

Date created: August 2025
Reviewed by: Sustainability Committee



BIRMINGHAM CITY
University

TRAVEL PLAN

2025 - 30

GRAND CENTRAL



1. EXECUTIVE SUMMARY

SYSTRA was appointed by Birmingham City University (BCU) to update its Travel Plan, replacing the Interim Plan and the 2018-2020 version. Covering the City Centre and City South Campuses, the plan aims to improve travel provisions for BCU's 30,000 students and 3,000 staff. After the disruptions of the Covid-19 pandemic, most students and staff have resumed commuting, generating a significant volume of trips during term time. In addition to commuting, other trips include visitor, business, and international student travel, as well as deliveries.

The Travel Plan is a long-term strategy designed to reduce transport-related emissions and encourage sustainable travel. It identifies opportunities for reducing the environmental impact of travel through initiatives that promote walking, cycling, public transport, and car sharing. The plan also addresses other operational areas, aiming to make the university's activities more sustainable. This plan brings numerous benefits to the university community by improving travel choices, enabling safer access, and supporting BCU's net-zero carbon targets.

The plan has been shaped by stakeholder interviews, a review of travel provisions, and a comprehensive staff and student travel survey. The City Centre Campus benefits from excellent public transport links, though challenges remain for walking and cycling due to surrounding roads. In contrast, the City South Campus sees higher car usage, particularly among mature students and those attending placements, as the area is less well-served by public transport.

The 2024 Travel Survey revealed that single occupancy car commutes dropped from 38% (2022) to 33% (2024) for staff and from 18% (2018) to 7% (2024) overall. Bus usage increased, with 20% of staff and 44% of students commuting by bus. Cost (29%) is students' top travel factor, followed by convenience (22%) and speed (20%). A free four-week bus pass influenced 26% of students, with 73% of them more likely to use buses in the future, highlighting the impact of discount initiatives on transport choices.



2. INTRODUCTION

The Travel Plan is an overarching document which covers all of BCU's buildings, including the following:

City Centre Campus

- Joseph Priestley Building
- Curzon Building
- Parkside Building
- Millennium Point
- Royal Birmingham Conservatoire
- Benjamin Zephaniah Building
- University Locks
- STEAMhouse
- Heneage Street
- Research Hub

City South Campus

- Seacole Building
- Bevan House
- Ravensbury

Satellite Buildings

- School of Art
- School of Jewellery
- St Paul's Square
- Assay Offices
- Ruskin Hall
- RBC Digbeth

Sport and Events Facilities

- The Pavilion
- Doug Ellis Sports Centre
- Alexander Stadium

The main goals for this Travel Plan are:

- Support access to the University by active and sustainable travel modes.
- Reduce carbon emission from business travel.
- Reduce the need to travel through flexible approaches to working and learning.
- Minimise carbon emissions from internal and external travel related operations.
- Provide facilities and infrastructure that prioritise active and sustainable travel for all users in new developments.
- Support the health, wellbeing, inclusion and safety of all staff and students.

3. PLANNING AND POLICY CONTEXT

This travel plan has been prepared considering national, regional, and local policies. The UK government's Transport Decarbonisation Plan (TDP) of 2021 sets out measures to achieve significant reductions in transport emissions, aiming for net-zero by 2050. This includes promoting cycling, walking, zero-emission buses, decarbonising railways, and maritime and aviation sectors. It outlines steps that society, businesses, and the government must take to ensure every mode of transport achieves carbon reduction targets.

Regionally, the West Midlands Local Transport Plan (LTP) (2011-2026) emphasises reducing carbon emissions, improving connectivity, and supporting economic growth through engineering, enforcement, and education. The 2023 LTP Big Moves Summary prioritises reducing car dependency by promoting behaviour change, enhancing public transport, and encouraging cycling and walking. The Movement for Growth 2017 plan focuses on creating an integrated transport system for the region, reducing transport impacts, and fostering safer walking and cycling environments. Additionally, the West Midlands Rail Investment Strategy 2022-2050 outlines steps to improve the region's rail services through reliability, punctuality, and integration with other transport modes.

