

# UWE Bristol Travel Action Plan – Route to 2030

Phase 1: 2021 - 2025

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## Forward

UWE Bristol has a moral and civic obligation to demonstrate leadership and commitment, ensure that all our activities are sustainable, inclusive, provide social value and deliver excellent learning outcomes. To this end, in February 2020 the University officially declared a Climate and Ecological Emergency and subsequently published Strategy 2030 outlining our organisational vision and commitment.

The University's core strategy for 2030 contains ambitious sustainability commitments, expanded upon through the Transforming Futures Climate Action and Sustainability (CAS) Strategy. This document forms one of the implementation plans, it details how the University will deliver ongoing investment ensuring our key travel goals of being carbon neutral as an organisation, contributing to improving air quality and ensuring that our community have high quality access to sustainable travel modes.

The Travel Action Plan forms one of the key action plans that will enable the university to recognise the value of and develop our campus spaces, connectivity, and public realm, bringing people together to socialise, engage, walk, and exercise. It will assist in the allocation of land so that our open spaces are used effectively to provide most benefit. Our aspiration is that within the lifetime of the plan as well as delivering our core objectives everyone will be able to experience and understand the far wider health and wellbeing benefits that our plans will deliver.

Chris Abbott

Director of Estates & Facilities

# 1. Introduction

This Travel Action Plan outlines the progress we have made to date, the measures we intend to implement and their timelines, to help towards achieving the University's sustainability goals set out in its Strategy 2030. The goals within the Strategy that are most pertinent to this plan are:

- **To be carbon neutral as an organisation, with net zero emissions of greenhouse gases by 2030**
- **Establish each of our campuses as a clean air and smoke-free zone**
- **Invest in and secure year-on-year improvement in sustainable travel for staff, students, and visitors**

The Travel Action Plan will also be mapped against the **UN Sustainable Development Goals** helping us formulate travel plan measures that are sustainable across a range of issues, and that are inclusive and socially just and the measures we implement will consider all areas where travel can have an impact.



Figure 1 Sustainable Development Goals 3, 9, 11 & 12

With over 3,000 staff and 30,000 students the potential congestion impact on Bristol from people accessing the campuses each day is significant. Our local authorities require that we reduce the amount of single occupancy car travel and car parking on our campuses, and measures implemented in recent years have had the intention to reduce the reliance on the car as well as increasing the uptake of cycling and walking.

These measures have proven successful, but more work is needed to build on this progress. The 2030 target gives us a clear focus on what we need to achieve, and this plan will show our community how they can help us be successful. Recent measures have had a focus on incentives to nudge travel behaviours towards more sustainable options. To achieve the 2030 ambitions there will need to be further commitment including some restrictions and disincentives. This will enable low and no emission travel modes to become the preferred options, changing long-term travel behaviours and helping the university's goal of producing ready and able graduates.

Our plans strive to ensure the measures have benefit to the largest amount of people possible and benefit our local communities. The Frenchay campus bus station, for example, has become a local travel hub and interchange with over 60 buses stopping per hour. We have also lobbied for and successfully delivered improved walking and cycling routes in the community which directly benefit our staff, students, and visitors.

## Through this plan we are committed to:

- Reducing the environmental impact of travel to, and on behalf of, UWE Bristol.
- Improving active, integrated, and sustainable travel options and making them safer, more attractive, and accessible to all user groups
- Enabling more sustainable working methods
- Promoting the health and wellbeing co-benefits of active transport

## We will achieve this through the following actions:

- Reducing the number of cars traveling onto campus each day
- Promoting low/no emission vehicle use for users where a private vehicle is the only option
- Investing resources into projects improving sustainable travel options with financial support obtained by utilising surplus revenue from travel operations and bidding for external capital funding
- Ensuring the university fleet vehicles are firstly minimised in number and then chosen and replaced with zero emission options where possible when lease periods end
- Providing clear guidance and advice on travel options available to people using multiple communication channels
- Promoting and prioritising sustainable travel options in marketing and at engagement events, such as open days
- Maintaining the university as a welcoming, inclusive, and accessible place to all user groups
- Sharing best practice with other higher education institutions (HEIs), public bodies and other organisations

## 2. Context

UWE Bristol has 3 campus sites spread across Bristol, over 2 local authority areas. The largest and most populous is the Frenchay campus which is located 4 miles to the north of Bristol city centre. Glenside campus is smaller and located 3 miles to the northeast of the city. City campus is itself spread over 4 sites near or in the city centre.

