LANCASTER UNIVERSITY TRAVEL PLAN

1 Introduction

Lancaster University is a major local employer with 3,019 staff. It is situated 3.6 miles from Lancaster City Centre. The University has over 11,000 registered students, of whom about 9,560 are full-time undergraduates and postgraduates. Lancaster University is the District’s most important economic asset and its continued growth is important to both the District and the Region. (1)

This Travel Plan aims to support University developments and increase the travel choice of students, staff and visitors to and from the University, whilst reducing carbon emissions.

The A6 local highway and junction 33 of the M6 have a finite capacity for which the District, County and Highways authorities have responsibility. The University manages its travel impact but the nature of the M6 and A6 is an important constraint for the local authority.

1.1 Achievements to date

- Establishing GreenLancaster to deliver environmental and travel improvements
- The establishment of a Carbon Steering Group
- The creation of environmental posts within the Facilities Division
- The publication of annual action plans
- The completion of repeat travel surveys of both staff and students
- Major changes to student and visitor parking policies
- Introduction of the X1 bus service to the Railway Station, Marsh and Quay with pump-prime funding from the University
- All peripheral bus stops on campus upgraded to Lancashire County Council’s quality standard for shelters, accessibility and departure information
- New shower facilities for cyclists
- An online car sharing contact system
- A reconditioned bicycle sales scheme for staff and students
- Absolute reduction in car parking spaces available

Key outcomes of this work include:

- Student cycling to campus has almost doubled in less than two years
- Fewer than one in five students now drive to campus alone in a car
- Over 13% of staff now cycle to work

(1) Ref: Lancaster City Council core strategy (2003-2021) adopted 2008
2 Purpose of the Travel Plan

2.1 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 the University’s approach to managing this impact.

Travel related carbon emissions will be required to be incorporated into higher education institutions carbon management plans from 2012/2013.

2.2 Development of the University

Lancaster University published its 10 year Campus Masterplan in 2007 and it was referenced in the Lancaster District Local Development Framework published and adopted by Lancaster City Council in July 2008.

All new developments will ensure that facilities are delivered in support of achieving travel plan objectives and targets.
2.3 Aims

The Travel Plan aims to support and facilitate the developments anticipated in the University’s Strategic Plan that the travel needs of our staff, students and visitors are sustainable.

2.4 Objectives

The objectives of this plan are to:

- Reduce further the dependence on single occupancy travel by car by encouraging alternative modes of transport
- Help the University reduce its carbon footprint
- Reduce parking pressure
- Enhance public perceptions of the University and all who work there
- Contribute to the health of all who work or use the site
- Ensure the site is economically and environmentally sustainable
3 SWOT analysis for staff and student commuter journeys

**Strengths**
- Number of students (over 60%) living on campus
- A good range of facilities and services on campus
- Frequent bus service to Lancaster with most suburbs well served
- The cycle route from Hala to campus is attractive and uses off-road cycle tracks
- Many staff/students live within ideal cycling distance
- Significantly greater proportions of staff cycle or use the bus to travel to work in relation to other major local employers
- Student parking policy restricts the number of student vehicles on campus

**Weaknesses**
- Location of train station
- The semi-rural location of the campus can deter commuters from walking
- Campus user perspectives regarding hills and weather limit the perceived attractiveness of cycling
- The new cycle route to the University along the canal towpath is indirect and unsuitable for use when dark
- Traffic volumes and a lack of bus priority on the A6 south of Lancaster can lead to unreliable journey times
- The future of the X1 bus service to Lancaster Railway Station is uncertain
- Early morning bus services

**Opportunities**
- Further development of car sharing
- A remodelled underpass could become a first class bus arrival and departure facility in a central location
- Development in the Luneside and Lancaster Moor areas may expand bus services to the University
- Development in the Lawson’s Bridge area should enable the traffic free cycle route to be extended from Collingham Park towards the city centre
- Ongoing developments and implementation of the Cycle Parking Improvement Strategy will increase the provision of secure covered cycle parking on campus
- Expand flexible working for staff
- Develop more modern and efficient fleet vehicles
- Minimising the CO₂ emissions of the University