Locally, the Birmingham Transport Plan 2031 aims to transform the city's transport system by reducing carbon emissions, reallocating road space, and prioritising active travel. The Birmingham Walking and Cycling Strategy (2020) works towards addressing congestion and air quality concerns by promoting walking and cycling through safe infrastructure and public engagement. The Birmingham City Council's Air Quality Action Plan (2021-2026) sets actions to improve air quality, including introducing a Clean Air Zone, reducing vehicle use, and promoting alternative fuels.



4. EXISTING TRAVEL PROVISION

The City Centre Campus, located in Birmingham's Knowledge Quarter, houses most faculties and student facilities, including the Students' Union, and is well connected by active travel and public transport options. Pedestrian access is enhanced by the Eastside regeneration area and Eastside City Park, which provides green spaces and improved pathways to campus buildings. However, issues like speeding cars on Cardigan Street necessitate further traffic calming measures. Cycling access is supported by three West Midlands Cycle Hire docking stations on Cardigan Street, Bartholomew Row, and Jennens Road, with additional canal towpaths providing cycling and walking routes around the campus.

Public transport access to the City Centre Campus is excellent, with 15 bus stops located within a 500-metre radius. Key services link the campus to destinations like Chelmsley Wood, Sutton Coldfield, and West Bromwich. The nearest rail station, Moor Street, is just 500 metres away and connects the campus to areas like Dorridge, Worcester, and Stratford-upon-Avon. The campus is also within walking distance of New Street and Snow Hill Stations and has access to the Midland Metro on Bull Street, ensuring connectivity across Birmingham and beyond.

The City South Campus, situated in Edgbaston, serves the Faculty of Health, Education, and Life Sciences. Pedestrian access is available from several entrances, but challenges remain with crossing roads like Harborne Road. Signalised crossings help manage access, but safety concerns persist due to inadequate infrastructure. The campus is served by bus stops on Westbourne Road and Harborne Road, providing routes to Birmingham city centre and other areas. The nearest rail station, Five Ways, is approximately 1.1 kilometres away and connects the campus to the Cross City Line, while the Edgbaston Village Metro station is a 10-minute walk away, offering frequent services to the city centre.

Car parking provision differs between the two campuses. The City Centre Campus offers limited parking after the decommissioning of the Curzon Street Car Park and reduced access to the Millennium Point Car Park, with a temporary lot offering 120 spaces. Electric vehicle charging points are available at Curzon Building, Seacole Building, 12 Harborne Road and Heneage Street to BCU fleet vehicles and contract partners. In addition to BCU charging facilities, charge points are available near Royal Birmingham Conservatoire and Millennium Point. City South Campus has 339 parking spaces, primarily for staff, with no student parking available on campus. Instead, students are encouraged to use the Broadway Plaza multi-storey car park.



5. FUTURE TRAVEL PROVISION

OVERVIEW OF THE UNIVERSITY AND BIRMINGHAM TRANSPORT PLANS

A strong understanding of the University's growth plans and changes in Birmingham's transport system is crucial for long-term travel planning. This section provides an overview of the Birmingham City University (BCU) masterplans and key transport initiatives across Birmingham and the West Midlands. These details have been gathered through interviews with stakeholders, including Delta Planning, Birmingham City Council, and Transport for West Midlands.



BCU MASTERPLAN: CITY CENTRE CAMPUS

The Birmingham City University City Centre Masterplan outlines a vision to position the University at the heart of Eastside's regeneration. It focuses on transforming Cardigan Street into a pedestrian-friendly area, reducing vehicle access to create a more welcoming campus. The plan supports Birmingham City Council's 2040 objectives by linking the HS2 Curzon Street Station to a new cultural square and improving wider connectivity. It also identifies opportunities for new developments, performance venues, and mixed-use spaces, with an emphasis on revitalising underused areas like canal-side plots and viaducts to foster growth and collaboration in the Birmingham Knowledge Quarter.