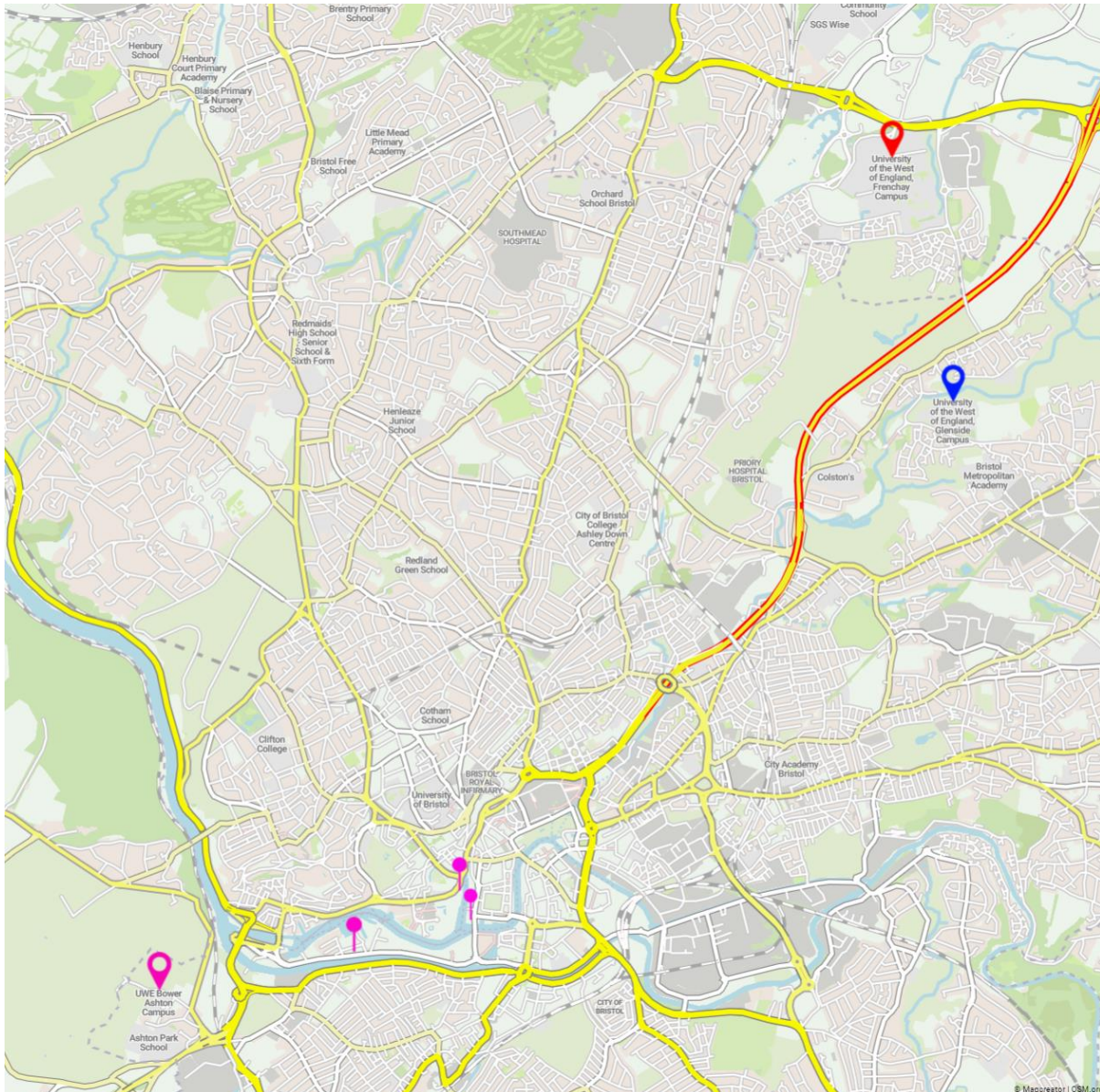


Figure 2 Map showing locations of Frenchay, Glenside and City Campus

### Frenchay campus

Frenchay is well served with public transport and the largest proportion of people access the campus this way. It also has 2500 car parking spaces that are frequently over capacity. Walking and cycling routes to the campus are numerous in number and well maintained. Frenchay campus also has the largest population living on site with over 2800 beds. Many more of our students reside within the housing estates surrounding the campus.

### Glenside campus

Glenside Campus is the home of UWE Bristol's Health and Social Care faculty, and it has over 460 students living there. It is situated in an area with high housing density where many of our students reside, providing excellent access on foot. There are bus stops situated at the entrance to the campus and the cycling network runs through and adjacent. There are around 350 car parking spaces which are often over capacity.

### City campus

City Campus is the smallest in both size and population with its main centre at Bower Ashton. There is a bus stop located inside and 2 outside the campus that are served by over 10 services. There are around 130 car parking spaces, and it is on a national cycle route. City campus' auxiliary sites are in or near to the city centre so are well served by the transport infrastructure usually associated with a large city.

## Local Authority Strategic Priorities

The UWE Bristol estate sits within two local authority areas of South Gloucestershire and Bristol City as well as falling within the wider West of England Combined Authority Area. As such, we work closely at all levels with our strategic partners to ensure transport & spatial plans and strategies deliver a sustainable transport network for the region enabling our staff and students to commute, and travel around the area by sustainable means.

We have identified key areas of focus in terms of travel that the University will endeavour to influence at a regional level.

- **Transport Plans and Investment**
- **Orbital and Regional Connectivity**
- **Multi Modal Interchanges**
- **High Quality Active Travel Corridors**
- **Liveable Neighbourhoods with active travel in mind**
- **Promoting high quality travel infrastructure in large developments in the area**
- **Department for Transport Gear Change initiative**
- **Bristol Net Zero initiative**

We influence these areas as a key stakeholder and work closely with groups and authorities, such as:

- **West of England Combined Authority (WECA)**
- **South Gloucestershire Council**
- **Bristol City Council**
- **Highways England**
- **North Bristol Suscom**
- **Business West**
- **Local Transport Operators**

Current Key Plans & Projects include: WECA Spatial Development Strategy (SDS), Local Transport Plans, Joint Local Transport Plan 4 (JLTP4) & Joint Local Transport Plan 5 (JLTP5, tbc), Mass Transit Plan, WECA Bus & Rail Strategies, Local Cycling and Walking Infrastructure Plan (LCWIP), Future Transport Zones (FTZ). Emergency Active Travel Measures funding, Local Walking & Cycling Infrastructure Plan (LCWIP), Cribbs Patchway MetroBus Extension (CPME), Cribbs Patchway New Neighbourhood (CPNN), Bristol Arena Local Walking & Cycling Infrastructure Plan (LCWIP), MetroWest, Multi Modal Interchanges (MMIs).

### 3. Climate Change Adaptation

Changes to the climate, even in the nearer term mean that we must be careful planning our infrastructure. More extreme weather events can impact day to day travel to campus and infrastructure placement must be designed carefully to be resilient to these changes. Given a sizeable percentage of our students come from abroad we must also be mindful of increased fuel use and the resulting impact associated with air travel in the future.

