



Sustainable Travel Plan for the  
Exeter Campuses 2016-2020

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# Foreword



✿ I am delighted to introduce the *Sustainable Travel Plan for the Exeter Campuses 2016-2020*. The University is justifiably proud that the majority of the targets set out in the previous sustainable travel plan (2010-2015) have already been achieved and we continue to see a shift towards more sustainable travel choices amongst our staff and students. This new travel plan has been produced to build on the successes of the previous travel plan and to continue to excel in sustainable travel planning at a local, regional and sector level.

The University of Exeter continues to stand by the objectives of the 2010-2015 travel plan to:

- **Improve** the choice of transport options and facilities available to users of the Exeter campuses travelling to and from the University, and between its sites;
- **Reduce** the local, national and global environmental impact of the University's travel;
- **Encourage** the use of, and promote the health and wellbeing benefits, of utilising more sustainable means of transport;
- **Encourage** more sustainable ways of working;
- **Reduce** the impacts of travel, associated with the University, on the local community.

Actions towards meeting these objectives have resulted in the following successes:

- Ring fenced car parking charges have enabled the University to fund the University D bus services, including its extended evening and weekend schedule.

- Creating a traffic free environment within central campus with priority access for cycles and pedestrians, alongside the Forum.
- Developing a weekly schedule of health and wellbeing activities which are freely available to staff members during lunch periods.
- Collaborating University projects with Sustrans' active travel projects to enhance student engagement opportunities across the University and within the Students' Guild.
- Facilitating the significant increase of cycles (circa 200% since 2010) across the Exeter campuses.
- Developing a strategy to invest £70,000 to improve cycle parking, shower and changing facilities across the Exeter campuses.
- Developing a five year strategy to convert 40% of service fleet vehicles to electrically powered alternatives by 2020.

*Phil Attwell*

Director of Campus Services  
September 2016



# Executive summary

★ The Sustainable Travel Plan 2016-2020 for the Exeter campuses summarises the University's commitment towards reducing the social, economic and environmental impacts of University travel with respect to the local, national and global community.

The strategy outlines the University's commitment to managing the transport generated by our organisation through responsible, sustainable and ethical methodology in order to meet the needs of the present and leave a better environment for future generations.

The objectives and targets defined by the strategy have been engendered to support the movement of people and services throughout our growing institution whilst ensuring the immediate, local and global environment are given the highest consideration.

The targets implemented within this document are intended to challenge the University and encourage forward planning so the University can achieve noticeable changes now and be prepared for the sustainable movements in the future.

## Policy context

This travel plan has been developed in compliance with National and Local Transport Policy: Guidance from the National Planning Policy Framework (NPPF), and Devon and Torbay Strategy has influenced the University strategy to integrate with the national vision; to exploit opportunities for the use of sustainable transport modes. Local objectives 'to reduce congestion and allow for more active, healthy and inclusive lifestyles through the provision of sustainable transport alternatives' have also been heavily incorporated into the development and vision for the University's overall strategy.

## Key principles

In compliance with the sustainable travel hierarchy, the travel plan encourages utilisation of the most sustainable, economical and active means of transport where possible. The University therefore seeks to encourage travel behaviour change through offering incentives and communicating the benefits to health and wellbeing.

## Objectives

The University of Exeter has set four primary objectives to be achieved by the year 2020. These targets have been developed to ensure continuous improvement is made towards:

**2020**

### **STAFF COMMUTING**

**REDUCE SINGLE CAR OCCUPANCY FROM 35% (2015) TO 32% (2020)**

### **STUDENT COMMUTING**

**REDUCE SINGLE CAR OCCUPANCY TRAVELLING TO CAMPUS FROM 5% (2015) TO 3% (2020)**

### **TRANSPORT POLICY**

**IMPROVE THE UNIVERSITY'S CAR PARKING POLICY TO ASSIST IN MEETING THE 2020 STAFF COMMUTING TARGETS**

### **BUSINESS TRAVEL**

**INCREASE NUMBER OF STAFF BUSINESS TRIPS MADE BY FOOT, BICYCLE AND PUBLIC TRANSPORT**

**2016**

# 1 Introduction



## 1.1 Sustainability at the University of Exeter

The University of Exeter is dedicated to reducing the social, economic and environmental impacts of travel associated with the Exeter campuses. This strategy outlines the University's commitment to managing the transport generated by the organisation through responsible, sustainable and ethical methodology in order to meet the needs of the present and leave a better environment for future generations.

The objectives and targets defined by this strategy have been engendered to support the movement of people and services throughout our growing institution whilst ensuring our immediate, local and global environment are given the highest consideration.

The targets implemented by this document are intended to challenge the University and encourage forward planning to achieve noticeable changes, and be prepared for sustainable movements in the future.

## 1.2 Sustainable policy and objectives

Positive and sustainable impact is at the heart of the University's ongoing vision and values. The following policy sets precedent

for promoting, incentivising and encouraging sustainable behaviour within transport sectors and across the Exeter campuses.

### The University Sustainability Policy 2015:

Encourages the adoption of sustainable travel practices by staff, students and visitors travelling to and from University campuses, and works to ensure all University responsibilities achieve continual improvement in environmental performance.

### The University Strategic Plan 2015:

Through education and research we are aware of the ecological limits of the planet and promote the careful use of resources. Our contribution to the South West's reputation as a leader in sustainability stems from both local and global activities, encompassing climate change research to staff travel initiatives.

### The University Estates Strategy

Extensive development projects which have facilitated the growth of the University have led to the relocation of member car parks to the outskirts of campus. Prioritising development at the heart of campus has affected the University's parking capacity; reducing the total volume of parking spaces to 1,513. In efforts to encourage alternative travel to campus the University has agreed

to limit car park capacity. The University has adopted a phased approach to restricting single vehicle occupancy travel to its campuses through the conditions of its car parking policy.

The University recognises its responsibility in making further investments towards improving the permit allocation and enforcement process, improving the accessibility of public transport to the Exeter campus and amending policy and expenses of University parking.

The aim of the University is to invest in and facilitate the development of a sustainable travel infrastructure and amenities to ensure that all University members have access to strong public transport links and supporting road infrastructure enabling sustainable travel choices.

### Low carbon commitment

The University recognises its responsibility to reduce carbon emissions and has imposed stretched and challenging targets to reduce emissions by 43% by 2020. In order to meet these targets the University have adopted three key approaches to:

- Invest in new technology;
- Explore opportunities for renewable energy;
- Engage with the staff and student communities.

These approaches have been applied to reducing the University's associated transport emissions, with the potential to make long-lasting measurable changes through investment and engagement.

The aim of the University is to invest in and facilitate the development of a sustainable travel infrastructure.

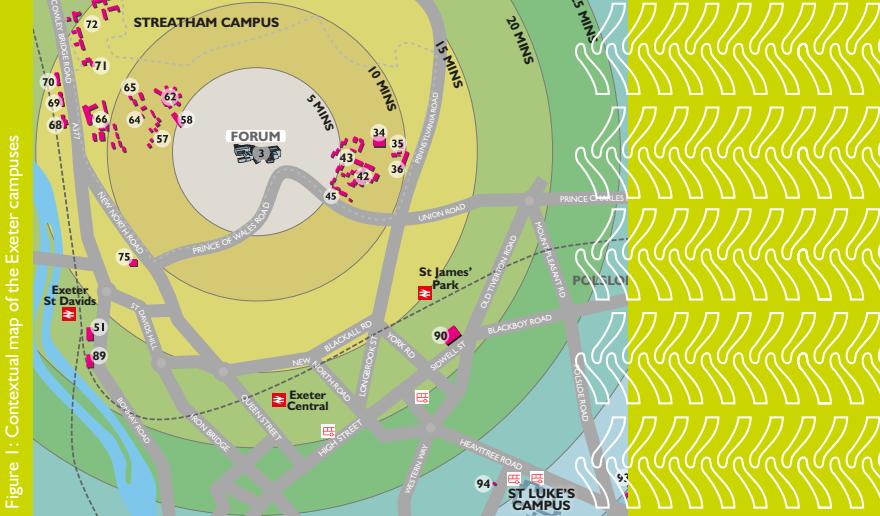


Figure 1: Contextual map of the Exeter campuses

## 1.3. The University of Exeter Campuses

### 1.3.1 Streatham Campus

The Streatham Campus is one mile from Exeter city centre and is situated on the eastern slopes of the Exe Valley. It comprises 250 acres of landscaped parkland containing woodland, lakes, streams and gardens, which has been created by the University from former farm land over the last 80 years.

A plan for continued investment towards the development of large infrastructure projects across the Exeter campuses anticipates the expansion of academic and non-academic buildings; and improvement to leisure areas, roads, pathways and car parks within the campus grounds.

Any new development project shall incorporate modern sustainable travel options within the early planning stages and strive to comply with BREEM sustainability standards.

#### Access

Streatham Campus provides strong pedestrian links to residential areas and to the city centre and provides ample and inspiring walkways connecting academic and service buildings within the campus grounds.

The cycling access and infrastructure within Streatham Campus is composed of traffic-free cycle routes along the length of the main road surrounding the campus (Prince of Wales Road) to the city centre, plus links to the St David's train station and the Exe Valley National Cycle Network Route 2.

A strong rail network supports the University, with St David's train station located under a mile from central campus. Regular bus services also connect Streatham Campus with

St Luke's, Exeter city centre and Exeter's local amenities.

The campus has a minimal road system with one road (The Queen's Drive) serving the central campus areas. The eastern campus areas are served by two key perimeter roads (North Park Road and Rennes Drive) which are operated one-way. The south campus areas are served by a public road (Prince of Wales Road) and the west by two perimeter roads (Streatham Drive and Mardon Hill). The main car parking areas (for staff, visitors and postgraduate students) are situated on the fringes of central campus and can be accessed from north of Rennes Drive in the north east corner of the campus.

### 1.3.2 St Luke's Campus

The St Luke's Campus is just over a mile from the larger Streatham Campus in the community area of Heavitree. It has front and rear pedestrian access and is within 10 minutes' walk of Exeter city centre. The campus occupies a 12 acre site which consists of a central grassed square surrounded by partially cloistered pathways and a mixture of academic and non-academic buildings with landscaped open areas. Access for pedestrians and cyclists is available to the north, west and south sides of the site and internal pathways allow for convenient access between buildings.

Exeter Central train station is within easy walking and cycling access, and as with the Streatham Campus, there is a regular bus services to the site. Motor vehicles are generally excluded from the centre of the campus although maintenance vehicles and those making deliveries may access the central areas via the wide footpaths. During term time the car parks are often near to full or full to capacity, leaving minimal opportunity

for further development of the infrastructure at St Luke's.