BCU MASTERPLAN: CITY SOUTH CAMPUS

The City South Masterplan presents a phased strategy for redeveloping Birmingham City University's City South Campus. It includes demolishing outdated buildings like Seacole West to make way for modern academic, residential, and support facilities. A new road system will improve vehicle access and safety. Key developments include a Life Sciences facility, catering wing, and lecture theatre, integrated with existing buildings. Landscaping and biodiversity improvements will create a vibrant campus core. Additionally, around 508 new student accommodation beds will be built, replacing older halls and supporting a compact and walkable campus.

HIGH-SPEED 2 (HS2)

Birmingham's connectivity is set to improve with the High-Speed 2 (HS2) rail project. The Birmingham Curzon Street Station, adjacent to BCU's City Centre Campus, will offer rapid and sustainable connections to London. Phase one of HS2 is scheduled to open between 2029 and 2033. Complementary local connectivity improvements will ensure that the economic benefits of HS2 extend throughout the region.

SPRINT BUS RAPID TRANSIT

The Sprint Bus Rapid Transit system, launched in 2022, includes routes that link Walsall, Solihull, Sutton Coldfield, and Birmingham city centre. Although hydrogen-powered buses were not ready in time for the Commonwealth Games, phase two of the project, funded with £56 million, will extend connections, particularly between Birmingham Airport and Walsall. The full Sprint network will consist of seven routes by 2026.

CROSS-CITY BUS ROUTES AND METRO EXTENSION

Transport for West Midlands is developing cross-city bus routes to reduce the need for transfers in Birmingham city centre. This will improve connections between BCU's City Centre and City South campuses. Additionally, the Metro extension to Digbeth, serving the HS2 station at Curzon Street, will enhance connectivity to major transport hubs. The metro's westside extension already benefits the City South Campus, offering quick access to Edgbaston Village Metro Station.



CYCLE ROUTES AND E-SCOOTER TRIALS

Birmingham has seen the introduction of new cycling infrastructure, including blue cycle routes on the A34 and A38, providing safe, separated routes for cyclists. Temporary cycle lanes implemented during the pandemic are being reassessed for permanent reinstatement. E-scooter trials were launched in 2020, and a new provider, Beryl, took over the scheme in 2023 after a pause. The current contract for the cycle hire scheme is set to run until at least October 2025, with discussions ongoing about its future beyond this date.



CLEAN AIR ZONE

Birmingham introduced a Clean Air Zone (CAZ) in June 2021 to reduce traffic-related pollution. The zone operates around the clock and covers the area within the A4540 Middleway, including BCU's City Centre Campus. There are no current plans to extend or modify the CAZ.

This condensed overview highlights the University's alignment with regional transport plans and the development of sustainable travel options. These initiatives will play a key role in shaping future travel provisions for both campuses.

6. INTERNAL TRAVEL POLICIES AND OPERATIONS

AGILE WORKING

Agile working promotes flexibility in how employees work, allowing for more effective collaboration and improved work-life balance. It typically involves flexible office spaces with areas for team collaboration, varied start and end times, and the option to work from different locations, including home. This approach also supports business continuity during travel disruptions and reduces transport emissions, as demonstrated during the Covid-19 pandemic.

The University has adopted five key principles for agile working:

1. Prioritising student support.
2. Ensuring effective connectivity across the University community.
3. Learning from the pandemic's successful working models.
4. Investing time and resources to make agile working effective.
5. Engaging with Birmingham as part of the University's identity.

To further support agile working, the Joseph Priestley Building has been transformed into a flexible workspace, including collaborative areas, meeting rooms, and confidential spaces. This building is designed for both on-campus and off-campus working, with appropriate AV equipment for hybrid meetings. Staff from Benjamin Zephaniah Building (formerly called University House) have relocated to the Joseph Priestley Building. BCU's Technology Strategy also includes plans to roll out soft telephony by the end of 2025.

BUSINESS TRAVEL

The University manages business travel through an online system via Key Travel, which tracks CO₂e emissions for air and rail journeys. However, flights not available through Key Travel are booked using department purchasing cards, and emissions data for these journeys are not currently collected. The University's Travel and Expenses Policy emphasises the following hierarchy:

- Avoid travel where possible using virtual tools like Microsoft Teams.
- Prioritise local active travel and public transport.
- Use trains for domestic travel within the UK and limit air travel to outside Great Britain.
- Business class flights are only permissible for medical reasons or trips longer than eight hours.