### 4. Governance

The below flow chart demonstrates the governance structure that this plan follows. Staff and students are regarded as key stakeholders who help to shape the direction of the Travel Action Plan via their respective representative groups.

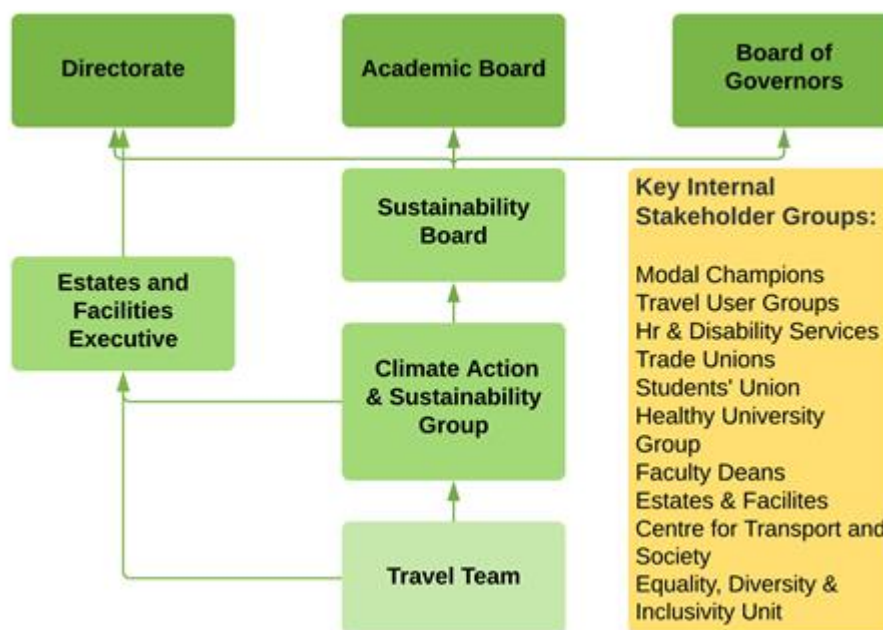


Figure 3 Governance Structure and Key Stakeholder Groups



## 5. Roles and Responsibilities

The Travel Action Plan will be maintained and updated by the Travel & Access Manager. The measures identified within this plan will be researched, planned, implemented, and monitored by the Travel Team. It is the responsibility of all departments, staff, and students to ensure the measures are adopted and positively encouraged. Staff and Students will be consulted with regularly and their feedback will be used to identify areas of focus for improvements. Some staff and students will be nudged to adopt different travel habits for commuting by being provided with viable alternatives whilst restricting access to car parking.

All departments will be targeted to work using sustainable practices, using less travel, the sharing of resources and the adoption of agile working practices.

The Travel Team will monitor the progress of each measure to ensure it is achieving its targets, not having any negative unintended consequences and report progress.

The Estates and Facilities executive team will support the resourcing needed for the agreed measures and promote elements that encourage and enable active travel, such as cycle storage and changing facilities being included in all future development projects.

## 6. Progress to Date

Travel and Transport were highlighted within Sustainability Plan 2013 – 2020 as major contributory factors to the emissions of the University. Our ambition was to reduce this impact whilst allowing the redevelopment of our sites and enabling growth. Our key ambition in 2013 was to reduce the mode share of single occupancy car travel from the 2012 level of 40% down to 27% by 2020. We achieved this target by 2015 and have gone on to further reduce our single occupancy car travel to 22% in the year to 2020.

The TravelSmart programme was introduced with the aim of developing strategic partnerships with both public transport operators and local authorities to vastly improve access to alternative modes of travel alongside the implementation of slightly higher parking charges to discourage car use, with the revenue generated reinvested in sustainable travel measures.

### Measures taken so far:

#### Exclusion zone

In 2013 we implemented a new parking policy at our Frenchay campus, removing the right to park from undergraduates living on campus and within an 'Exclusion Zone', which covered the areas of the city with good public transport links to the campus.

## U-Link Bus Service

The University launched the U-link bus service in partnership with commercial operators which quickly grew to a service operating multiple routes and carrying many thousands of users per day. The services grew to a commercially viable level and now operates successfully independently of the University.

## New Facilities

We have constructed and refurbished numerous active travel facilities such as new showering and changing areas, lockers, cycle maintenance facilities and secure, covered cycle parks.

## Cycle Loan Scheme

In 2015 we launched a subsidised Student Cycle Loan Scheme with 100 locally built bikes, enabling students to hire a bike for the academic year for just £50. This service is now managed by the Student Union.

## Staff e-bike Fleet

6 electrically-assisted pool bikes were purchased to encourage cycling between campuses and for business travel.

## Cycle Routes

New cycle routes to and through Frenchay, Glenside and Bower Ashton campuses have been created. Through working closely with our local authority partners, we have developed car-free walking and cycle routes on and off all our sites.

## Travel Information Point

The Travel Information Point was launched in 2016 providing students, staff, and visitors with a face-to-face contact for information on buses, car parking and bike loans.

## Pool car fleet

The Co-Wheels pool car service launched fully in 2014 providing a fully bookable and funded option for staff to travel for business purposes in electric or hybrid vehicles.

## Fleet Electrification

To address the impact of our own fleet the university became early adopters of electric vehicles. Our fleet is now over 30% electric and we have made electric vehicles available to all car users as an alternative for business travel.

## Car parking enforcement

Through the last 8 years, parking operations have changed and evolved at the university and the enforcement is now managed by an external contractor to help enforce behaviour and discourage those seeking to circumvent the exclusion zone rules.

## Accessible Parking Permit

An accessible permit system was launched in 2019 to provide a clear and fair exemption to the exclusion zone for students with mobility difficulties and providing preferential parking for affected staff members.