In recent years St Luke's Campus has been reviewed through an independent travel plan carried out by external consultants. Many actions and recommendations within St Luke's strategy have been transposed to this document for both the Exeter campuses. The travel plan for St Luke's can be reviewed online at: [www.exeter.ac.uk/sustainability/policy](http://www.exeter.ac.uk/sustainability/policy)

### 1.1.3 Penryn and Falmouth campuses

The University of Exeter has two campuses located in Cornwall; Penryn and Falmouth. These are situated 0.5 and 0.8 miles from the nearest train station in Penryn. The U1 bus service to Truro and U2 service to Redruth both regularly serve the University campuses and offer regular connections to Penryn and beyond. The campuses have good cycling and pedestrian access and provide shower and changing facilities to support active travel to the campus. Both institutions encourage students, staff and visitors to consider using alternative methods of transport to help reduce the impact of car travel on the environment. By working in close partnership with Cornwall Council and other strategic partners. These institutions support the aims and objectives adopted for the Exeter campuses and endeavour to continue developing and improving the range of travel options available to students and staff from the universities, staff from Falmouth Exeter Plus and visitors to the Cornwall campuses. The Cornwall campuses have developed an independent travel plan for 2016-2021 which can be viewed online at: [www.fxplus.ac.uk/sites/default/files/documents/green\\_travel\\_strategy\\_2016\\_to\\_2021.pdf](http://www.fxplus.ac.uk/sites/default/files/documents/green_travel_strategy_2016_to_2021.pdf)

# 2 The case for continuous improvement



★ The transport associated with Exeter University constitutes towards a fair number of the individual journeys that are made to and within Exeter City on a daily basis. The University is therefore susceptible to the impacts of a continually evolving city and transport network.

The University of Exeter recognises its responsibility to support, provide and improve travel amenities for staff and students. The University actively concerns itself with the ever evolving travel patterns and behaviours across the city; and chooses to take a leading role in encouraging and operating sustainability.

The University strives to provide the means to enable each student and employee to make sustainable travel choices, for the benefit of the institution, local residents, city and wider nation. This travel plan reflects the University's ambition to continue as an influential and inspirational driver for sustainable travel.

The University's drivers for continuing to identify, manage, monitor and improve the impacts of University associated travel have been categorised by environmental, social and economic relevance.

## 2.1. Environmental

### 2.1.1 Low carbon travel

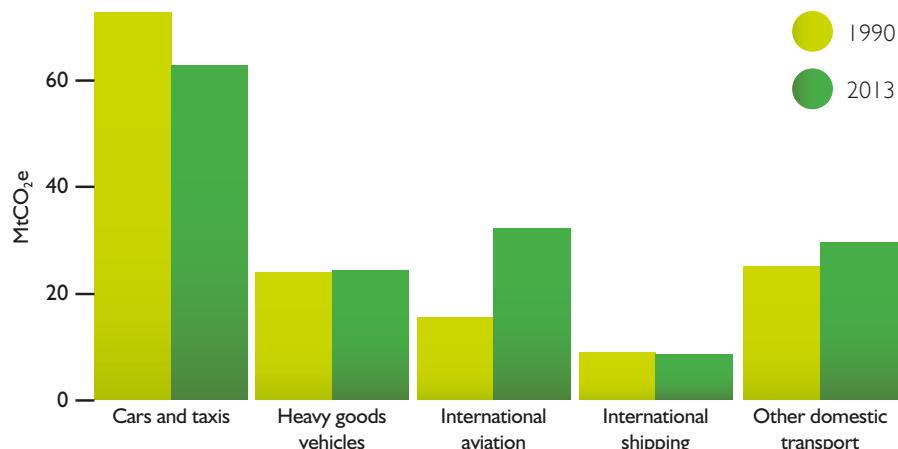
Transport in the UK is responsible for over 27% of National carbon dioxide (CO<sub>2</sub>) emission levels. National targets to reduce emissions to 80% below 1990 levels by 2050 will require a 3% annual decrease in domestic emissions.

Figure 2 demonstrates that car and taxi use is the highest contributor to National CO<sub>2</sub> emissions; making up 13% of all domestic emissions.

Setting targets to reduce the number of cars travelling to the University campuses will therefore deliver the most significant outcomes to assist the University in reducing carbon emissions. This will also contribute towards the successes of the University's low carbon commitment. The University also aims to harness the full potential of low carbon technology across all transport modes.

Monitoring and recording scope three business emissions on a biannual basis will enable the University to calculate the impacts of external travel on climate change and suggest suitable reduction targets and objectives based on benchmarking results.

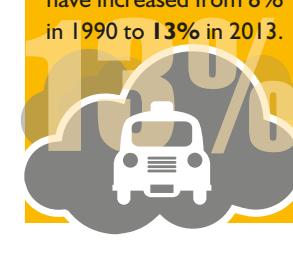
Figure 2: UK Transport Greenhouse Gas Emissions (TSGB0306)  
Emissions by transport mode: 1990-2013



54% of domestic transport greenhouse gas emissions were from cars and taxis, down from 60% in 1990.

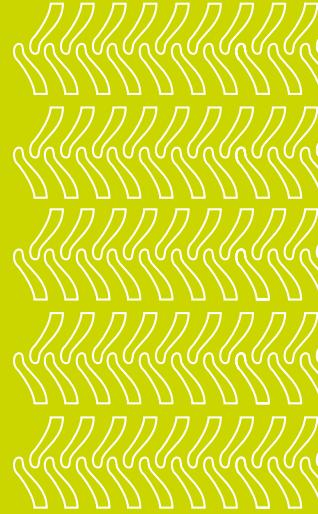


There was not much change in Heavy Goods Vehicle emissions from 1990 to 2013 whereas emissions from vans have increased from 8% in 1990 to 13% in 2013.



In 2013, emissions from international aviation have more than doubled since 1990. Air transport movements have increased by 76% over the same period.





### 2.1.2 Air quality

Several of the routes in and around Exeter city centre have been identified as Air Quality Management Areas (AQMAs) due to their high congestion and pollution levels.

As one of the city's major employers the University of Exeter recognises its responsibility in reducing the levels of congestion and road traffic associated with its city based campuses. Car and taxi journeys contribute 24% of the total national air pollutant emissions (28%) from domestic transport. The University is committed to reducing car usage for travel to the University campuses, and is committed to encouraging sustainable travel options which serve the growth of the University and support the restricted capacity of Exeter's road network. The University will also work to facilitate and encourage the use of zero emission vehicles for commuter and business travel.

## 2.2. Economic

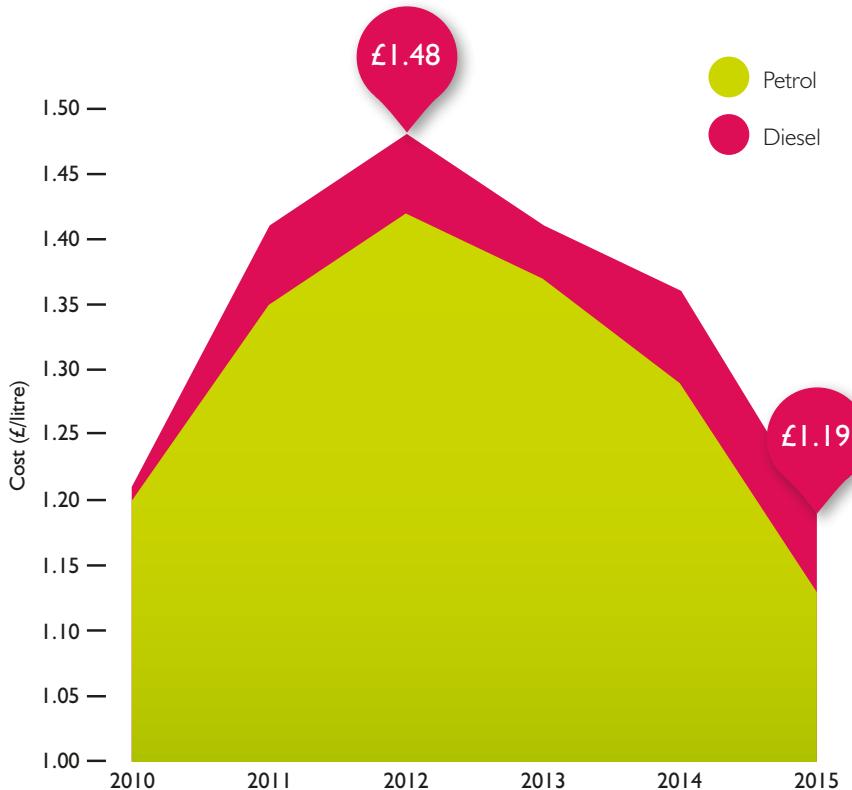
The Sustainable Travel Initiatives provided by the University are currently funded by the ring-fenced income from staff and visitor parking. In efforts to further incentivise alternative means of travel and reduce car volumes on campus the University shall consider the financial demands and implications at an organisational and individual level.

### 2.2.1 Fuel costs

The cost of both petrol and diesel has fluctuated considerably over the last five years. However, recent figures represent that petrol and diesel prices have decreased by approximately 6% and 2% respectively of 2010 figures; and have fallen by approximately 20% within the last three

years. As a result commuting by car will have become more affordable and increasingly competitive with the cost of sustainable travel alternatives. The University will continue to monitor the annual fuel costs to ensure sustainable alternatives remain an affordable competitor.

Figure 3: Annual cost of petrol and diesel in the UK



The cost of petrol and diesel has fallen by approximately 20% within the last three years.



## 2.3. Social

### 2.3.1 Local authority

In 2011 Devon County Council and Torbay Council released a comprehensive local Transport plan (*Local Transport Plan 3*). Over the next 10 years Devon and Torbay will need to diversify and grow the economy, but just as importantly develop a low carbon transport system that offers choice and encourages sustainable travel behaviour.

To achieve Devon and Torbay's vision, the plan has five key objectives:

- Deliver and support new development and economic growth;
- Protect the existing transport network by making the best use of the transport asset and prioritising maintenance;
- Work with communities to provide safe, sustainable and low carbon transport choices;
- Strengthen and improve the public transport network;
- Become the 'place to be naturally active'.

Exeter will be a focus for economic growth, supporting prosperity throughout Devon and Torbay. It will offer new employment, new housing and maintain a high standard of living.

Exeter will be better connected with Devon, Torbay and the rest of the UK.

Transport improvements will enable the proactive reduction of congestion and offer sustainable and high quality travel choices.

A comprehensive cycle network and the Devon Metro rail project will provide a high quality and efficient transport network.

The east of Exeter development will have a viable sustainable transport network. Overall, sustainable transport will play a key role in people living more active, healthy and inclusive lives in a vibrant and prosperous city.

### 2.3.2 Local community

The University values the strong relationship it has established with local residents and makes every effort to mitigate the associated impacts of its growing student population on the individuals who reside in the immediate vicinity of its Exeter campuses. Since the previous travel plan in 2010 the University's student population has grown by 14% to reach 17,993 students in 2015/16. To continue investments in resident relations, the University allocated a community liaison officer in 2008 to become a first and consistent point of contact for resident queries or concerns relating to the University's impact on resident areas.

As outlined within this chapter, the University acknowledges the wider environmental, economic and social implications of the travel behaviours adopted by its staff and student members. The institution takes the responsibility to be sensitive and reactive to these impacts on the local and immediate communities. To date the University has made extensive efforts to deter both staff and students from bringing their cars to the University through the means of permit

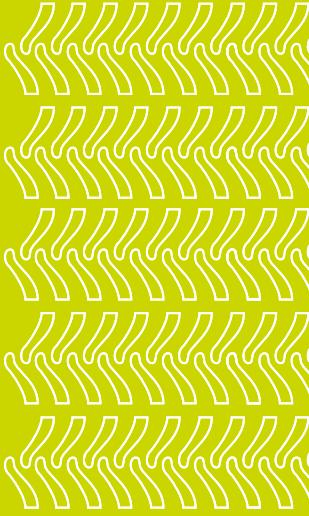
restrictions, sustainable travel incentives and communications. The University regularly works alongside the local police to ensure illegal travel and traffic behaviours surrounding the campus are dealt with appropriately. The University however recognises that more can be done to resolve local issues such as members vehicles parked in resident areas. The adoption of the 2016-2020 travel plan therefore outlines the University's intentions and commitment, as one of Exeter's major employers, to building stronger relationships and communications with local resident groups and local authorities to develop collaborative solutions to issues branching beyond University property and regulations. The University have therefore committed to the actions listed in A94-A97 and A103-A104 of the actions summary (Section 6 of this report).