BCU is reviewing its business travel management system to improve data collection and tracking.

LEARNING AND TEACHING

The University has shifted assessments online, reducing travel during exam periods. A blended learning approach has also been adopted, combining online and in-person teaching to offer flexibility while maintaining a "campus-first" approach to support student success.

STAFF TRAINING EVENTS

Due to limited internal training spaces, BCU frequently rents external venues, sometimes located far from campus. This results in additional trips by staff, often using taxis or private vehicles. The University is exploring solutions to minimise these travel impacts.

INTERNATIONAL STUDENT TRAVEL

Over 5,000 students travel to the UK to study at BCU. Students also travel internationally to study abroad in January and September, as well as for summer placements. Students book their flights and accommodation themselves, but the International Office does recommend travel companies who provide advice. Data on the carbon emissions from these journeys is collected and analysed.

TRAVEL TO PLACEMENTS

Many BCU courses, particularly in health and education, require mandatory work placements, leading to additional travel for students. Placements are assigned based on ease of travel and individual requirements, with most taking place at City South Campus. Employability teams work with local and national employers to help students secure suitable placements.

SUPPLIERS, DELIVERIES, AND CONTRACTORS

Suppliers and contractors are responsible for their own travel arrangements. While there is guidance on vehicle usage, requirements for low- or zero-emission vehicles are still being embedded into procurement processes. The University provides designated parking spaces for contractors at City South Campus but lacks formal contractor parking at the City Centre Campus.

VISITORS AND EVENTS

Although primarily a teaching establishment, the University also hosts events, with around 10% being commercially led by external groups. Events for prospective students, like Open Days, are included. Visitors are directed to the University website, encouraging active travel and public transport, though data shows most still arrive by car.



UNIVERSITY FLEET

BCU operates a fleet of vehicles for Estates and Facilities, most of which are leased. The fleet includes an electric vehicle, compliant with the city's Clean Air Zone (CAZ), alongside several petrol and diesel vans. While switching to a fully electric fleet is under consideration, the limited range of available electric vehicles is currently a barrier for departments that undertake longer trips, such as those required for graduation services.

SUSTAINABLE TRAVEL INITIATIVES

BCU continues to explore and implement initiatives that promote sustainable travel, including improved data collection, procurement changes, and expanded electric vehicle options. These efforts are part of the University's broader strategy to reduce its environmental impact through responsible travel policies and practices.

7. TRAVEL SURVEY

The BCU travel survey, conducted from 21 October to 10 November 2024, gathered 3,456 responses to assess travel patterns and attitudes. 64% of respondents were students, while 36% were staff (69% professional services, 26% academic). 70% of responses came from City Centre Campus, 26% from City South, and 4% from other locations. The response rate was 8% for students (2,536) and 28% for staff (920), excluding transnational students. The survey was promoted via roadshows and online channels.

KEY FINDINGS

Transport Mode Preferences

The 2024 Travel Survey highlighted key trends in transport habits. Bus travel remains the most popular mode for students, with 44% commuting by bus, followed by walking (19%) and train travel (16%). Among staff, 33% commute by single-occupancy car journeys, making it the most used mode, but this reflects a 5% decrease from 38% in 2022. These findings indicate a shift towards more sustainable travel options among both students and staff.

Figure 1: Graph comparing the main mode of transport used by students on their commute to campus in 2018, 2022 and 2024

