University's Sustainable Business Travel Guidance, adopted in 2015, establishes a Travel Hierarchy. The use of technology to avoid the need to travel sits at the top of the hierarchy whilst air travel lies at the bottom. The preferred mode of travel within Great Britain is by rail. Where car travel is necessary, the guidance seeks to ensure that vehicles with lower emissions are used, particularly for journeys of over 100 miles.

Payment of the HMRC bicycle mileage allowance (20p/mile) to staff has been introduced to encourage staff to cycle for local meetings and research activities where possible. The Facilities Division maintains a cycle pool for use on campus.

The University’s own fleet comprises fewer than 30 vehicles. Many have specialised functions (e.g. tractors, lawnmowers) and most are used almost exclusively on campus (e.g. security, catering services). The University’s Vehicle Fleet Policy, published in 2012 ensures the environmental impact of these vehicles is minimised and mandates that vehicles required to operate solely on the campus should be fully electric. In 2017, 60% of the fleet, excluding agricultural vehicles, was fully electric. This includes several vehicles which are used both on and off campus.

6.6 Procurement

The University promotes sustainable procurement. We use a series of Sustainability Impacts Guides which identify those goods and services where the impact of vehicle fuels and emissions and/or the local impacts of deliveries are likely to be significant and need to be taken into account.

6.7 Major building projects

We are committed to ensuring that our new buildings meet the Building Research Establishment Environmental Assessment Method (BREEAM) excellent standard, and any major refurbishments meet BREEAM’s very good criteria. This recognises the consideration given to accommodating a range of travel options for building users. We will always carry out an operational assessment in addition to this, to ensure that all our new developments deliver facilities which reflect our current and target modal shares where budget allows.

The private sector currently makes a significant contribution to the provision of new purpose built student accommodation in Lancaster. We will seek to ensure that such development only takes place in locations with high quality transport links to the University, and that cycle parking provision meets the BREEAM requirement of one space per two residents.

6.8 Electric vehicles

We actively promote the use of plug-in electric vehicles, which reduce both carbon emissions and local air quality impacts. To encourage use, electric charging is available to any staff, student or visitor that brings a plug-in electric vehicle onto campus. This includes plug-in pure electric vehicles and plug-in hybrid vehicles. Electric vehicle production is entering a period of rapid growth, whilst uptake forecasts are subject to a high degree of uncertainty. The extent of the role electric vehicles will have in Lancaster City Council’s new Air Quality Action Plan remains unclear. Whilst their uptake can deliver major reductions in NOx emissions other approaches may be required to achieve an acceptable reduction in PM10s, around 90% of which are from non-exhaust sources such as tyre, brake and road surface wear. We will therefore keep our electric vehicle charging strategy and implementation plan under regular review.

6.9 Cycle sharing schemes

Other campus universities including Warwick and Stirling run popular cycle sharing schemes. We investigated this for Lancaster in 2017. We concluded that as the geography of our campus makes walking more attractive than cycling, a dock-based cycle sharing scheme focused on journeys within campus was unlikely to attract sufficient use relative to its running costs. We will however monitor the success of the dock-free cycle sharing scheme being implemented in Manchester. We will also review the potential role of a cycle sharing scheme covering the University and the city as the design detail for the Cycle Superhighway is developed.

7 Monitoring and evaluation

We will conduct comprehensive staff and student travel surveys every three years. On a more frequent basis, the University will conduct other limited surveys and sampling on a needs-specific basis. This information will inform the development of action plans projects and policies.

The Travel Plan will be reviewed annually and a new edition will be developed and published at approximately five year intervals.
Contacts

If you wish to discuss any aspect of the University’s Travel Plan, please contact:

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