### 2.3.3 Health and wellbeing

Increased levels of physical activity have been proven to hold extensive benefits for mental and physical health. Increasing levels of activity to 30 minutes of moderate exercise a day correlates with the reduced risk of health problems such as Cardiovascular disease (CVD), Cancer, Obesity, Diabetes, Mental Health Problems and Musculoskeletal health.

The University of Exeter takes great responsibility in nurturing the health and wellbeing of its staff and student members.

The University intends to build stronger relationships and communications with local resident groups and local authorities.



The University strives to develop and promote opportunities where the weekly recommended 2.5hrs of physical activity can be easily incorporated within daily routines.

The University is invested in enhancing the safety and convenience of walking and cycling to its campuses through the development of facilities and infrastructure. It strives to eliminate, as much as possible, the barriers associated with active travel and utilises travel policy, engagement opportunities and external support frameworks to encourage the growth of pedestrian and cycling communities.

The University is committed to nurturing the physical and emotional wellbeing of members and employees for the benefit of individuals and the University. The University therefore provides the support and the environment for members to keep active, take time out, and build healthy connections and flourish, in order to achieve their full potential.

### **2.3.4 Safety and security**

The University recognises that restrictions to safety and security can act as a significant barrier to the uptake of active travel to its campuses. Improved road safety, adequate lighting and secure cycle storage are some of the small improvements the University is committed to making in support of sustainable travel behaviours. Commitments to assuring cycle shelters are accompanied by high quality CCTV and improvements to shower and storage facilities are actions which the University plan to carry forward as part of assuring safety and security within this travel plan period.

## **2.4. Technology**

### **2.4.1 Electrically powered vehicles**

Since the release of the 2010 travel plan, the UK has seen a significant rise in the popularity of electrically powered vehicles: In 2015 the number of EV vehicles registered in the UK saw a dramatic rise to 2,400 per calendar month, from just 500 per calendar month in 2014. The reported cost effectiveness and energy and carbon efficiency of the vehicles have led to an increase in EV sales and manufacture with 56,000 UK purchases in 2015. Estimated figures have predicted that the UK roads may see an increase of over 50x current EV volumes by 2020.

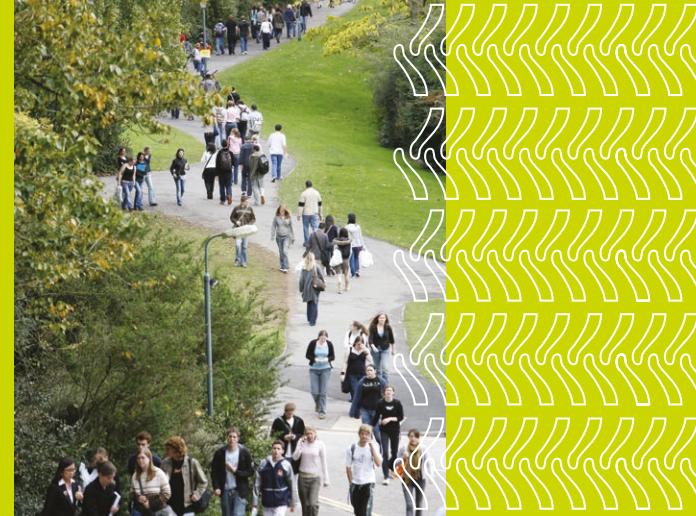
The University recognises the rising trends in EV use and the associated sustainability benefits; with saving of six tonnes of CO<sub>2</sub> compared to a petrol run family vehicle and running costs as little as 3p per mile. The University have therefore adopted a five

year plan to replace over 40% of its current service vehicle fleet with electrically powered alternatives. The University will also carry forward proposals to install electric vehicle charging points to accommodate staff and visitors bringing Electric cars to campus. The University will continue to investigate the future of EV and ensure its systems are in line with advancing charging technology.

### **2.4.2 Smartcard ticketing**

The University of Exeter is committed to engaging with new technologies, and recognises the significance these can have in breaking common barriers to sustainable travel. Convenience of contactless and Bluetooth technologies provide the options for smarter and cashless travel. It also enables the University to accurately study passenger travel behaviour in public transportation systems and ensure further incentives are put in place, where possible, to encourage sustainable travel.

**The University have adopted a five year plan to replace 40% of its current service vehicle fleet with electrically powered alternatives.**



## 2.5. University expansion

Since 2010 the University has demonstrated its commitment to the growth and expansion of the institution through large scale developments to central campus and beyond. This has paved the way for increased employment opportunities for staff, and a year-on-year higher capacity for students. The University acknowledges that a rise in its member population has resultant implications on local traffic and transport movements. The University is committed to working alongside its key stakeholders and local authorities to mitigate the increased demand for travel imposed by its new and existing members.

The University have predicted the growth of the institution based on the University Estates Strategy and the trends in member expansion since 2010. Figures 4 and 5 demonstrate the expected rise of members to be in regular attendance to the Exeter campuses until 2020.

- Exeter campuses (Total)
- Exeter (St Luke's)
- Exeter (Streatham)
- Cornwall campuses (Total)

Figure 4: Predicted growth in staff population

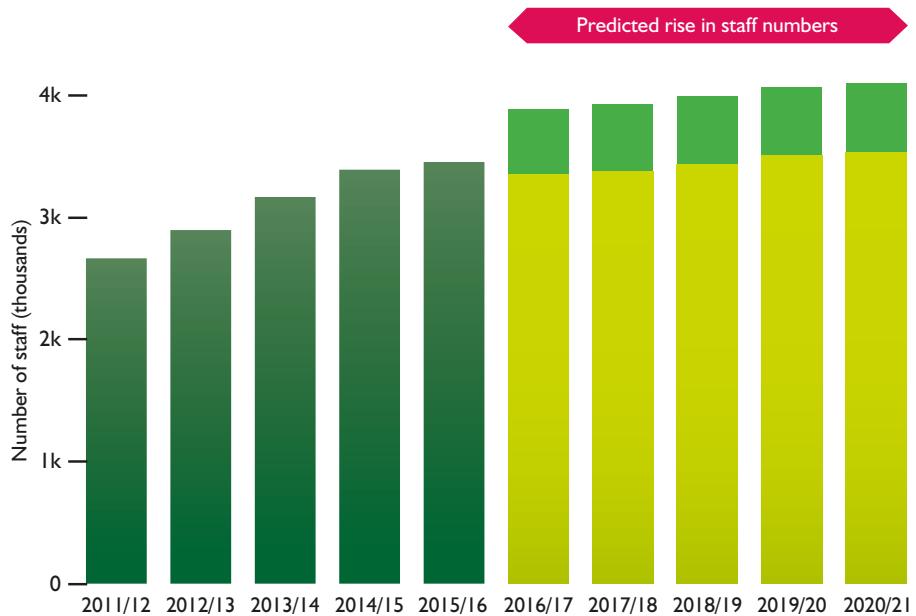
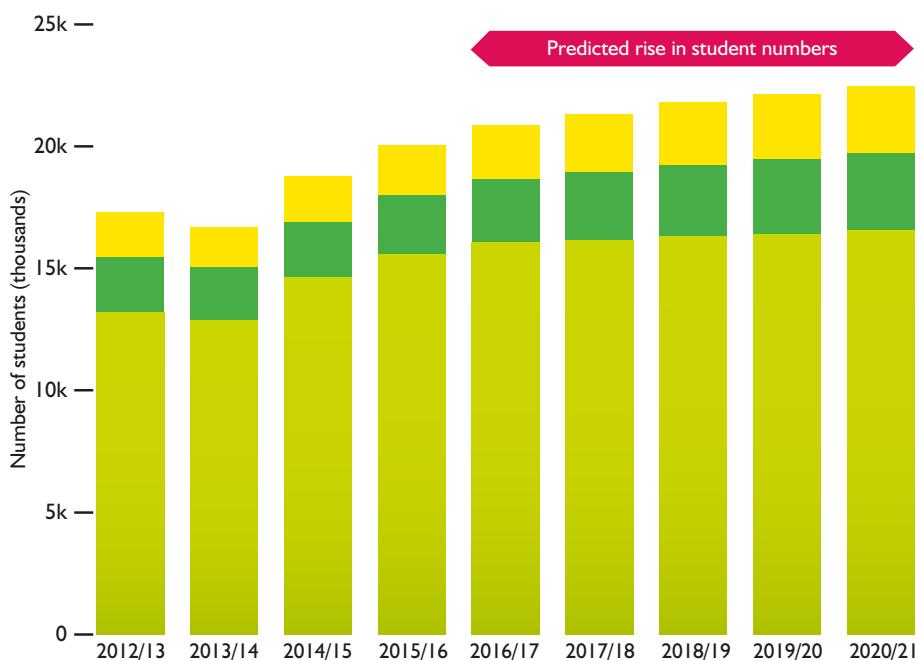


Figure 5: Predicted growth in student population





# 3 Trends in travel

✿ The University of Exeter is committed to the close monitoring of staff, student and visitor travel behaviours. The trends of the previous five years of travel have revealed key achievements along with areas of further investment, which have been translated into the University's actions, targets and future objectives.

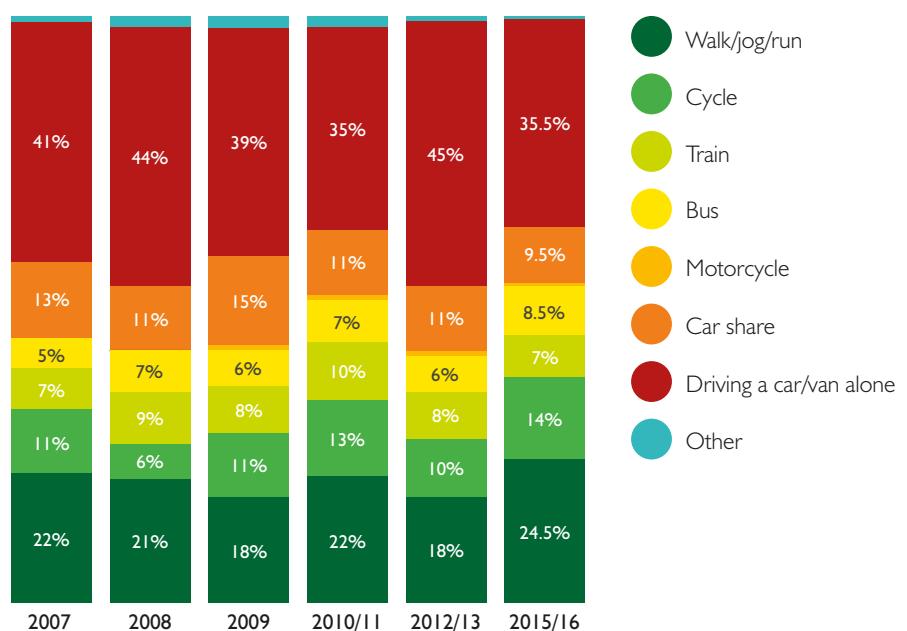
## 3.1. Staff commuter travel

The travel behaviours and attitudes of staff members are reviewed annually through a staff travel to work survey for the Exeter campuses. Results of these surveys investigate the travel modes adopted by staff members. The results of years 2007-2012 were collected from staff travel to work tally/ surveys, released in October of each year. The results from 2015 were also collected from an October run travel to work survey; this recent survey divided questions into summer and winter travel habits, from which an average has been equated.