MOST POPULAR TRAVEL MODES FOR STUDENTS

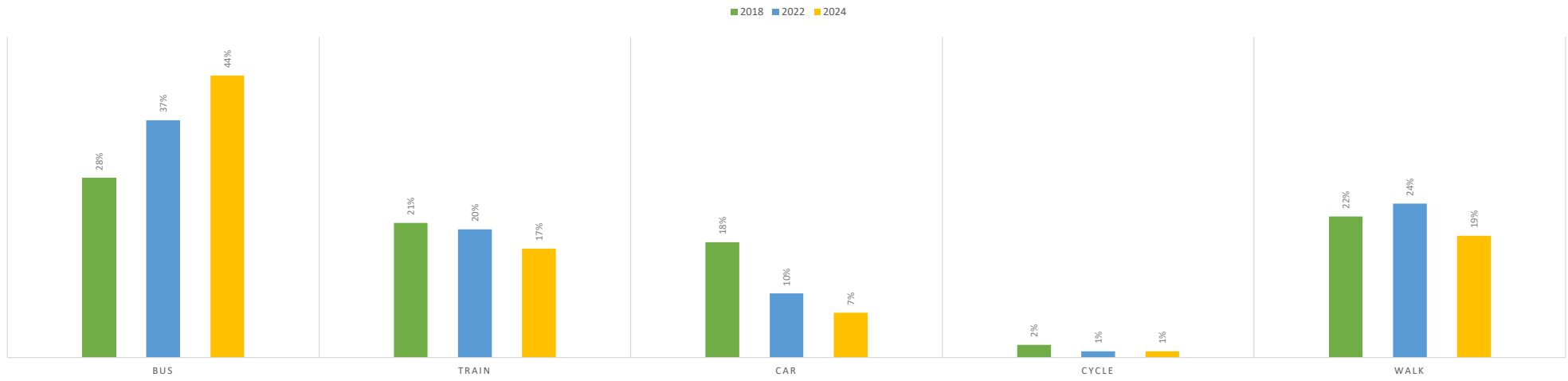
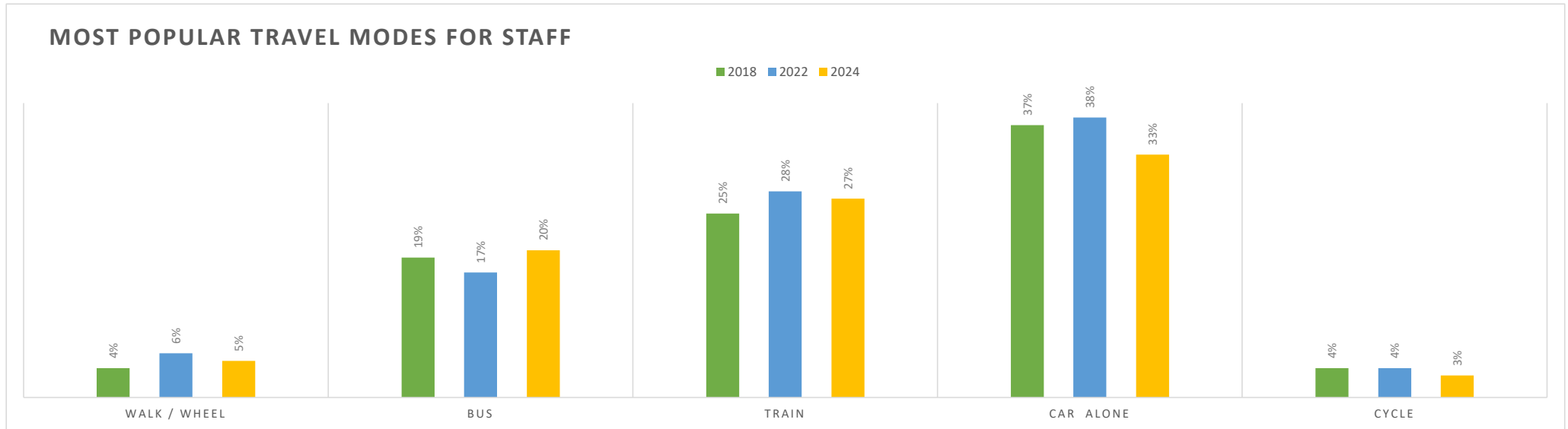


Figure 2: Graph comparing the main mode of transport used by staff on their commute to campus in 2018, 2022 and 2024.



Driving alone is the most popular mode, with 55% of City South staff using it vs. 29% in City Centre. Train travel is higher in City Centre (30%) than City South (15%), as is bus use (21% vs. 16%). Tram use is 4% in City Centre, 1% in City South. Cycling is minimal (2%-3%), and walking/wheeling is 5% at both campuses. City Centre staff prefer public transport, while City South staff rely more on driving.