# 7. Route to 2030



Figure 4 Images of the P block Cycle Hub, Travel Info Point, Carpool fleet & First Bus

## Targets

### Staff and Student Commuting

The first year of this plan shall concentrate on assessing accuracy and availability of baseline data and confirming suitable scientific, achievable targets based on both our carbon targets and on a local, national, and international level. The below operational and mode share targets will be adjusted as required following that work.

The below table outlines our previous performance and future aspirations. As we are introducing a target for zero travel, this impacts on the proportions for the other travel modes, particularly those related to active travel due to the high amount of on-site accommodation.

<b>MODE SHARE TOTALS</b>	<b>2012</b>	<b>2019</b>	<b>2025 Target</b>	<b>2030 Target</b>
Zero Travel	-	-	15%	20%
Car on own	40%	22%	16%	10%
Bus	26%	32%	25%	27%

Walk	10%	27%	20%	20%
Car share	16%	8%	4%	5%
Cycle	6%	7%	10%	15%
Rail	1%	1%	1%	1%
Motorcycle/moped	1%	1%	1%	1%
Park & Walk	-	2%	1%	1%

## All Mode Journey Sharing

We will develop and promote a journey sharing network to enable shared travel by all modes. Journey sharing can help to reduce pollution and congestion, increases personal safety, and promotes social cohesion. This is a cross cutting objective across all journey modes.

## Emerging Modes & MaaS technologies (mobility-as-a-service)

Whilst it is not a specific target area within this current iteration of the travel action plan the travel team will investigate new and emerging modes of travel during the life of the plan to include suitable forms of travel are included within our offer that support our vision or enhance the user experience. Driven by technology several new and innovative modes are emerging and we have already started to implement some of these models such as car clubs, on demand coach services and app-based cycle / scooter rental.

## Operational Targets

We will also focus our efforts on reducing the emissions and impacts of all other forms of travel and transport associated with our operations. These targets are as follows:

- 66% of own fleet to be zero emission by 2025, rising to 100% by 2030
- 100% increase in covered cycle parking on 2019 levels by 2025
- All scheduled buses on campus to be at minimum Euro 6 compliant by 2025 and electric, biogas, or hydrogen by 2030
- 10% per head reduction in car parking spaces available for university activities by 2025, 20% reduction by 2030.
- 100% of university communications relating to travel to prioritise sustainable modes (including events, conferences, and visitor attendance)
- All users of campus parking facilities to contribute financially, via car parking charges at the published rate, towards the sustainable travel budget for reinvestment into sustainable travel modes and associated carbon reduction activities.

The supplementary targets outlined below require baseline data to identify a firm target for each.

- Improvement in measured air quality at on campus reference sites
- Number of students involved in education campaign re personal international student flights
- Decrease in flights associated with field study
- Improve the active travel routes to and around university campuses for students, staff, and visitors
- Reduction in business flights on 2019 data (or most recent reliable) by 2025
- Reduction in carbon reduction resulting from business travel by 2025

## 8. Sustainable Travel Hierarchy

Sustainable travel is broadly defined as that undertaken by active means (foot or bicycle) or low carbon (meaning public transport or shared modes). When deciding to travel we can use the travel hierarchy to help decide which mode is most appropriate to minimise our impact. Sustainable travel is sustainable in terms of health, financial and environmental impact.

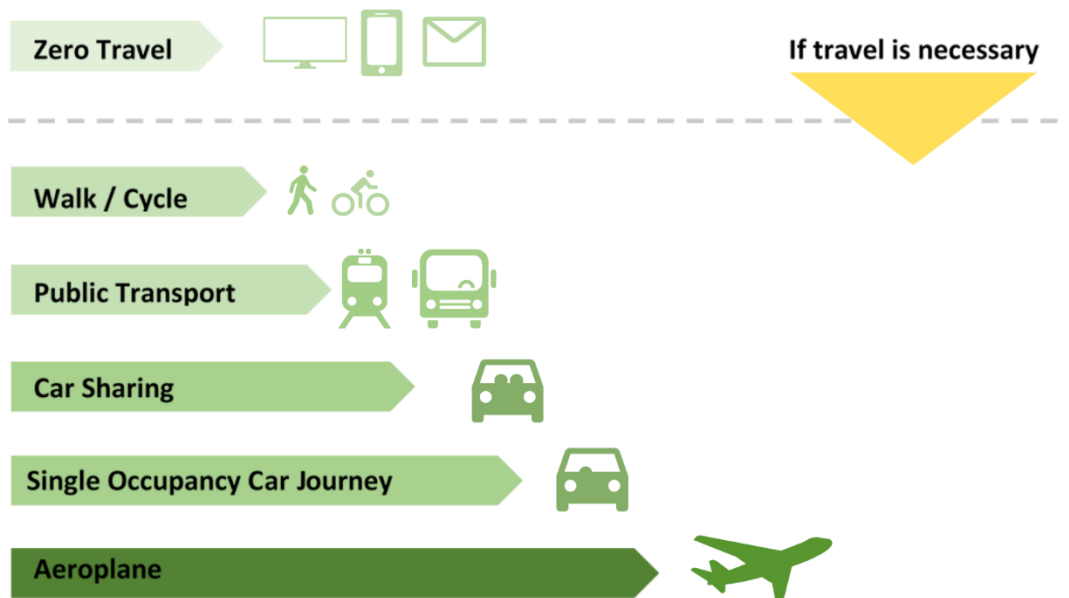


Figure 5 Sustainable Travel Hierarchy

## 9. Zero Travel

### Introduction

For the first time, we are introducing zero travel into our targets in line with the travel hierarchy. Whilst there has always been an element of home working and online teaching, the Covid-19 restrictions have both accelerated this and shown everyone the effects it has on productivity, attainment, and wellbeing. We will build on this experience to ensure people consider whether they need to travel at all and that all departments embrace zero travel in their planning.