### 3.1.1 Staff modal split: Five year progress summary

Travel survey results indicate that whilst the University's expansion has resulted in a rise in its staff member population, the level of uptake of sustainable travel modes has remained consistently high over the past five years; as supported by the 64% uptake of sustainable travel modes evidenced in the 2010 and 2015 travel surveys (see Figure 6).

Figure 6: Staff travel modal split



There has been an increase in University staff using sustainable travel modes to get to work.



The 2015 results outline the rise and fall in sustainable travel use between summer and winter periods from 66% uptake in summer and a drop of 4% during winter periods. This closely corresponds to the increase in staff walking and cycling during summer months.

Since the significant decrease (9%) in single vehicle occupancy between 2008 and 2010 the percentage of staff travelling to campus by car alone has remained fairly consistent at around 35% (representing approximately 840 staff members).

### 3.1.2 Staff modal split: Performance against leading higher education institutions

The University of Exeter's sustainable travel performance has been compared with results and targets of other leading higher education travel plans.

With the second highest percentage uptake of sustainable transport modes of the five comparative universities, the figures present Exeter to be a leader in sustainable travel performance, with current performance exceeding targets of similar institutions by over 10%.

Figure 7: University of Exeter staff modal performance against leading universities (staff)\*

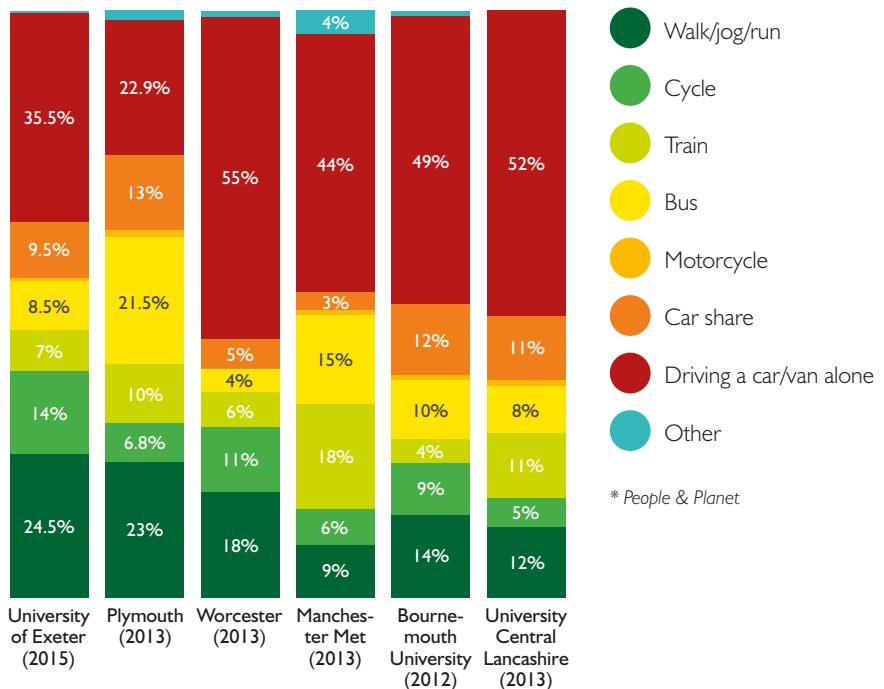
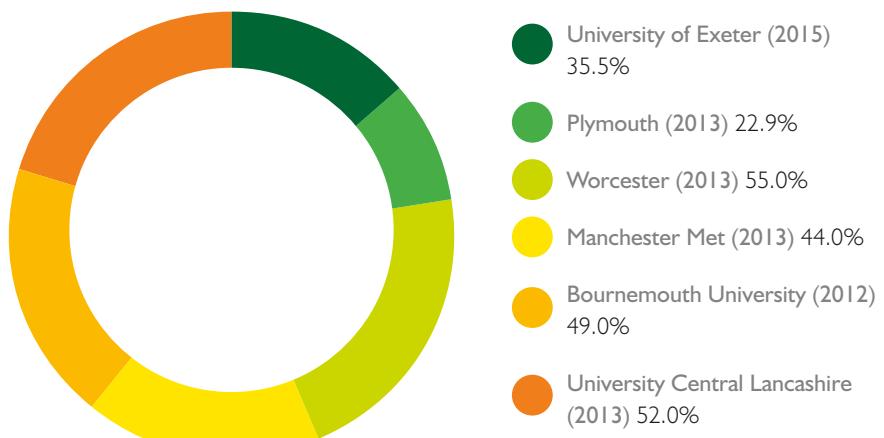
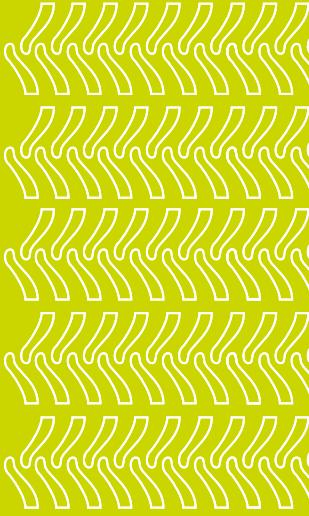


Figure 8: University of Exeter performance against leading universities (staff) – single car occupancy



The figures present Exeter to be a leader in sustainable travel performance.



## 3.2. Student commuter travel

The student travel survey has allowed for reporting on the adopted transport modes for students travelling to the Exeter campuses over the past six years. These results represent the feedback which has been received from the annual student travel surveys.

### 3.2.1 Student modal split

#### Student travel: Term time address to University campuses

Feedback from the 2015 student travel survey report that 5% of all undergraduate and postgraduate University students commute to University by car alone. The University's target to achieve 3% students travelling to campus by car alone by 2015 has not been reached. It is therefore suggested that this reasonable target remains in place, and that best efforts and investments are adopted to help reach the suggested 3% by 2020.

#### 3.2.2 Home address to term time address

The majority of students (including UK, EU and international students) travel from their home to their term time address by train (36%), closely followed by air travel (27%) which correlates with the proportion of international students at the University. Currently 16% of students drive in a car alone from their home address to their term time address (see Figure 10).

Figure 9: Mode of transport utilised by students travelling from their term time address to the University campuses in 2015

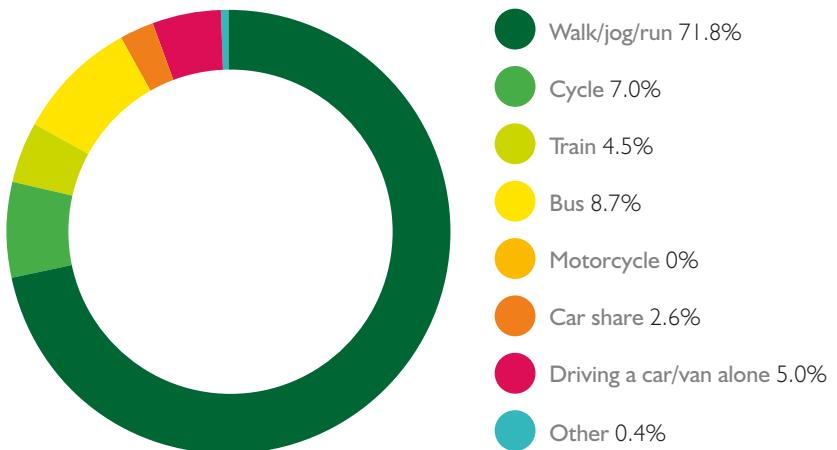
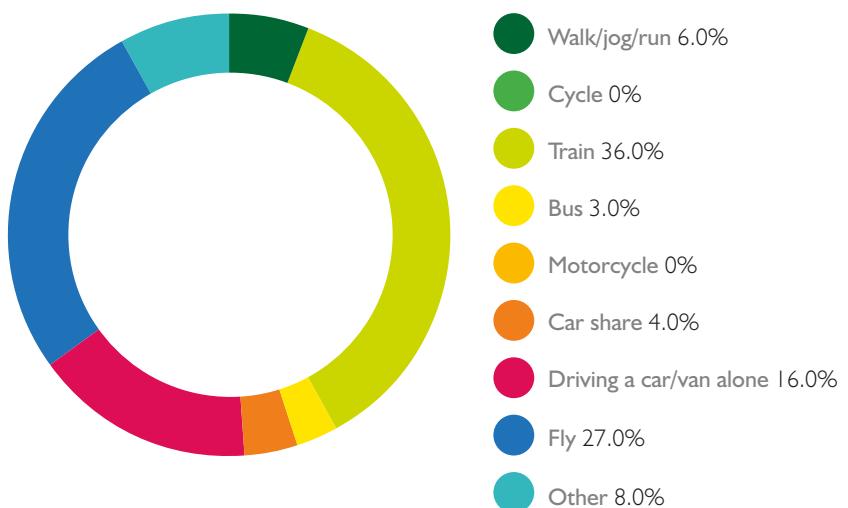


Figure 10: Mode of transport utilised by students travelling from their home address to term time address in 2014



The University is hoping to reduce the amount of students travelling to the campus during term time by car alone to 3%.



### 3.3. University business travel

The total emissions resulting from University of Exeter business travel in 2013/14 was 2,439 tonnes, the majority of which were attributed to air travel (see Figure 11 for a breakdown by mode). The amount of carbon emitted was calculated using a range of University records and the *Guidelines to Defra/DECC Green House Gas Conversion Factors for Company Reporting (2009)*.

The University prides itself in being an international University and as such air travel is an important business requirement. The breakdown of domestic to long haul flights is outlined in Figure 12. This figure demonstrates that approximately 2% of business air travel is constituted from domestic flights. The University is committed to decreasing this further and a list of actions towards decreasing air travel, and in particular domestic air travel is listed in A64-A67 of the University summary of actions (see Section 6 of this report).

Approximately 2% of business air travel is constituted from domestic flights. The University is committed to decreasing this further.