HOME-TIME ADDRESS TRAVEL

Train travel is the most popular mode for students commuting to their term-time address, used by 52.7%. Buses rank second (15.2%), while 10% drive alone. Car-sharing as a passenger (5.7%) and being dropped off (4.5%) follow. Less common modes include trams (2.7%), private buses (2.3%), walking (1.8%), cycling (0.6%), and taxis, park-and-ride, and car-sharing as a driver (all under 1%).

FREQUENCY OF TRAVEL

Most students commute three days per week (40.2%), followed by two days (22.3%) and four days (20.3%). Fewer travel five days (7.9%) or one day (4.5%). 1.1% commute twice per month, 0.3% once per month, and 0.4% a few times per year, while 0.8% never commute.

Among staff, 44% commute three days per week, 24% two days, and 14% five days. 9% commute four days, 5% one day, while 1.4% commute twice per month, 0.8% a few times yearly, and 0.1% never commute.

FACTORS INFLUENCING MODE CHOICE

Cost is the primary factor for 29% of students and 15% of staff, while convenience/flexibility influences 24% of staff and 22% of students. 20% of both groups prioritize speed, and 8% cite distance as a barrier to walking or cycling. 7% of students and 6% of staff lack alternative transport options.

3% of staff and 2% of students struggle with public transport availability, while reliability, cost, health, environment, and safety concerns affect 1-4% of respondents.

TRAVEL CHOICES FROM AIRPORTS

For international students, taxis are the most used transport mode, chosen by 32% for convenience. Trains and public buses are also popular, each used by 21%. 9% rely on being dropped off, while 7% car-share as passengers. Private buses account for 6% of journeys. Only 1% travel alone by car or on foot, likely due to distance challenges. 1% use alternative transport methods, showing a diverse but preference-driven mix of travel choices for this journey type.



BUSINESS TRAVEL

A significant portion of staff (33%) report most of their travel as local and regional, covering distances between 41 and 150 miles. Travel within Birmingham accounts for 27%, while 15% describe their travel as local (up to 40 miles each way). National travel (over 150 miles each way) constitutes 17%, and international travel is less common, with 5% traveling within Europe and 3% traveling internationally beyond Europe. These findings highlight that the majority of business travel is within regional and national boundaries.



RESIDENCY PATTERNS AND POSTCODE ANALYSIS

Most staff live in the West Midlands, mainly in outer suburbs rather than Birmingham city centre. Students, however, are more concentrated in the city centre.

Over 1,000 staff and more than half of students live within a 40-minute cycling range of BCU. Many students are within 10 minutes of City Centre and City South buildings. This highlights the potential to shift staff and students to active travel, improving air quality and personal health.

INTER-SITE TRAVEL

The survey revealed that 63% of students and 47% of colleagues never travel between university sites. For those who do, the bus was the most popular choice of transport, although staff were equally dependent on their car journeys for their travels (21%). This suggests that inter-site travel is not a significant contributor to overall travel emissions, but there may be opportunities to encourage more sustainable modes for those who do travel between sites.

CONCLUSION

The BCU travel survey provides a comprehensive view of the University community's travel habits, revealing a reliance on public transport and private vehicles. It also highlights the potential for promoting more sustainable travel through targeted improvements in walking, cycling, public transport, and car-sharing initiatives. By addressing these areas, BCU can significantly reduce its travel-related emissions and encourage greener commuting options for staff and students.



8. GOALS AND TARGETS

GOALS

One of the primary goals of Birmingham City University's Travel Plan is to reduce greenhouse gas emissions linked to transportation and movement, in line with the University's broader carbon reduction targets. The plan also acknowledges that transport significantly influences the experiences of students and staff, and by implementing sustainable travel actions, it aims to enhance these experiences.

