



Lancaster University Travel Plan

2017-2023

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“We make campus an inspiring place to be”

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1 Introduction and purpose

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 2023.

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 updating the strategy in 2017. The updated version of the Campus Masterplan was published in 2017 and establishes a framework for campus development until 2027. A new Estate Strategy is being developed which sets out the timescales in detail of the Campus Masterplan delivery. The Travel Plan will support the implementation of these developments up until 2023.

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.

1.3 Travel Plan Aims & Strategic Context

This Travel Plan aims to support and enable university operations and development; encourage and facilitate sustainable transport choices for staff, students and visitors; and continually reduce the negative impacts of travel such as congestion, carbon emissions and air pollution.

As well as being a self-contained document, The Travel Plan forms part of the overarching Facilities Sustainability Strategy. The Facilities Sustainability Strategy draws together, and puts into context all Facilities environmental sustainability strategies and plans including the Travel Plan, Ecology Plan, Behaviour Change Plan, Energy and Utilities Plan, Carbon Management Plan, and Waste Plan. In addition, the Facilities Sustainability Strategy establishes the context and contribution of specific plans and strategies to the Facilities ISO 14001 Environmental Management System and broader Facilities and University Strategies, such as the Estates Masterplan. The Facilities Sustainability Strategy comprises Facilities contribution to The University Environmental Sustainability Plan, which establishes University wide strategic environmental sustainability aims and objectives and addresses the environmental commitments made in the University Strategy.

1.4 Objectives

The objectives of the Travel Plan are to:

- Reduce further the dependence on travel by single occupancy car by encouraging greater 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 at, or use the site
- Ensure the site is economically and environmentally sustainable

2 Progress and achievements

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 Campus Masterplan will be accommodated. There will however be a balance between student residences in Lancaster City Centre and student residences on or within walking distance of campus. Appropriate travel planning actions can be put in place to satisfy any mix of these locations.

This Travel Plan sets out our strategy covering the period up to 2023. We will consult on a comprehensive revision of our Travel Plan covering the period 2023-2027 once it is known with more detail and certainty how the transport infrastructure surrounding the University will be developed.



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.



Table 1: The frequency of weekday bus services from the University summary

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

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

Student travel (living off campus)	Actual	Actual	Actual	Actual	Target	Target
	Feb 2006	Nov 2007	Nov 2012	Nov 2015	Spring 2019	Spring 2022
Cycling	5.5%	10.5%	7%	7%	9%	10.5%
Car alone	22%	19%	11%	11.5%	10%	9%
Car share	11%	9%	6%	4.8%	4%	3.5%
Bus/coach	57%	55%	69%	70.9%	72%	73%
Walking	3%	6%	4%	2.3%	3%	3%
Motorbike/moped	1%	0.3%	0%	0.1%	0.5%	0.5%
Taxi	0.1%	0.2%	0%	2.4%	1.5%	0.5%
Other	0.4%	0%	0%	0%	0%	0%
Total	100%	100%	100%	100%	100%	100%

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.

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

Staff travel	Actual	Actual	Actual	Actual	Target	Target
	May 2003	Nov 2007	Nov 2012	Nov 2015	Spring 2019	Spring 2022
Car alone	58%	55.8%	44%	43%	35%	32%
Car share	13%	12.5%	13%	14%	18%	18%
Cycling	12%	13%	13%	13%	13.5%	14.5%
Bus/coach	9.5%	11%	22%	23%	25%	27%
Walking	5%	3.5%	4%	4%	4.5%	4.5%
Motorbike/moped	1%	1%	1%	1.5%	2%	2%
Taxi	1%	0.2%	0%	0%	0%	0%
Other	0.5%	3%	3%	2%	2%	2%
Total	100%	100%	100%	100%	100%	100%

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.

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 (excluding universities in the smallest towns or in the centres of the largest cities) is shown in the table below.

University	Year	Car alone	Car share	Bus	Bicycle	Walk	Other
Leeds	2015	26%	13%	16%	10%	16%	19%
Reading	2016	37%	10%	8%	13%	22%	10%
Southampton	2015	38%	11%	11%	13%	20%	7%
UEA (Norwich)	2014	38%	12%	13%	19%	11%	7%
Lancaster	2015	43%	14%	23%	13%	4%	3%
Oxford Brookes	2017	43%	5%	16%	17%	10%	9%
Bath	2014	48%	17%	13%	9%	8%	5%
York	2014	51%	7%	7%	22%	9%	4%
UCLAN (Preston)	2012	52%	11%	8%	5%	12%	12%
Loughborough	2016	54%	8%	4%	11%	15%	
Warwick	2012	56%	11%	15%	9%	4%	5%

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 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.

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

5.4 User feedback on 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.

In the 2015 travel survey, bus users and cyclists were asked which of a list of travel plan actions we should prioritise to improve their journeys. The two most popular actions amongst staff and students are shown in the table below.

Table 4: User feedback		
	Staff	Students
Bus users	<ol style="list-style-type: none"> 1. More seats on buses at peak times 2. Real time bus departure information in the Underpass 	<ol style="list-style-type: none"> 1. WiFi on all buses to the University 2. Real time information via the iLancaster app
Cyclists	<ol style="list-style-type: none"> 1. Providing more sheltered cycle parking 2. Providing more secure cycle parking 	<ol style="list-style-type: none"> 1. Providing more sheltered cycle parking 2. Improving visibility on the cycle path near Bailrigg House

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 Implementation

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 Plan Review & Implementation

The Travel Plan is implemented through Travel Action Plans, produced annually as a separate document. These plans set out the projects, initiatives and activities designed to support delivery of the Travel Plan during each academic year. Travel policies, including car parking, bus routes and pricing are also reviewed on an annual basis.

The annual Travel Action Plans include a wide range of initiatives and projects for delivery during the time frame of the Travel Plan including:

- 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.

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.



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

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