Figure 11: University business travel carbon emissions breakdown by travel mode 2013/14

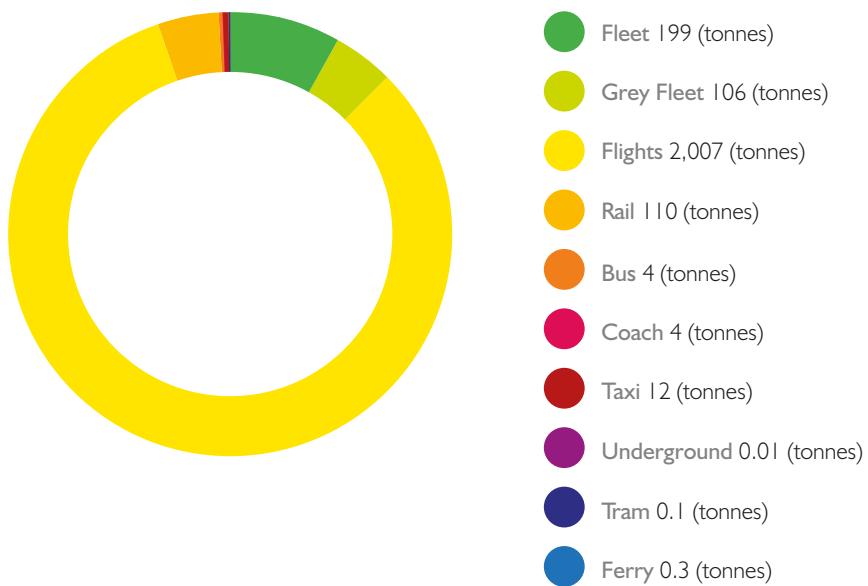
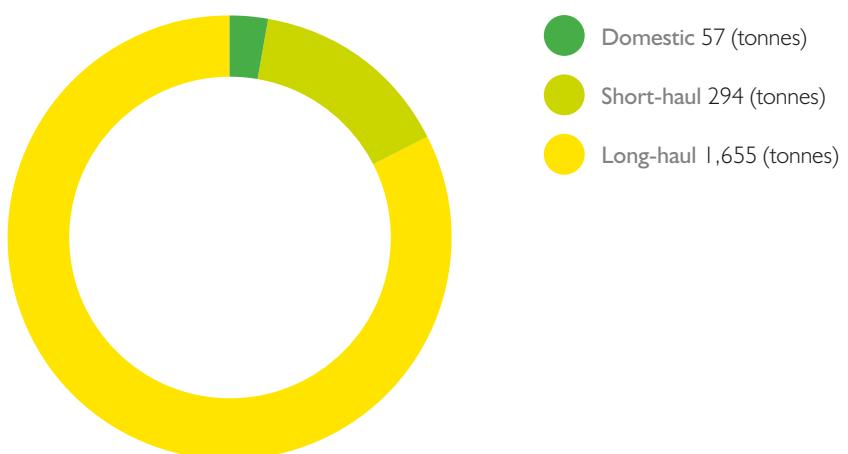


Figure 12: Breakdown of air journeys made for University business travel





# 4 Objectives and targets

❖ The University takes great pride in its ongoing commitment to meeting sustainable travel targets and objectives set out by the 2010-2015 sustainable travel plan. 86% of the actions listed within the previous plan have been successfully carried out.

The continuing objectives of the previous travel plan are:

- **Improve** the choice of transport options and facilities available to users of the Exeter campuses travelling to and from the University, and between its sites;
- **Reduce** the local, national and global environmental impact of the University's travel;
- **Encourage** the use of, and promote the health and wellbeing benefits, of utilising more sustainable means of transport;
- **Encourage** more sustainable ways of working;
- **Reduce** the impacts of travel, associated with the University, on the local community.

86% of the actions listed within the previous plan have been successfully carried out.

**2020**  
**STAFF COMMUTING**  
REDUCE SINGLE CAR OCCUPANCY  
FROM 35% (2015) TO 32% (2020)

**STUDENT COMMUTING**  
REDUCE SINGLE CAR OCCUPANCY  
TRAVELLING TO CAMPUS  
FROM 5% (2015) TO 3% (2020)

**TRANSPORT POLICY**  
IMPROVE THE UNIVERSITY'S CAR  
PARKING POLICY TO ASSIST IN MEETING  
THE 2020 STAFF COMMUTING TARGETS

**BUSINESS TRAVEL**  
INCREASE NUMBER OF STAFF  
BUSINESS TRIPS MADE BY FOOT,  
BICYCLE AND PUBLIC TRANSPORT

**2016**



2016

#### 4.1. Staff commuting targets

To reduce single car occupancy staff commuting from 35% (2015) to 32% (2020)

##### Key objectives:

- To promote and encourage uptake of the University car share scheme.
- To introduce new means of sustainable business travel.

#### 4.3. Business travel targets

To increase the number of staff business trips made by foot, bicycle and public transport

##### Key objectives:

- To investigate the potential for electric vehicles on campus and develop a five year plan.
- To provide access to a wider range of alternative (sustainable) transport means from the Exeter campuses.
- Develop and promote a car sharing scheme/programme specifically to accommodate business travel.

#### 4.2. Student commuting targets

To reduce student commuting single car occupancy from 5% (2015) to 3% (2020)

##### Key objectives:

- To invest in walking and cycling routes to and around campus, and actively promote these routes amongst students.
- To make cycling more accessible to students through the facilitation of second hand cycle sales at the Exeter campuses, and the promotion of cycling incentives and local routes.
- To actively promote the financial, health and wellbeing benefits of walking and cycling to students.

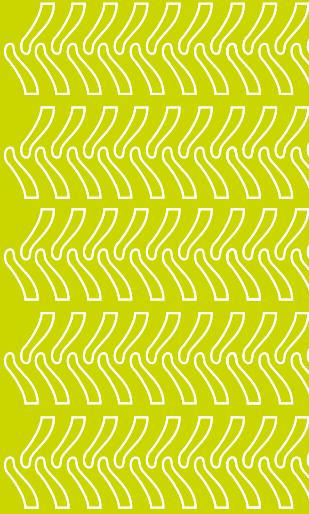
#### 4.4. University transport policy

To improve the University's car parking policy to assist in meeting the 2020 staff commuting targets (SVO to 32% by 2020)

##### Key objectives:

- Utilise the monthly Campus Environmental Management Group (CEMG) as an opportunity to monitor and discuss the University's policies surrounding sustainable travel.
- To develop a University policy surrounding safety and security of travel modes.

2020



## 4.5. Rationale for 2016 targets

Previously, the University of Exeter travel plan has followed the standard higher education framework for setting its travel targets. Sustainable travel performance has been monitored by single car occupancy performance which provides data and targets which are comparable against other higher education institutions.

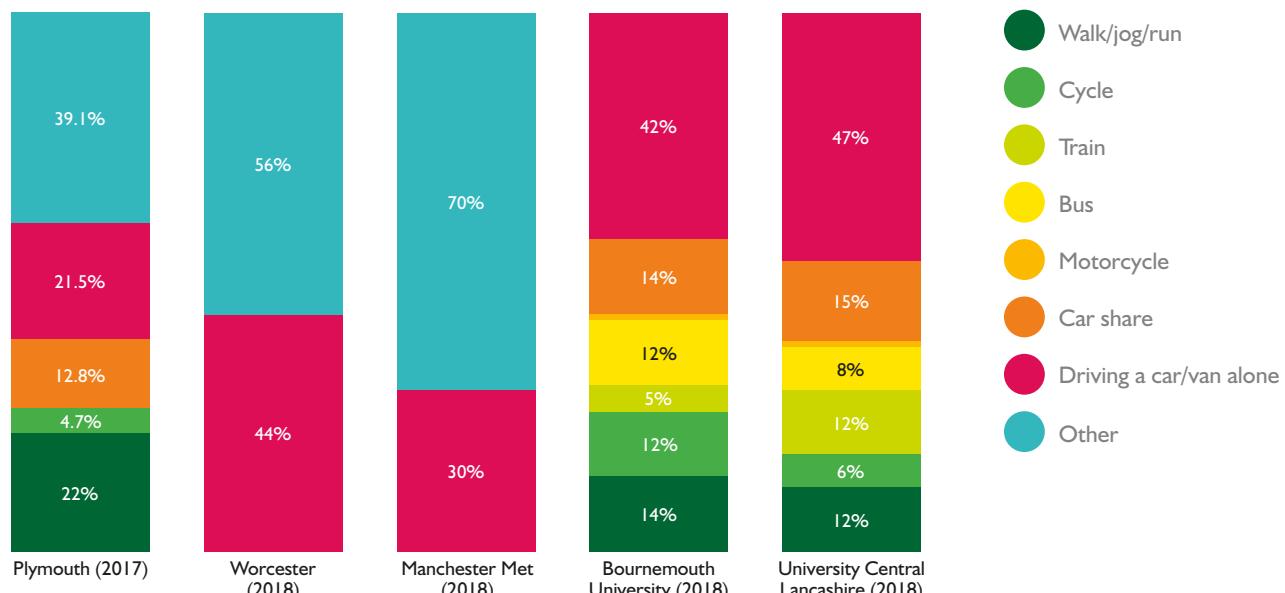
The targets proposed for the 2016/20 travel plan have therefore been developed

in continuation of single car occupancy performance in order to benchmark the University's achievement against other higher education institutions.

The previous targets, set as a foundation for the 2010-2015 travel plans, were stretched at 30% (staff) and 3% (students) with the intention of challenging the University's efforts to encourage sustainable modes of travel. Despite performing well against baseline data from 2007-2017 and 2010-2015 travel plans (Figure 13), the University has struggled to meet the stretched aims for sustainable travel.

The 2016-2020 travel plan has therefore heavily considered the UK guidelines for setting SMART (Specific, Measurable, Attainable, Realistic and Time-bound) targets. This had led to the reviewed target of 32% (staff) and a rolling target of 3% (students). We hope for these to be both realistic and aspirational for the University of Exeter. For the period of this travel plan the University has listed key objectives that should be prioritised for meeting these targets. Closer details of these objectives are listed within the summary of actions (Section 6 of this report).

Figure 13: 2018 targets for top 10 sustainable universities (*People & Planet*)



The University has reviewed its targets in line with the UK SMART (Specific, Measurable, Attainable, Realistic and Time-bound) guidelines.

# 5 Actions

✿ The Sustainable Travel Plan for the Exeter campuses 2010-2015 made reference to 103 actions which the University were committed to completing to meet targets set within the document. The University takes pride that 86% of these actions were successfully completed within the travel plan period.

66% of the actions of the previous travel plan have been carried forward due to their effectiveness and success in influencing sustainable travel behaviour change over the past five years. These actions will be continued in the effort to meet the reviewed travel plan targets for 2020.

In addition 44 new actions have been proposed to strengthen the University's continued efforts towards achieving more sustainable travel and challenge the University to meet stringent targets for 2020. An introduction to actions for 2016-2020 can be found overleaf in Figure 14.

## 5.1. Enforcing the sustainable travel hierarchy

The sustainable travel hierarchy is the foundation on which the sustainable travel plan has been developed. The University is highly committed to encouraging the highest possible percentage of staff, students and visitors traveling via the most sustainable modes of transport.



### Car use

The University aspires to lower commuter emissions and therefore continually reviews and reinvests car parking revenue into incentives to discourage single occupancy vehicle use and encourage sustainable travel behaviours.

### Car sharing

The University aspires to lower travel emissions and congestion associated with single occupancy car use through the promotion of the University's Liftshare car sharing group.

### Public transport

The University is heavily invested in providing strong public transport links to the Exeter campuses. The subsidised D bus and minibus services provide links with the city centre and local rail stations.

### Cycling

The University strongly supports its growing community of cycling commuters and takes pride in the carbon and traffic reduction benefits which correspond with increased cycle travel.

### Walking

The University recognise the extensive health, wellbeing and environmental benefits that coincide with walking to campus.

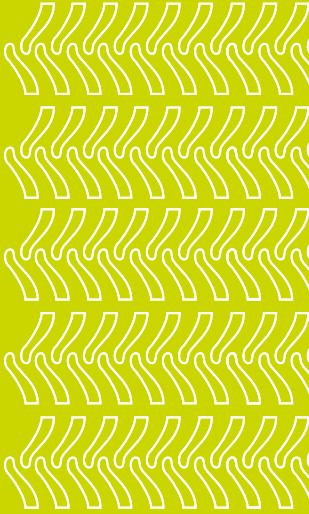


Figure 14: Introduction to actions for 2016-2020 (full summary of actions in Section 6).



## Car use

**In efforts to discourage single occupancy drivers and improve commuter associated emissions the University shall:**

Continue to:

- Enforce University car parking restrictions for EX1, EX2 and EX4 postcode holders.
- Correlate parking charges with vehicle carbon emissions.