The goals identified for this Travel Plan are:

- Commuting and visitor travel - Work to encourage and enable all staff, students, and visitors to travel to the University by active and sustainable travel modes, considering circumstances that may prevent switching mode.
- Business Travel – Minimise the University's carbon emissions associated with business travel.
- Flexible working and learning - Reduce the need to travel through flexible approaches to working and learning, always prioritising the best way of supporting our students.
- Operations – Ensure our internal (fleet) and external (contractors and deliveries) travel related operations minimise carbon emissions.
- New Developments – Ensure any new developments and major refurbishments provide facilities and infrastructure that prioritises active and sustainable travel for all users.
- Health, wellbeing, inclusion, and safety – Work to support the health, wellbeing, inclusion and safety of all staff and students, in travelling to and around our campuses.

A key measure of success of the travel plan is the reduction of greenhouse gas emissions from travel connected to the University. To track success in reducing emissions, baseline emissions have been calculated and these have been outlined below. Along with baselines, the emissions from the previous academic year has been highlighted, as well as the percentage emissions difference from the baseline year.

Table 6. Travel Emissions

tCO2e Emissions	Baseline Year	Baseline Emissions	2023/24 Emissions	2024/25 Emissions	Percentage Emissions Difference from Baseline Year	Net Zero Target Year
Go Abroad Student Study / Work Abroad Programme	2022/23	202	430	TBC	113%	2038
International Students From Home Address to Term-Time Address	2022/23	13,164	13,060	TBC	-1%	2038
Domestic Students From Home Address to Term-Time Address	2024/25	74	N/A	74	0%	2038
Student Commute From Term-time Address to University	2024/25	7,987	N/A	7,987	0%	2038
Staff Commute	2024/25	1,818	N/A	1,818	0%	2038
Business Travel Booked through Travel Booking System (Air and Rail)	2022/23	815	879	TBC	8%	2038

TARGETS

Setting SMART (specific, measurable, attainable, realistic, time-bound) targets for these goals presents challenges, especially as some areas, like wellbeing and inclusion, are less quantifiable. Where SMART targets cannot be established, BCU is committed to enhancing data collection. It is recognised that the City Centre Campus offers more opportunity to shift to sustainable travel options compared to the City South Campus, where staff and students may have greater reliance on cars due to limited alternatives.

Travel Plan Targets and Monitoring

Goal	Targets	Monitoring	Notes
1- Commuting and visitor travel	Reduction in absolute commuting greenhouse gas emissions of 39% by 2030, from a baseline of 9,805 tonnes CO ₂ e.	Emissions associated to commuting for working and studying to be monitored via the biennial travel surveys. Visitor travel emissions will be monitored from post event surveys from Offer Holder Days, Open Days and Graduation Ceremonies.	The carbon reduction potential of each Travel Plan Action has not been estimated. Dependencies: agile working successfully delivered, active travel enabled by authorities, low carbon public transport options available, BCU-led initiatives to encourage active travel and public transport use.
2-Business travel	Reduction in business travel carbon emissions from rail and air journeys by 7.7% per annum, from a 2023/24 baseline of 879 tCO ₂ e.	Reduction in business travel carbon emissions from rail and air journey will be monitored using data available from business travel partner.	Monitoring of business travel will be improved throughout the delivery of the travel plan to include emissions from modes of transport not currently recorded e.g. grey fleet, taxis, bookings through purchasing card. Dependencies: flexible working and learning successfully delivered, Travel and Expenses Policy in place, continue and enhance good practice from International Department in reducing and rationalising journeys.
3-Flexible working and learning	By 2027, less than 10% of staff report lack of suitable space for virtual and hybrid meetings as a barrier to using virtual meetings instead of travel, from a 2022/23 baseline of 24%. By 2027, increase the number of rooms with video-conferencing facilities to enable hybrid meetings and teaching.	Perception of the availability of suitable spaces and facilities for hybrid and virtual meetings and of barriers associated to virtual learning will be monitored through the biennial travel survey.	The 2024 Travel Survey found that 25% of colleagues were not satisfied with teleconferencing services at the University. 10% target set from the 2024 25% baseline figure. Dependencies: flexible working and learning successfully delivered, budget provided to deliver facilities.
4- Operations	Zero tank-to-wheel emissions from the BCU fleet by 2030/31, from a 2023/24 baseline of 9 tonnes CO ₂ e.	Data collection for deliveries and contractors will be improved throughout the delivery of the travel plan, to enable understanding of carbon emission and setting target reductions.	Dependencies: EVCP infrastructure installed to enable electrification of fleet.
5- New developments	BREEAM best practice measures related to transport will be incorporated into new developments, including at least 1 cycle space per 10 staff and students.	Perception of these facilities will be monitored through the biennial travel survey.	Sliding scale of compliance used to determine the number of cycle spaces if there are more than 200 building users. Dependencies: new developments are delivered.
6- Health, wellbeing, inclusion, and safety	Year by year increase in perceived quality of measures to support health, wellbeing, inclusion, and safety.	Perception of measures such as street lighting, CCTV, paths, cycling routes and pedestrian crossings will be monitored through the biennial travel survey and focus groups.	It is suggested that an assessment framework using a scoring system for health, wellbeing, inclusion, and safety metrics is developed in partnership with students and staff focus groups to monitor the progress of this goal. Dependencies: BCC and other relevant parties delivering highways / public realm improvements outside of BCU control.