### Agile Working and Learning

The University is currently developing agile working and blended learning practices to facilitate more off campus engagement. The hope is that fewer people will need to travel to the campuses each day as they will have the equipment to carry out their roles from home or another location. This effort has been accelerated by the Covid-19 pandemic which has forced all departments to pursue home working practices and has proven to be satisfactory in appropriate circumstances. Agile working, even for part of the working week, will continue to be expected in roles where it is possible.

### Student Accommodation

Frenchay and Glenside accommodation units should only be allocated to students who are studying at the respective campus. This will prevent locking the student into travel to a campus at which they are not residing. The Travel Team will work with the Accommodation Department to pursue this practice.

### Business Travel

Conferences and meetings are to be attended virtually wherever possible. This is particularly relevant where the conference is being held overseas. The Travel Team will work with faculties, procurement, and finance to determine the best possible method to facilitate this. See section 18 for further details.

## 10. Walking

### Introduction

In addition to providing a range of environmental benefits, walking is a way to improve the health and wellbeing of our staff and students, as well as being an expense free mode of transport. Walking infrastructure should be integrated with other modes of transport such

as cycling, public transport and driving, so it is important that infrastructure should provide safe, visually attractive, and accessible routes which are socially equitable. Like cycling, walking means improved air quality and reduces congestion within the local area and on our campuses. We are committed to continuing our support of walking initiatives and pedestrian focused integrated infrastructure.

## Integration with other modes

To improve the wider walking network, we will continue to work with local authorities to help design and build creative, safe, and attractive routes to and between campuses that integrate smoothly with other modes of transport (cycling, public transport and driving). We will review our current campus pedestrian related infrastructure to identify opportunities where we can increase efficiency and the positive experience of transferring between modes.

## Pedestrian Focused Infrastructure

### Local

We will identify opportunities to engage with Local Authorities on off-site improvements of walking routes to our campuses, improving the wider walking network and creating safer and attractive routes to for walkers. We will see to improve connectivity between our campuses and will review signed posted routes from our campuses.

### Campus

We will continue to contribute to the UWE Estates design guide, setting out design principles for new and refurbishment projects to ensure the public realm is accessible, enjoyable, and safe, thereby influencing more people to walk to and around our campuses. Improving the entrances to Frenchay campus and providing a quality arrival experience is key to increasing and maintaining the amount of people walking.

## Engagement and Awareness

We will develop a UWE Bristol 'Walk to Work Week' initiative for staff and this will be launched during Bristol Walk Fest held annually in May. This initiative will be aimed at those inclined to walk but are unaware of local routes and the benefits of walking.

We will work in partnership with the Healthy University group in creating campaigns and support to encourage physical exercise and demonstrate its physical and mental health benefits. We will continue to promote the weekly lunchtime walks for our staff and students.

## Walking Champion

We will seek volunteer walking advocates across several departments including the Student Union to encourage walking as a means of travel. We will meet with these champions regularly to plan engagement events and strategies.

## Wayfinding

A Frenchay campus cycling, and walking map was previously developed to help guide staff and students on suggested routes. The map also displays on campus facilities such as showers and lockers. The Frenchay map has been successful with staff and students, therefore we plan to create walking and cycling maps for both Glenside and City campuses. We will continue to improve Wayfinding and signage across all our campuses.

## 11. Cycling

### Introduction

Cycling rates have remained stagnant despite large investments in infrastructure and promotion, although they are in line with local averages. That the cordon counts have been conducted in late autumn may under report the true rate due to inclement weather, hiding the number of fair-weather or seasonal cyclists.

### Cycle to Work Scheme

We will continue to provide and promote the staff Cycle to Work Scheme. This has seen a sustained uptake and the price threshold has increased to include e-bikes.

### Staff e-bikes

The fleet of e-bikes provided for staff business travel have been very well used. This fleet is now coming to the end of its usable life so we will be investigating how we continue offer this service in future. This may include replacing the fleet or using an outside organisation to provide and manage the service.

### Student Cycle Loans

As part of the Travel Smart programme, in partnership with internal and external stakeholders, we implemented and upgraded several cycling routes through and around our campuses. These have benefitted the local communities as well as our staff, students, and visitors.

The student Cycle Loan Scheme has been sold out every year, indicating a keen desire to cycle among our student population. The scheme is now run and managed by the Student Union, and we will continue to promote it at student facing engagement events.

### Dr Bike

We have continued the Dr Bike service on our campuses, and this service is well used. We will continue to offer this service and offer free bike safety checks as part of it.



## Engagement

We will carry out a range of engagement activities including surveys, interviews, and events. We will gather data on the demographics of our cycling community to see which groups are underrepresented and engage with these groups to identify their barriers. Once we have a clear picture of these barriers, we will implement measures to address them.

## Cycle Champions

We will seek volunteer cycling advocates across several departments including the Student Union to encourage cycling as a means of travel. We will meet with these champions regularly to plan engagement events and strategies.

## 12. Bus

### Introduction

Proportionally, travelling by bus is the most popular way to access the campuses and has increased by 23% since 2012 to a third of all travellers. This is in large part due to the introduction of more routes and increased timetables.

### Discounted Travel

To further improve access, we will seek discounted bus travel for our staff and students to incentivise using the services for commuting.

### Bus Station Improvements

We will make improvements to the bus station on the Frenchay campus to improve the arrival and waiting experience, with more seating, refreshment concessions and live bus timings. We will investigate opportunities to install soft landscaping and green infrastructure to improve the environment, air quality and arrival experience.

### Route Review

To make sure the bus operators are reaching as many of our staff and students as possible on their routes, we will share with them postcode mapping data to see if routes can be altered to service clusters of staff and students otherwise bypassed.

### Surveys

We will continue to survey our users to identify barriers to bus use. One area of the continued surveying will monitor how working patterns are changing to ensure the traditional peak bus services are amended to accommodate flexible working practices.