And shall furthermore:

- Develop a network of electric vehicle charging points within staff and visitor parking spaces across the Exeter campuses.
- Make improvements to the University's Car Parking Policy to assist in meeting 2020 staff commuting targets.

*A breakdown of all actions relating to car use are listed in A1-A16 of the actions summary*



## Car sharing

**In efforts to encourage single occupancy drivers to participate in group car sharing the University shall:**

Continue to:

- Provide an emergency ride home scheme for staff.
- Offer free parking permits and priority parking spaces to all active car sharing teams.

And shall furthermore:

- Introduce registration to University Liftshare as a mandatory field within the University car parking permit application process.

*A breakdown of all actions to encourage car sharing are listed in A10-A14 of the actions summary.*



## Public transport

**In efforts to encourage uptake of public transport the University shall:**

Continue to:

- Subsidise the Stagecoach D bus service to provide 15 minute and extended evening service to the Exeter campuses.
- Provide an early morning minibus service for staff and minibus shuttle service to and from Exeter St David's train station.

And shall furthermore:

- Explore opportunities for connecting a wider proportion of the City to the University campuses through improvements to bus services.
- Integrate real time bus information into electronic display screens and the iExeter app.

*A breakdown of all actions to promote public transport are listed in A37-A58 of the actions summary.*





## Cycling

In efforts to encourage travel by bicycle the University shall:

Continue to:

- Promote the facilities and incentives that continually encourage and support the University's cycling community.

And shall furthermore:

- Include the Exeter campuses within the city's developing network of e-bikes and provide hire and docking stations on site.
- Develop a regular point of contact for cycling information and issues reporting.
- Improve route information for safe and direct links between the Exeter Campuses and St David's Station.

*A breakdown of all actions to promote cycling are listed in A17-A32 of the actions summary.*



## Walking

In efforts to encourage travel and commuting by foot the University shall:

Continue to:

- Provide information on walking routes across the city and campuses.
- Maintain walkways and pedestrian areas on campus to high quality standards.

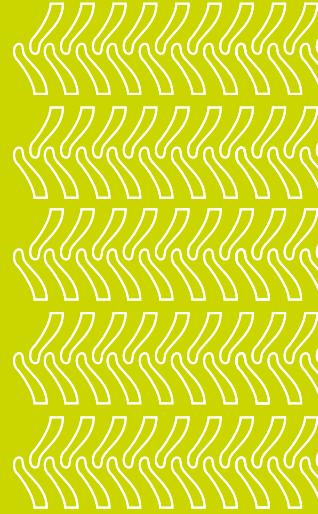
And shall furthermore:

- Investigate the pedestrian safety within shared areas and crossing points on campus.
- Improve accessibility to social led walks on campus, to involve wider staff audiences.

*A breakdown of all actions to promote walking are listed in A59-A63 of the actions summary.*

2016

2020



## 5.2. Supporting sustainable business travel

The University of Exeter recognises its responsibility to provide viable and sustainable alternatives to carbon intensive business travel from campus. The following key actions have been proposed in order to achieve the objectives: reduce the need to travel, encourage uptake of sustainable travel modes, and lower scope three emissions associated with business travel:

- Improve the choice of business travel modes made available from campus by introducing electric pool cars and cycles.
- Improve the off campus travel booking system to encourage sustainable travel decisions for members travelling beyond the Exeter campuses in order to lower University associated CO<sub>2</sub> emissions.

A breakdown of all actions to promote sustainable business travel is listed in A64-A82 of the actions summary.

The University plans to develop the way it communicates and interacts with its members to promote sustainable travel incentives.

## 5.3. Managing fleet and contractor vehicles

The University has developed a five year replacement strategy to replace current fleet vehicles with new electric models. A total of 20 new electric vehicles are scheduled to be leased or purchased in the next four years – totalling more than 40% of the Campus Services vehicle fleet.

*A breakdown of all actions to improve the sustainability of fleet and contractor travel is listed in A86-A89 of the actions summary.*

## 5.4. Communication and planning

Within the next four years the University plans to develop the way it communicates and interacts with its members to promote sustainable travel incentives. The University is looking to improve the quantity and quality of information released to members and active engagement delivered across the Exeter campuses to influence positive sustainable travel behaviour, actions include:

- To improve the content and navigation within the sustainable travel webpages.
- To improve the accessibility of public travel information through displaying real time information across campus and within the University's iExeter mobile app.

*A breakdown of all actions to improve sustainable travel communications is listed in A98-A110 of the actions summary.*

## 5.5. Monitoring and review

To review the success of the travel plan and monitor the progress towards aspiring targets the University shall:

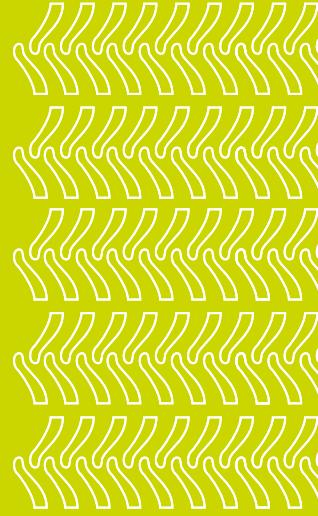
- Continue to conduct annual staff and student commuter travel surveys.
- Identify targets and to monitor, evaluate and report on the effectiveness of the travel plan.
- Analyse, review and produce annual management reports on the successes of implementing sustainable travel measures including subsequent carbon emissions savings.



# 6 Summary of actions

Ref	New (N) or continued (C) action from 2015 travel plan	Action	Who	When	Action will assist in meeting the target to:							
					Reduce percentage of staff travelling by car alone to the Exeter campuses	Reduce percentage of students travelling by car alone to the Exeter campuses	To increase the number of staff business trips made by foot, bicycle and public transport	Conduct a review of third party travel to the campuses				
<b>CAR USE</b>												
<b>Car (personal)</b>												
A1	C	To continue to reinvest car parking revenue into delivering sustainable transport initiatives	Campus Services, CEMG and Sustainable Transport Officer	Ongoing	Yes	Yes	Yes	Yes				
A2	N	Enforce University car parking restrictions for EX1, EX2 and EX4 postcode holders	CEMG, Estate Patrol and Sustainable Transport Officer	Ongoing	Yes	Yes						
A3	N	To annually document and publish the income produced through University parking permits and the CEMG plan for reinvestment in sustainable travel	CEMG and Sustainable Transport Officer	Annually (Sept)	Yes							
<b>Car parking</b>												
A4	N	To make improvements to the University's Car Parking Policy to assist in meeting 2020 staff commuting targets (SVO to 32% by 2020)	CEMG, Estate Patrol and Sustainable Transport Officer	Jul-17	Yes							
A5	N	Conduct a review of car parking provision and permit allocation across the Exeter campuses	Sustainable Transport Officer and Estate Patrol	May-17	Yes			Yes				
A6	C	Continuation of Authority to Park (AtP) permits (entitling holders to a discounted rate on daily 'pay and display' parking tickets)	Sustainable Transport Officer and Estate Patrol	Ongoing	Yes							



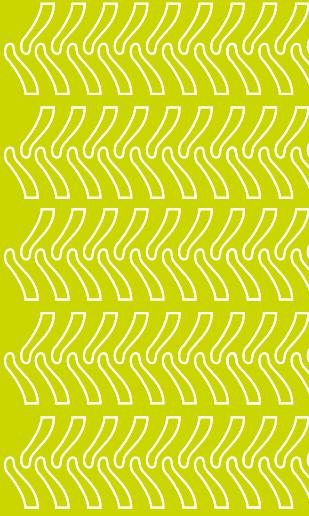


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					Reduce percentage of staff travelling by car alone to the Exeter campuses	Reduce percentage of students travelling by car alone to the Exeter campuses	To increase the number of staff business trips made by foot, bicycle and public transport	Conduct a review of third party travel to the campuses
A7	C	Continue to correlate parking charges with vehicle carbon emissions	Campus Services	Ongoing	Yes	Yes	Yes	
A8	C	To review and increase parking charges on a regular basis to ensure they continually reflect the true economic cost of parking	Campus Services	Ongoing	Yes	Yes		
A9	N	To develop a network of electric vehicle charging points within staff and visitor parking spaces across the Exeter campuses	Sustainable Transport Officer and Estate Services	Jul-20			Yes	
<b>Car sharing</b>								
A10	C	Continue the emergency ride home scheme for staff	Estate Patrol (Car Parking Office)	Ongoing	Yes	Yes		
A11	C	To regularly promote commuter and business car sharing opportunities to staff and students through events and communication channels	Sustainable Transport Officer	Annually (January)	Yes	Yes		
A12	N	To introduce the registration to University Liftshare as a mandatory field within the application process for any University car parking permit	Car Parking Office	Jan-17	Yes	Yes	Yes	
A13	C	To annually review and increase numbers of car sharing spaces on campus to accommodate for growing demand	Campus Services	Annually (Oct)	Yes	Yes		
A14	C	To encourage car sharing between the Exeter and Cornwall campuses through the use of University of Exeter Liftshare and journey planner websites	Sustainable Transport Officer; Liftshare helpdesk	Ongoing	Yes	Yes	Yes	Yes





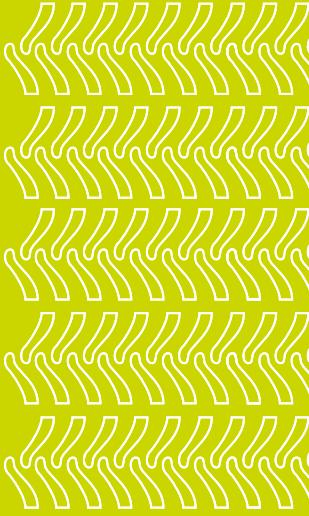
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<b>Car clubs</b>								
A15	C	Promote local car club schemes	Sustainable Transport Officer	Ongoing	Yes	Yes	Yes	Yes
A16	N	To investigate the feasibility of installing a pay-as-you-go car hire point on the Exeter campuses, making electric/hybrid vehicles readily available for staff/student/visitor hire	Campus Services and Engineering and Direct Works	Jan-19	Yes	Yes	Yes	Yes
<b>CYCLING</b>								
A17	C	To promote the facilities and incentives provided by the University that continue to encourage and support the University's cycling community	Sustainable Transport Officer	Annually	Yes	Yes	Yes	Yes
A18	N	To conduct a bi-annual review of cycle numbers on campus and report demand for additional storage to CEMG	Sustainable Transport Officer	Bi-annually (Feb and Oct)	Yes	Yes	Yes	Yes
A19	C	To continue to install new, high quality cycle parking facilities in appropriate locations on the Exeter campuses as demand arises	Engineering and Estate Services	Ongoing	Yes	Yes	Yes	
A20	C	To continue to provide ample, high quality cycle parking facilities at University halls of residences to facilitate for the growing student cycling community	CEMG; Sustainable Transport Officer; Residences	Following bi-annual facilities review	Yes			