9. ACTION PLAN

GOALS

The action plan outlines a comprehensive framework to enhance sustainable travel across the University's campuses, focusing on commuting, inter-campus travel, and visitor mobility. It includes key themes like promoting walking, cycling, e-scooters, public transport, and electric vehicles. The plan integrates specific measures, assigns responsibilities, and establishes timelines for implementation.

The key action themes are:

1. **Walking and Cycling:** Efforts include improving pedestrian paths, security, and lighting, alongside promoting walking campaigns like "Walking Wednesdays." Cycling initiatives involve reviewing infrastructure like bike hire schemes, lockers, and maintenance stands. The University will also work with local authorities to enhance safety, security, and access for both walkers and cyclists.
2. **E-scooters:** The plan focuses on promoting safe e-scooter use, particularly in relation to disabled road users, while ensuring designated parking zones and inter-campus connectivity.
3. **Public Transport:** The University aims to maintain strong partnerships with transport providers to improve routes, frequencies, and fares, while encouraging use through communication and potentially discounted tickets for staff, students, and visitors.
4. **Private Vehicles:** Actions involve encouraging the use of electric vehicles (EVs) by installing charging points and promoting car-sharing schemes. There's also a focus on adjusting parking policies to support sustainable travel choices.
5. **Inter-Campus Travel:** Data collection on inter-campus travel by taxi and personal vehicles will help identify more sustainable alternatives, with the potential introduction of electric shuttle buses.
6. **Flexible Working and Business Travel:** The plan encourages remote working through teleconferencing and smart timetabling to reduce travel. The University also seeks to establish a Travel and Expenses Policy, aiming to minimise environmental impacts by cutting down on unnecessary flights.

The overarching goal is to shift towards greener travel options, ensuring that students, staff, and visitors have safe, accessible, and sustainable mobility solutions.

A detailed Action Plan can be accessed [here](#).



10. MONITORING STRATEGY

The University will continue to actively monitor and review its Travel Plan to ensure its objectives are aligned with broader University development strategies. This ongoing evaluation will ensure that the aims, goals, and measures outlined in the plan are effectively integrated into the University's operational and development activities. The Environmental Officer will oversee the monitoring process and manage the implementation of the Travel Plan. Regular updates on progress will be provided through the annual Environmental Report, with key developments discussed at Environmental Committee meetings.

A key part of the monitoring process includes travel surveys, which will be conducted among staff and students. The next survey is scheduled for the 2026/27 academic year, with another planned for 2028/29, followed by a full review and refresh of the Travel Plan. These surveys are vital for tracking progress toward the plan's goals and will serve as the main source of data to estimate carbon emissions from commuting and inter-campus travel.

In addition to commuting data, carbon emissions from business travel will be tracked through the University's partnership with Key Travel, which currently provides data for rail and air trips. Efforts are underway to improve data collection practices so that emissions from car and taxi trips can also be included in future calculations.

Operational emissions, such as those from deliveries and contractor travel, are currently more challenging to measure. To address this, the University has included an action to improve data collection for operational travel in its ongoing action plan. By enhancing data collection and continually reviewing the plan, the University aims to make significant strides in reducing its carbon footprint and promoting sustainable travel across all areas of its operations.