**Threats**
- The finite capacity of the A6 and junction 33 of the M6
- Bus fares
- The north of campus has relatively poor bus access in relation to the rest of campus
- Lancaster City Council has made an Air Quality Management Area Order in Lancaster City Centre. Resulting measures to reduce traffic pollution could affect travel to the University
- Bus and cycle connections to the A6 South of the University are relatively poor
4 Past, present and future travel patterns

4.1 Student travel (non residents) mode share targets and progress

<table>
<thead>
<tr>
<th>Student travel (non residents)</th>
<th>Actual Feb 2006</th>
<th>Actual Nov 2007</th>
<th>Target Nov 2012</th>
<th>Target Nov 2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cycling</td>
<td>5.5%</td>
<td>10.5%</td>
<td>12%</td>
<td>14%</td>
</tr>
<tr>
<td>Car alone</td>
<td>22%</td>
<td>19%</td>
<td>17%</td>
<td>15%</td>
</tr>
<tr>
<td>Car share</td>
<td>11%</td>
<td>9%</td>
<td>8%</td>
<td>6%</td>
</tr>
<tr>
<td>Bus/coach</td>
<td>57%</td>
<td>55%</td>
<td>56%</td>
<td>57%</td>
</tr>
<tr>
<td>Walking</td>
<td>3%</td>
<td>6%</td>
<td>6.5%</td>
<td>7%</td>
</tr>
<tr>
<td>Motorbike/moped</td>
<td>1%</td>
<td>0.3%</td>
<td>0.5%</td>
<td>1%</td>
</tr>
<tr>
<td>Taxi</td>
<td>0.1%</td>
<td>0.2%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Other</td>
<td>0.4%</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>
</tr>
</tbody>
</table>

The survey results show a significant shift away from car use to more sustainable modes of transport. The shift is most marked amongst students, where the proportion travelling by car has fallen by 4.8% in less than two years.

A number of important factors have been used to determine the targets for modal shift. First and foremost, the University’s building programme has led to a significant reduction in the number of car parking spaces on campus. Other factors include mode share data and ideas for improvements gathered from the travel surveys and progress made against the staff travel targets for 2007. The experience of other Universities has also been considered to help see what other institutions have achieved. It is proposed that targets be monitored by conducting further travel surveys.
### 4.2 Staff travel mode share targets and progress

<table>
<thead>
<tr>
<th>Staff travel</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>53%</td>
<td>50%</td>
</tr>
<tr>
<td>Car share</td>
<td>13%</td>
<td>12.5%</td>
<td>13%</td>
<td>14%</td>
</tr>
<tr>
<td>Cycling</td>
<td>12%</td>
<td>13%</td>
<td>14%</td>
<td>15%</td>
</tr>
<tr>
<td>Bus/coach</td>
<td>9.5%</td>
<td>11%</td>
<td>15%</td>
<td>15.5%</td>
</tr>
<tr>
<td>Walking</td>
<td>5%</td>
<td>4.5%</td>
<td>4%</td>
<td>4%</td>
</tr>
<tr>
<td>Motorbike/moped</td>
<td>1%</td>
<td>1%</td>
<td>1%</td>
<td>1.5%</td>
</tr>
<tr>
<td>Taxi</td>
<td>1%</td>
<td>0.2%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Other</td>
<td>0.5%</td>
<td>3%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
</tbody>
</table>

About 50% of staff live within five miles of the University. A similar proportion are within walking distance of a bus stop, although personal circumstances mean that not all could easily travel by bus.

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 will be made of this data in prioritising travel plan actions.