Ref	New (N) or continued (C) action from 2015 travel plan	Action	Who	When	Action will assist in meeting the target to:			
					Reduce percentage of staff travelling by car alone to the Exeter campuses	Reduce percentage of students travelling by car alone to the Exeter campuses	To increase the number of staff business trips made by foot, bicycle and public transport	Conduct a review of third party travel to the campuses
A21	C	To work in collaboration with local cycle providers and charities to provide cycling incentives for the University	Sustainable Transport Officer	Annually	Yes	Yes	Yes	Yes
A22	C	To facilitate sales of new and second hand bikes from local cycle organisations to University staff and students	Sustainable Transport Officer	Annually (Sept)	Yes	Yes	Yes	Yes
A23	C	To improve accessibility to the University's pool bike system and review the potential for hosting pool bikes on the University's Streatham Campus	Sustainable Transport Officer	Bi-annually (Feb and Oct)	Yes		Yes	Yes
A24	C	To carry out regular upkeep and maintenance of shower and locker facilities on the Exeter campuses, and identify where demand exists to install and improve additional facilities	Sustainable Transport Officer and Director of Estate Services	Annually (Aug)	Yes	Yes	Yes	Yes
A25	C	To consider the permeability for cycling alongside current and future infrastructure developments	CEMG and Director of Campus Services	Ongoing	Yes	Yes		Yes
A26	C	To review road infrastructure on campus, with the view of prioritising safe and convenient routes for cycling	CEMG and Sustainable Transport Officer	Annually (Oct)	Yes	Yes	Yes	Yes
A27	N	To promote the environmental and health and wellbeing benefits of cycling to University staff and students	Sustainable Transport Officer	Annually (Sept)	Yes	Yes	Yes	



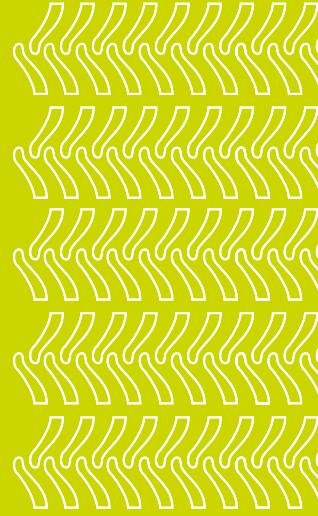
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A28	N	To include the University campuses within the city's developing network of e-bikes, and provide hire and docking stations on site	Sustainable Transport Officer	Aug-16	Yes		Yes	
A29	N	To develop a regular point of contact for cycling information and issues reporting	Sustainable Transport Officer	Jan-17				
A30	N	To improve route information for safe and direct links between the Exeter campuses and St David's train station	Sustainable Transport Officer	Feb-17	Yes	Yes	Yes	Yes
A31	N	To continue to expand and utilise the University's bicycle user group, as a service for the University's cycling community to share and request information on cycle and travel news and events	Sustainable Transport Officer	Ongoing	Yes	Yes	Yes	
A32	N	To develop the internal network of electric bikes on campus for the benefit of Direct Works, residences and wider departments (on request)	Sustainable Transport Officer	Aug-16			Yes	Yes
<b>MOTORCYCLES</b>								
A33	C	Conduct an annual review of motorcycle parking	Sustainable Transport Officer	Annually (Oct)			Yes	Yes
A34	C	Identify appropriate locations for the provision of motorcycle parking and review demand on an annual basis	Campus Services and Engineering and Direct Works	Annually (Oct)	Yes		Yes	Yes



Ref	New (N) or continued (C) action from 2015 travel plan	Action	Who	When	Action will assist in meeting the target to:			
					Reduce percentage of staff travelling by car alone to the Exeter campuses	Reduce percentage of students travelling by car alone to the Exeter campuses	To increase the number of staff business trips made by foot, bicycle and public transport	Conduct a review of third party travel to the campuses
A35	N	Promote Devon police Bike Safe scheme	Sustainable Transport Officer	Annually (Jun/July)	Yes			Yes
A36	C	Explore options for providing motorcycle helmet lockers	Campus Services and Engineering and Direct Works	Aug-16	Yes	Yes		
<b>PARK AND RIDE</b>								
A37	C	To explore opportunities to improve connections between citywide park and ride sites and the University campuses	Sustainable Transport Officer	Sept-17	Yes	Yes	Yes	Yes
A38	N	To engage with Devon County Council on citywide plans to expand park and ride/park and share/park and cycle facilities across Exeter	Sustainable Transport Officer	Oct-19	Yes	Yes	Yes	Yes
<b>PUBLIC BUS</b>								
A39	C	To continue the collaborative partnership between the University and Stagecoach	Sustainable Transport Officer	Ongoing	Yes	Yes	Yes	Yes
A40	N	To explore opportunities for connecting a wider proportion of the City to the University campuses through improvements to bus services and routes	Sustainable Transport Officer	Sept-19	Yes	Yes	Yes	Yes
A41	C	To monitor the efficiency of the bus subsidy and to continue to invest as appropriate	Sustainable Transport Officer	Ongoing	Yes	Yes	Yes	Yes



Ref	New (N) or continued (C) action from 2015 travel plan	Action	Who	When	Action will assist in meeting the target to:			
					Reduce percentage of staff travelling by car alone to the Exeter campuses	Reduce percentage of students travelling by car alone to the Exeter campuses	To increase the number of staff business trips made by foot, bicycle and public transport	Conduct a review of third party travel to the campuses
A42	C	Continue to subsidise 1/3 off staff bus tickets on University bus routes	Campus Services	Ongoing	Yes		Yes	
A43	N	To extend the University's incentive of 1/3 off staff bus tickets to serve postgraduate research students	Sustainable Transport Officer	Sept-16		Yes		
A44	C	To promote staff bus travel discounts and encourage the uptake of bus travel for business-related journeys	Sustainable Transport Officer	Ongoing	Yes		Yes	Yes
A45	C	To provide information on local bus services, routes and ticketing information	Sustainable Transport Officer	Ongoing	Yes	Yes	Yes	Yes
A46	N	To integrate real time bus information and bus timetable information into the University central campus display screens and within the iExeter mobile app	Sustainable Transport Officer and IT Services	Sept-17	Yes	Yes	Yes	
A47	N	To integrate real time bus journey news into the iExeter app, to report on delays and any route diversions or disruptions	Sustainable Transport Officer and IT Services	Sept-17	Yes	Yes	Yes	
A48	N	Investigate the feasibility of working alongside Devon County Council and Stagecoach to pilot the use of Smartcard ticketing (akin to Oyster Cards)	Sustainable Transport Officer	Sept-19	Yes	Yes		
A49	N	To investigate the feasibility of displaying clearer University bus travel information within the proposed new bus station	Sustainable Transport Officer	Aug-20	Yes	Yes		Yes

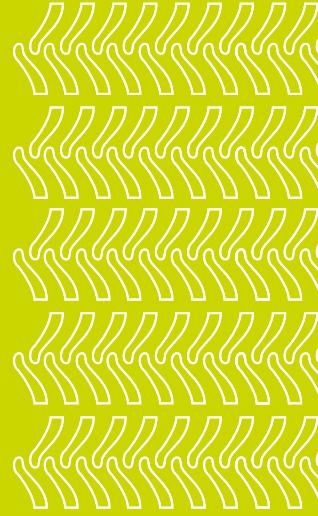


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<b>TAXI</b>								
A50	C	To promote the taxi pick-up/drop-off point outside the Peter Chalk Centre on Streatham Campus	Sustainable Transport Officer	Ongoing			Yes	Yes
A51	N	To investigate the potential for an advanced taxi booking portal to co-ordinate taxi travel, enabling multiple members to share a taxi	Sustainable Transport Officer	Jul-18			Yes	Yes
<b>TRAIN</b>								
A52	C	Continue to provide strong transport links between the Exeter campuses and St David's train station during peak times	Sustainable Transport Officer	Ongoing	Yes	Yes	Yes	Yes
A53	N	Investigate the feasibility of displaying real time train arrival times on digital signage screens around central campus areas and, if accessible, to display the same information within the University's iExeter app	Sustainable Transport Officer; Exeter IT	Sept-18	Yes	Yes	Yes	Yes
A54	C	Investigate measures which can be put in place to encourage visitors (in particular open day visitors) to utilise rail networks to travel to the University	Sustainable Transport Officer	Sep-16				Yes
A55	C	Investigate measures which can be put in place to encourage staff to utilise train travel for business journeys	Sustainable Transport Officer	Oct-16	Yes		Yes	





Ref	New (N) or continued (C) action from 2015 travel plan	Action	Who	When	Action will assist in meeting the target to:			
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<b>UNIVERSITY OF EXETER MINIBUS SERVICE</b>								
A56	C	To investigate options for improving the reliability of the existing University shuttle service	Sustainable Transport Officer	Jan-17	Yes	Yes	Yes	Yes
A57	N	To investigate the feasibility of incorporating additional citywide pick up points, such as city centre and park and rides, to the existing University minibus service route	Sustainable Transport Officer	Jan-18	Yes	Yes		Yes
A58	N	To update and improve the online and interactive minibus information to make the service more accessible to University members	Sustainable Transport Officer	May-17	Yes	Yes	Yes	
<b>WALKING</b>								
A59	C	To provide information on walking routes across the City and campuses	Sustainable Transport Officer	Ongoing	Yes	Yes	Yes	Yes
A60	C	Continue to maintain, as far as reasonably practicable, walkways and pedestrian areas on campus to ensure they are lit and unimpeded	Campus Services	Ongoing	Yes	Yes		Yes
A61	C	To investigate the pedestrian safety within shared areas and crossing points on campus	Sustainable Transport Officer	Annually (July)	Yes	Yes		Yes
A62	C	To work in collaboration with the Health and Wellbeing Centre to promote the mental and physical health benefits of walking	Sustainable Transport Officer	Ongoing	Yes	Yes		Yes

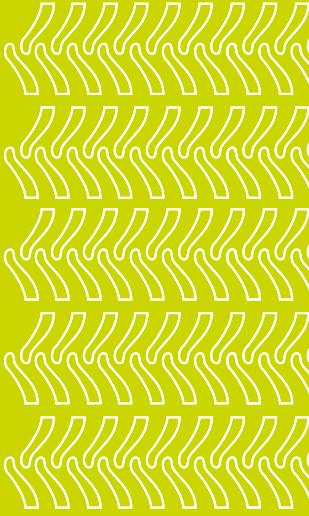


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A63	C	To encourage uptake of led campus walks that are available for staff across both of the Exeter campuses as part of the working day	Sustainable Transport Officer	Ongoing	Yes			Yes
<b>AIR TRAVEL</b>								
A64	C	Investigate ways in which the environmental impacts of air travel may be reduced without compromising the University's status as an international university	Sustainable Transport Officer	Ongoing			Yes	Yes
A65	C	Encourage staff and students to utilise alternatives to air travel within the UK and western Europe through improvement to communications and internal booking systems	Sustainable Transport Officer	Ongoing			Yes	Yes
A66	C	To discourage use of air travel for staff business journeys within the UK	Sustainable Transport Officer	Ongoing			Yes	Yes
A67	N	To expand and promote the University's MS Lync video conferencing system to help reduce the need for air travel	Sustainable Transport Officer	Mar-18				
<b>ALTERNATIVE FUELS</b>								
A68	N	To facilitate the installation of pay-as-you-go electric cycle charging points on the Exeter campuses	Sustainable Transport Officer	Jul-16			Yes	Yes
A69	N	To assist Exeter City Council and Co-Cars in developing a pay-as-you-go, citywide, e-cycle network	Sustainable Transport Officer	Jul-16			Yes	Yes