## Bus Fleet

The bus service providers have invested huge sums in upgrading their fleet in recent years. This has included low emission Biogas buses. However, there are still several services running an aging fleet which are not only more polluting but also less comfortable to travel in. We will continue to influence the providers to upgrade their fleet to maximise the attractiveness of bus travel to everyone.

## Regional/National Coach

We currently host National Express and Megabus on our Frenchay campus. These services are well liked by students, particularly at the beginning and end of term when they travel home. We will investigate the viability of routes where clusters of our users live to make this a viable option for commuting. We will also engage with emerging providers who offer software-based solutions in this market.

## 13. Train

### Introduction

Due to the way the railway network operates in the region, travel by rail remains low for commuting purposes but is well used by students to travel to their home locations.

### Last Mile

The Frenchay campus is a 20minute walk from Bristol Parkway and Filton Abbeywood train stations and there is a regular bus between the Parkway station and the campus. There are tight constraints on taking a bicycle on the trains with few spaces that need to be pre-booked. We will encourage the station operator to increase active travel rental options, such as cycle or scooter, alongside secure cycle storage, to provide an integrated travel approach. There is currently no provision for direct last mile connections to other campuses.

### Discounted fares

Discounted train travel is offered to people attending open days. This will continue to promote travelling sustainably and to demonstrate its viability to prospective students. During these open days, the University operates a shuttle service between the campus and the train stations. We will also promote the integrated ticketing and rail card options available and lobby for discounted fares for staff.

### Business Travel

For longer distance business travel, train usage, booked through the University's approved supplier, will be encouraged in place of short haul flights. See section 18 for further details.

## Wayfinding

We will work with the Wayfinding Project team to identify and signpost walking and cycling routes to the train stations.

## 14. Private vehicle

### Introduction

Measures implemented since the publication of the last travel plan have contributed to a large decrease in the proportion of people driving to campus. Much of this is due to the success of the undergraduate exclusion zone for Frenchay campus. We appreciate that a private vehicle will always be required for a proportion of our users, and we do not intend to restrict access by private vehicle where viable alternatives do not exist. We will continue to offer free car parking for all users who have been issued with a local authority mobility Blue Badge.

### Exclusion Zone

The exclusion zone will be revisited within the first 2 years of this plan to ensure it is fit for purpose and reflects the current mass travel options available. A project will be undertaken to identify the impact of expanding or replacing the exclusion zone to include other user groups and other campuses.

### Parking Tariff Equality

Some courses and events are sold with the promise of car parking, sometimes free or heavily discounted. We will move away from this to ensure equality across all groups regarding access to car parking whilst promoting the alternative modes available.

### Flexible Tariffs

For users that do need to drive we will review the current permit-based scheme to prevent people feeling locked into driving once they have purchased a permit. We will develop flexible charging options aimed to reduce private and high-carbon vehicle use wherever possible.

### Visitors

Visitors will be discouraged from driving to the campuses. Visitor car parking is currently booked by the staff member they are visiting without charge. We will investigate measures to promote active travel, mass travel and car sharing within this group.

## Business Travel

Our Electric and Hybrid pool car service will be retendered to ensure that enough vehicles are available, they are in the correct locations, and are of a sufficient quality that make them a desirable transport choice. The pool cars are available for staff to use for business travel, negating the need to have a private vehicle on campus for this purpose. This allows staff members to commute to the campuses using active means whilst retaining access to a vehicle for business travel. Use of the pool car service will be promoted as part of our communication plan. We will also explore the option to extend the service for students who require a vehicle to attend placements, again negating the need to have a private vehicle on campus. See section 18 for further details.

## Electric Vehicles

Where traveling by car is the only viable option, we will promote the use of electric vehicles by improving and increasing access to EV charging infrastructure on our campuses. The travel team will work with the Energy Team to develop an EV strategy including resourcing.

## Car Parking Charges

The amount charged for car parking has remained stagnant for several years to the point where it has become significantly less expensive than using public transport. We will review and develop ways to make car parking charges more equitable, encourage low-carbon and active travel modes and act as a disincentive to car use.

# 15. Fleet

## Introduction

To address the impact of our fleet the university became early adopters of electric vehicles, and we quickly grew our fleet of electric vehicles to over 30% of all vehicles in use. We also made electric vehicles available to all car users as an alternative for business travel through our pool car service.

## Reduction and Replacement

When a fleet vehicle comes to the end of its lease term we will firstly decide if a replacement is needed. If so, we will replace with an Electric Vehicle wherever it is feasible. This feasibility will increase over time as technology and the automotive industry adapts to regulatory changes.

We will produce a fleet policy designed to formalise the process of vehicle selection to ensure sustainable options are selected wherever possible. Alongside this, we will join a fleet accreditation body to ensure we are working to industry best practice.

## Term Maintenance Contractor Fleet

Our Term Maintenance Contractor provide vans for their staff to use when maintaining the University estate. To ensure that the vehicles they use are the most sustainable options we will investigate ways to manage this during the retendering process.

## 16. Air Quality

### Introduction

As part of Strategy 2030, UWE Bristol has set the ambition to establish a clean air zone at each of its three campus locations, Frenchay, Glenside and City Campus. The purpose of the Clean Air Zone initiative is to improve air quality for staff, students and visitors at each campus thus reducing the risk of exposure to adverse pollutant concentrations. Air pollution is described by the WHO, the EEA, the EU, and the UK government as a major environmental health risk.

### Clean Air Zones

The University aims to introduce areas on its campuses which are designated Clean Air Zones. We will contribute towards this by restricting vehicle movements and car parking within these zones. The UWE Clean air zones will also contribute towards and be complementary to the Regional clean air plans and Bristol clean air zone (CAZ). Details of the regional clean air plans can be found in section 24.