### 4.3 Comparisons with other major local employers

<table>
<thead>
<tr>
<th>Staff travel</th>
<th>Lancaster University</th>
<th>Lancaster City Council</th>
<th>Lancashire County Council*</th>
<th>L &amp; M College</th>
<th>Royal Lancaster Infirmary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car alone</td>
<td>55.8%</td>
<td>57.6%</td>
<td>49%</td>
<td>54%</td>
<td>59%</td>
</tr>
<tr>
<td>Car share</td>
<td>12.5%</td>
<td>10%</td>
<td>No data</td>
<td>16%</td>
<td>11%</td>
</tr>
<tr>
<td>Cycling</td>
<td>13%</td>
<td>2.6%</td>
<td>&gt; 2.6%</td>
<td>8%</td>
<td>3%</td>
</tr>
<tr>
<td>Bus/coach</td>
<td>11%</td>
<td>5.6%</td>
<td>No data</td>
<td>6.5%</td>
<td>7%</td>
</tr>
<tr>
<td>Walking</td>
<td>3.5%</td>
<td>17.9%</td>
<td>No data</td>
<td>14%</td>
<td>13%</td>
</tr>
</tbody>
</table>

* Preston-based staff
Despite the difficulties in obtaining comparative data, including modal shift targets, it is clear to see that single occupancy car use at Lancaster University is average in relation to other major local employers. However, this is an excellent result when set against the more isolated location of the campus. Staff cycling and bus use is significantly greater than any other major local employer.

Lancaster University welcomes the opportunity to share data, benchmark and make publically available all Travel Plans, measures and incentives. It seeks commitment from all major local employers to buy into this opportunity and do the same.

5 Implementation

5.1 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 will require cooperation across all departments.

5.2 Annual Action Plans

Annual action plans are the mechanism for the introduction of specific travel planning measures. Annual action plans will be realistic programmes of work, having regard to staff and financial resources. They cover:

- Car-sharing
- Promotion and development of public transport, cycling and walking
- Reducing the need to travel
- Car parking policy and charging arrangements
- Staff travel and meetings policy

5.3 Resources

The University will continue to secure resources for ensuring that the Travel Plan is implemented. The University will also work with external organisations to deliver this plan.
5.4 Travel planning partnerships

The University believes its plan to be complementary to the travel planning actions of local government (Lancaster City Council, Lancashire County Council), and other local employers. This will help spread the burden, by sharing development and marketing costs (to promote car sharing, cycling, walking etc.), and will therefore make the University’s own Travel Plan more effective.

The University will engage with other key local employers in the Lancaster District and other local initiatives.

Lancaster University will work closely with other campus based institutions within the 1994 Group of universities in order to share best practice in travel planning.

5.5 Buses

The University is well served by bus from the Lancaster and Morecambe area. The University aspires to negotiate and agree upon a number of key service improvements and initiatives to widen the appeal of bus travel to staff, students and visitors.

5.6 Other commuter initiatives

In addition, the University will continue to take part in national and local initiatives to promote a range of travel choices. These include:

- Working closely with Lancaster City Council’s CDT Team on cycling initiatives over the course of the CDT project
- Continuation of the electronic bicycle user group (eBUG)
- Bike to Work and green transport initiatives
- Providing public transport information in key areas of the University and on websites
- Work to implement real time bus timetable information
- Promoting the ‘Sharedwheels’ online car sharing database for University staff and students
- Working with the health improvement team at North Lancashire Primary Care Trust to increase physical activity through ‘active travel’ (walking and cycling)
- To develop the University’s Wellbeing Initiative
5.7 Business travel

The University’s recommended mode of travel is by rail. Where this is not possible employees may use their own cars for business journeys. For journeys over 100 miles employees should consider the use of hire cars.

Payment of the Inland Revenue bicycle mileage allowance (20p/mile) to staff has been introduced to encourage staff to cycle for local meeting and research activities where possible.

The University’s own fleet is limited to around 30 vehicles, most of which either have specialised functions (e.g. tractors, lawnmowers) or are used almost exclusively on campus (e.g. security, catering services). We will review our policies to ensure that where possible, lower CO2 emitting vehicles are purchased.

5.8 Procurement

The University promotes Sustainable Procurement through its Green Purchasing Guide to help minimise the University’s impact on the environment by promoting environmental purchasing practices.

5.9 Car clubs

Car clubs give members access to vehicles using internet or telephone booking and a smartcard. Payment is usually at an inclusive hourly rate. Should proposals for a car club in Lancaster proceed beyond the feasibility stage; the University will consider participating, subject to insurance and other legal requirements.

6 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 action plans of the Travel Plan.

The Travel Plan will be reviewed annually and re-published every 5 years.
Contacts

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

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