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A70	N	To convert 40% of the University's maintenance fleet vehicles to electrically powered vehicles by 2020	Campus Services and Sustainable Transport Officer	Jan-20			Yes	Yes
A71	N	Investigate the potential for electrically charged/hybrid pool cars at the University's Exeter campuses	Engineering and Direct Works	Jul-17			Yes	Yes
A72	N	To liaise with Stagecoach and Devon County Council to investigate upgrading Stagecoach University route vehicles to hybrid or electric buses	Sustainable Transport Officer	Jul-17	Yes	Yes	Yes	Yes
<b>BUSINESS TRAVEL EMISSIONS</b>								
A73	C	To calculate the total annual carbon dioxide emissions emitted from all modes of University business travel	Sustainable Transport Officer	Annually			Yes	Yes
A74	N	To review and develop the off-campus travel booking system to encourage sustainable travel decisions when travelling beyond the Exeter campuses and lower University associated CO <sub>2</sub> emissions	Sustainable Transport Officer	Jan-19			Yes	Yes
<b>FLEXIBLE WORKING</b>								
A75	C	Continue to raise awareness of the University of Exeter Flexible Working Policy	Human Resources	Ongoing				Yes
<b>HIRE CARS</b>								
A76	C	Encourage the use of low emission hire vehicles for long distance business journeys	Sustainable Transport Officer	Ongoing			Yes	Yes



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A77	C	To review staff hire car use as part of the University's business travel emissions	Sustainable Transport Officer	Annually	Yes		Yes	Yes
A78	C	Continue to place restrictions on the type of car, level of emissions, and financial cost of car hire that staff are permitted to hire for University business travel	Procurement	Ongoing	Yes		Yes	Yes
A79	N	To investigate the feasibility of installing a pay-as-you-go car hire point on the Exeter campuses, making electric/hybrid vehicles readily available for staff	Campus Services	Jan-17	Yes		Yes	Yes

#### VIDEO-CONFERENCING AND E-LEARNING

A80	C	To raise awareness and encourage the use of video-conferencing interactive technologies for hosting small meetings, presentations, lectures, and seminars to national and international audiences	Exeter IT	Ongoing			Yes	Yes
A81	C	To promote the benefits and cost savings of video conferencing to University staff in terms of time and travel	Exeter IT	Ongoing			Yes	Yes
A82	C	To continue to improve video-conferencing facilities and e-learning facilities in line with advances in technology	Exeter IT	Ongoing			Yes	Yes

#### AUDITING AND REVIEW

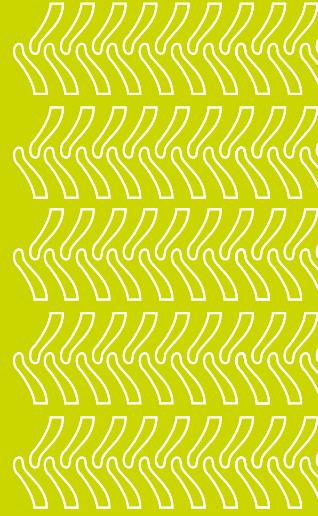
A83	C	Continue to carry out annual staff and student travel surveys and publish key findings	Sustainable Transport Officer	Annually (July)	Yes	Yes		
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A84	C	Review of travel plan through Dual Assurance process	Dual Assurance Team	Annually	Yes	Yes	Yes	
<b>BUILDING DEVELOPMENTS AND SITE SPECIFIC TRAVEL PLANS</b>								
A85	C	Assist in the development of any new site specific travel plan, as part of the capital programme, and support their delivery	Sustainable Transport Officer	Ongoing	Yes	Yes	Yes	
<b>DELIVERIES AND CONTRACTOR TRAVEL</b>								
A86	N	To investigate ways to review and monitor emissions from deliveries and contractor travel to aid the development of future transport strategies	Sustainable Transport Officer	May-18			Yes	
A87	C	To continue work with catering suppliers to train drivers in Safe and Fuel Efficient Driving (SAFED) techniques, as detailed within the Sustainable Procurement Strategy	Sustainable Transport Officer	Ongoing			Yes	Yes
A88	C	Continue to provide building contractors with sustainable travel advice	Sustainable Transport Officer	Ongoing			Yes	
A89	C	To encourage building contractors to run staff minibus services for travel to the University	Sustainable Transport Officer	Ongoing			Yes	Yes
<b>VISITOR TRAVEL</b>								
A90	C	To conduct a review and calculate the emissions associated with University visitor travel to inform future transport and access plans	Sustainable Transport Officer	Annually			Yes	





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A91	C	To develop specific access plans for major events and visitor open days	Sustainable Transport Officer	Ongoing			Yes	
A92	N	To make information on sustainable transport links to the Exeter campuses easily accessible to all visitors	Sustainable Transport Officer	May-17			Yes	
A93	N	To liaise with Stagecoach and Network Rail in efforts to improve signage of transport links which serve the University	Sustainable Transport Officer	Jun-17		Yes		

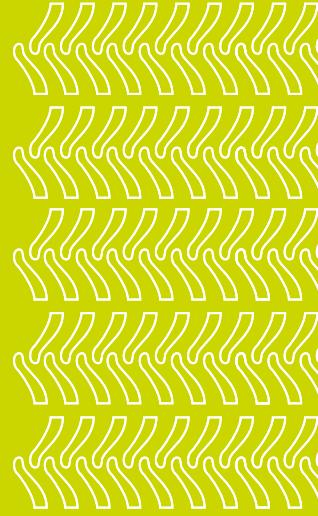
#### COLLABORATION WITH LOCAL ORGANISATIONS

A94	C	Form collaborative partnerships linked to sustainable travel with organisations within Exeter and Devon	Sustainable Transport Officer	Ongoing	Yes	Yes	Yes	
A95	C	To collaborate the University's sustainable travel plan with the future plans and travel schemes of Exeter City and Devon County Councils	Sustainable Transport Officer	Ongoing	Yes	Yes	Yes	
A96	N	To strengthen relationships with student resident providers and to portray a collaborative message of student cars on and around campus and encouragement of sustainable travel	Sustainable Transport Officer; Estate Services	Ongoing				Yes
A97	N	Improve relations with local residents and local authority through closer work with the Community Liaison Officer and more regular communication on internal and local transport issues	Sustainable Transport Officer	Ongoing		Yes		



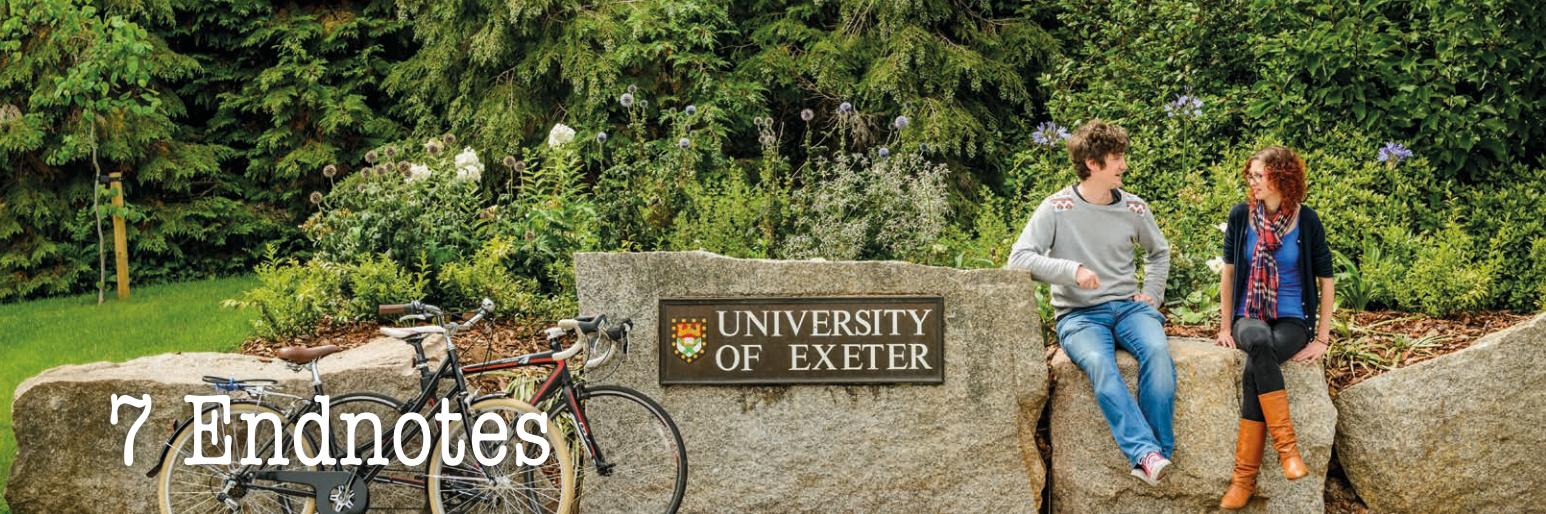


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<b>COMMUNICATION AND AWARENESS</b>								
A98	C	Provide new students with sustainable travel information, through webpages, welcome packs and events	Sustainable Transport Officer	Sept-16		Yes		
A99	C	To align and engage with national and regional travel events such as 'Bike Week', 'Liftshare Week' and 'Love to Ride'	Sustainable Transport Officer	Annually	Yes	Yes		
A100	C	To provide in-depth and up-to-date sustainable travel information through the University sustainability webpages, iExeter, Transport Links, and within travel stands across University reception areas and at events	Sustainable Transport Officer	May-17	Yes	Yes		
A101	C	To clearly indicate all sustainable travel options for travelling to the University through the University's 'Visit Us' webpage	Sustainable Transport Officer	May-17	Yes	Yes	Yes	Yes
A102	C	To provide sustainable travel information, including public transport map and guide, to all prospective and new students within welcome packs and on arrival	Sustainable Transport Officer	Annually (July)		Yes		
A103	N	To document the University's transport policy as a clear demonstration of the University's procedures and guidelines for the considerate use of cars within and beyond its campuses	Sustainable Transport Officer	May-18	Yes	Yes	Yes	Yes



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A104	N	To utilise early opportunities (such as open days, student online applications and welcome packs) to communicate, with new students, the University's policy and recommendations on students bringing cars for use in the City	Sustainable Transport Officer	Sept-17	Yes	Yes	Yes	Yes
A105	C	To provide clear information on sustainable travel and the University's car parking policy within staff induction packs	Sustainable Transport Officer	Ongoing	Yes			
A106	C	To communicate sustainable travel information through staff training courses, assuring links and further information are made available following the duration of the course	Sustainable Transport Officer	Ongoing	Yes			
A107	C	To host regular (monthly) events to engage staff and students and promote the benefits of sustainable travel	Sustainable Transport Officer	Ongoing	Yes	Yes		
A108	C	To utilise internal communications networks to promote sustainable travel through emails and newsletters	Sustainable Transport Officer	Ongoing	Yes	Yes		
A109	C	To provide accessible travel stands containing a variety of up-to-date travel information and offers within key reception and waiting areas on campus	Sustainable Transport Officer	Ongoing	Yes	Yes		
A110	C	To incorporate visitor travel information into event and literature, including theatre and Sports Park led events	Sustainable Transport Officer	Ongoing				Yes





## 7 Endnotes

- [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/239317//ultra-low-emission-vehicle-strategy.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/239317//ultra-low-emission-vehicle-strategy.pdf)
- <https://www.gov.uk/government/statistical-data-sets/tsgb03>
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- [www.exeter.ac.uk/media/universityofexeter/campuservices/sustainability/2015\\_Environmental\\_Sustainability\\_Strategy.pdf](https://www.exeter.ac.uk/media/universityofexeter/campuservices/sustainability/2015_Environmental_Sustainability_Strategy.pdf)



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