### Procurement

Supply chain activity contributes to the pollution on our campuses through vehicular movements. We will work with the Procurement Team to introduce targets to minimise the impact of supply chains. This may include timed access for deliveries or use of suppliers with EV only delivery fleets.

### Vehicles

We will continue to build on the progress already made in decarbonising our own fleet, as mentioned above. We will also investigate ways to encourage the uptake of low-carbon vehicles for our staff and students through incentives, such as parking discounts or preferential parking.

## Speed limits

Higher vehicle speeds contribute to poor air quality by increasing the reactivation of settled particulates. We will implement ways to enforce the already low speed limits on our campuses with the use of physical traffic calming and signage.

# 17. Business Travel

## Introduction

All faculties and departments understand the need to reduce business travel and are fully committed to working towards a sustained reduction. The Covid-19 pandemic has demonstrated that physical attendance to events and meetings in person is not always necessary and, in some cases, leads to a less equitable attendance. We aim to build on this reduction by working with internal stakeholders to agree guidelines before previous travel practices begin to re-establish themselves.

## Establishing Baseline Data

To get an understanding of past business travel rates we will work with the faculties and departments to gain baseline data on previous years' travel. We will then work with them to decide to what level this can be reduced and the timescales for reduction. This will enable us to set a firm target of the reduction of business travel with the direct support of the people most affected by the changes.

## Travel Time

One of the main barriers to travelling sustainably is the increased time taken to reach a destination. We will work with all departments to ensure sufficient travel time is allocated to business trips to enable the most sustainable option to be chosen.

## Engagement

We will run a campaign detailing the impacts of various forms of business travel and the benefits of choosing more sustainable options. We will work with existing forums such as Climate Cafes and the Sustainability Exchange.

## Carbon Allowance

We will seek to introduce a carbon (travel) allowance allocation for business travel for each department/faculty. This will allow them to prioritise higher value trips and forego travelling to others. This would require all flights to be procured through the University's approved supplier to enable carbon data to be quoted and captured. Indicative figures will be

provided for other form of travel using a standardised methodology. We will work across faculties to determine how best to implement this.

## 18. Communication

### Introduction

For the measures to have the greatest impact we will use a range of methods and channels to engage with our staff, students, and visitors. We will make sure each user group is communicated with in the most appropriate way. Our communication goals are to enable, encourage, listen, and inform on travel related matters.

### Communication Plan

Working with the relevant internal departments, we will produce an engagement strategy to ensure our communications have the farthest reach possible, over every demographic.

### Staff Induction Pack

We will produce a digital leaflet to send to all new staff members outlining their travel options and incentives, steering them to use more sustainable options wherever possible. It should be made clear that the University expects its staff to contribute to the targets set out within this plan when traveling to, and on behalf of, UWE Bristol.

### Peer Engagement

Our walking and cycling champions will be empowered to engage with their colleagues on a peer-to-peer level with the aim to provide supportive advice and debate around all travel topics.

### Face-to-Face Events

We will continue engagement at staff Welcome Fairs and student Enrolment Fairs to provide information on travel along with the University's ambitions and how people can contribute towards them.

### Digital Information

We will regularly update the University web pages to ensure they are providing clear, up to date information. Targeted email and social media communications on assorted topics will be sent to staff and students where appropriate. We will also further explore the use of mobile and web applications to promote engagement and provide travel planning tools such as emerging Maas technologies (mobility-as-a-service).

## Feedback

We will continue to welcome feedback and suggestions on travel related matters into the dedicated Travel Plan email inbox. All communication of this type will be collated and discussed at the regular Travel Champion Forum meetings.

# 19. Monitoring

## Introduction

Through this Travel Action Plan a formal monitoring methodology and strategy to collect travel data, establish baselines and measure the effectiveness of measures will be implemented. This is strategically important as this will inform the next phase of the Travel Action Plan: 2026-2030, providing informed targets with tangible data. A flexible, accessible, and rounded process for monitoring is needed to adapt the Travel Action Plan measures as the University evolves. Monitoring will include but is not limited to the methods listed below.

UWE Bristol is continuously evolving, thus the context in which this plan will operate must be flexible and consider.

- A developing estate
- Potential changes to staff and student recruitment levels
- The global, national, and local political climate and legislation
- Requirements of governing bodies
- The communities and land use around the campuses
- The future ambitions of the University
- Changes to student demographics
- Increases in blended learning and agile working

## Cordon Counts

Under the Travel Smart Plan annual cordon counts were conducted in November. Whilst this presented the team with consistent modal data it is felt that, due to the unpredictability of weather, modes such as cycling were not always reflective of travel patterns. Therefore, the team will seek to carry out a cordon count in both November and May, providing a more reliable set of data for each mode of travel. It will also provide the team with opportunities to increase the uptake of sustainable travel modes and identify potential seasonal barriers.

## Air Quality Monitoring

To gain baseline data our first action is to work with the UWE Bristol Air Quality Management Resource Centre to install air quality monitoring equipment in strategic



locations. We can use the data gathered by this equipment to identify pollution hotspots and measures to reduce pollution in these areas. The data can also be used to monitor improvements over time to ensure the measures implemented are having the desired effects.

## Travel Champion Forum

When the Walking and Cycling champions are in place, the Travel Team will hold quarterly forums for champions to present issues, ideas, and opportunities from their colleagues for discussion with the team. Minutes from meetings will be recorded with actions assigned to relevant stakeholders / teams.

## Sign Up

In conjunction with HR, the Travel Team will review the annual uptake of the staff cycle-to-work scheme. This will help to understand the effectiveness of communications to staff about the scheme and help to identify ways in which this could be better promoted.

In partnership with the pool car fleet provider, we will review the number of new staff sign-ups and usage data to ascertain the effectiveness of related communications.

Working with other internal departments, we will explore the possibility of a short questionnaire during the staff and student permit application stage and an exit questionnaire on cancellation. This will act as tool for raising awareness of sustainable travel modes, collect data on the reasons for the chosen mode and, on exit, whether the user is changing to a more sustainable mode.

## Modal Focus Groups

As we did during the Travel Smart Plan, we will hold separate modal focus groups inviting staff and students across the university to discuss their experiences, potential barriers to use and ideas for improvements. We hope this will assist in identifying barriers to travel modes so the Travel Team can look at ways to overcome them as well as identifying opportunities for positive change. We will also be able to take this information to our external stakeholders, such as mass transport providers and local authorities, to improve infrastructure and processes on our campuses and in the local communities.

## Surveys

An annual UWE Sustainability Survey will be conducted for staff and students with questions on travel included. We will also continue to support and promote the West of England Travel to Work survey managed by TravelWest.

The surveys will aim to.

- Gather attitudes towards the Travel Action Plan and thus the effectiveness of measures

- Monitor modal percentages so the team can identify opportunities for installing infrastructure or for engagement
- Determine travel and remote access behaviours / patterns of staff and students
- Ascertain the inclination of staff and students to use sustainable forms of transport and barriers to the use of sustainable modes
- Gauge the awareness of sustainable travel initiatives such as the pool car fleet or Student Cycle Loan scheme

## Reporting

Progress towards Travel Action Plan targets will be reported to the Climate Action and Sustainability Group. If there are any identified threats or opportunities to meet the targets set out in this in this plan these will be raised at the Sustainability Board for discussion and/or support.

We will continue to report our scope 1, 2 and 3 emissions to Higher Education Statistics Agency (HESA) as required.

## Review

The Travel Action Plan will be reviewed annually to ensure it meets the University's aims and ambitions.

## 20. Inter-plan and Co-dependencies

We will continue to provide input into other departments' action plans and processes to help reduce travel related impacts on our campuses and identify intervention opportunities, as identified below:

**Climate action & Sustainably Strategy** – Ensuring the Travel Action Plan plays its part in helping to achieve net-zero, improves air quality and builds on the sustainable travel infrastructure

**Education for Sustainable Development** – Helping to achieve ready and able graduates through behaviour change, providing opportunities for study and research.

**Carbon & Energy Management** – Minimising use of fossil fuels and delivering energy efficient infrastructure.

**Clean Air** – Reducing access for polluting vehicles, encouraging the uptake of active travel modes and low carbon low carbon vehicles, investing in supportive infrastructure.

**Water Management** – Ensuring all travel infrastructure is designed to the most sustainable standards including sustainable drainage systems.

**Circular Economy** – Ensuring the whole lifecycle of goods, services and infrastructure are considered and designed to the most appropriate standards. We will also work with the procurement department to promote measures which decrease carbon emissions from supply chain transportation

**Biodiversity** – Enhancing and improving travel infrastructure by working with the grounds team to increase the number of native trees and hedgerows within our facilities supporting wellbeing, carbon capture, air quality and climate adaptation.

**Hospitality & Sustainable Food** – We will work with stakeholders and the procurement teams to promote measures which decrease carbon emissions from supply chain transportation and investigate and implement best practice around when and where goods and services are delivered.

**Healthy University** – Promoting the co-benefits of active and agile practices on health and wellbeing.

## 21. Contact Details

If you have a question would like to find out more or contact us about the plan, please email [travel.plan@uwe.ac.uk](mailto:travel.plan@uwe.ac.uk)

Or visit our webpages

## 22. Document Control

	Name	Position	Signature	Date
<b>Prepared by:</b>	Chris Donnelly	Travel & Access Manager		04/21
<b>Reviewed by:</b>	N Loughlin / C Abbott	Facilities Exec		04/21
<b>Approved by:</b>	C Abbott	Director E&F		04/21

Revision	Date	Description	Prepared	Reviewed	Approved

## 23. Appendices

### **Appendix A – Previous travel survey and cordon count data**

### **Appendix B – References and links to key partner websites (context section)**

Joint Local Transport Plan (JLTP4) <https://travelwest.info/projects/joint-local-transport-plan>

West of England Joint Green Infrastructure Strategy <https://www.westofengland-ca.gov.uk/wp-content/uploads/2020/07/Joint-Green-Infrastructure-Strategy-%E2%80%93-June-2020..pdf>

Bristol One City Climate Strategy <https://www.bristolonecity.com/wp-content/uploads/2020/02/one-city-climate-strategy.pdf>

South Gloucestershire Council Climate Change Strategy <https://www.southglos.gov.uk/environment/climate-change/climate-change-strategy/>

Local Cycling and Walking Infrastructure Plan (LCWIP) <https://travelwest.info/projects/west-of-england-local-cycling-and-walking-infrastructure-plan>

Bristol Arena Project <https://www.ytlarenabristol.co.uk/vision>

DfT Gear Change [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf)

Bristol Clean Air Plans <https://www.cleanairforbristol.org/>

### **Local Authority & Group Links (2021)**

West of England Combined Authority (WECA) <https://www.westofengland-ca.gov.uk/>

South Gloucestershire Council <https://www.southglos.gov.uk/>

Bristol City Council <https://www.bristol.gov.uk/>

Highways England <https://highwaysengland.co.uk/>

North Bristol Suscom <https://www.northbristolsuscom.org/>

Business West <https://www.businesswest.co.uk/>

Travelwest <https://travelwest.info/>

Local Transport Operators (current operators on/near campus).

<https://www.firstgroup.com/bristol-bath-and-west>

<https://www.stagecoachbus.com/>

<https://uk.megabus.com/>

<https://www.gwr.com/>

<https://www.nationalexpress.com/en>

<https://yobike.com/>

<https://www.voiscooters.com/>