



BIRMINGHAM CITY
University

TRAVEL PLAN

2025-30

GRAND CENTRAL

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1. EXECUTIVE SUMMARY

- 1.1.1 SYSTRA was appointed by Birmingham City University (BCU) to produce an updated Travel Plan for the University. This document provides an update to the Interim Travel Plan and supersedes the last Travel Plan for the 2018-2020 period. This updated Travel Plan covers City Centre Campus, City South Campus and satellite buildings across the city of Birmingham.
- 1.1.2 BCU provides education on campus to around 30,000 students on both full-time and part-time courses and provides jobs to more than 3,000 salaried staff. After disruption to teaching and changes in working practices caused by the Covid-19 pandemic, the majority of students and staff are now commuting to the two campuses and satellite buildings, generating a significant volume of trips during term time. In addition to commuting trips, the University generates other kinds of trips, such as visitor trips, staff business trips, international students' trips, delivery, and servicing trips.
- 1.1.3 Travel Plans are long-term management strategies that identify measures and targets for implementation to reduce transport-related emissions and encourage sustainable transport based on current and future travel behaviour. The key function of a Travel Plan is to identify opportunities to reduce the impact of travel, typically through the delivery of transport initiatives for walking, cycling, public transport and car sharing to discourage single-occupancy car commuting, but also suggesting interventions to reduce and/or make travel more sustainable in other areas.
- 1.1.4 This updated Travel Plan will bring a range of benefits to staff, students and visitors at the University, including provision of improved travel choice to enable safe and efficient access to BCU buildings. The Travel Plan will also support the University's net-zero carbon targets with actions aimed at making the University's operations and other students and staff trips more sustainable.
- 1.1.5 The Travel Plan has been informed by a review of existing and future travel provision and internal policies and operations, interviews with internal and external stakeholders, and a student and staff travel survey.
- 1.1.6 The main City Centre Campus is located in Birmingham's Knowledge Quarter, with a specialist School of Art located on Margaret Street and School of Jewellery in the Jewellery Quarter. The City Centre Campus is home of most faculties and several student and staff facilities, including the Students' Union. Thanks to its central location, public transport provision is very good, as the site can easily be accessed by bus, train, and West Midlands Metro. Walking and cycling access are made more difficult by main roads surrounding the site and the lack of cycling infrastructure connecting the Campus with main cycleways. The local canal towpaths and the Eastside City Park provide walking and cycling access.
- 1.1.7 The City South Campus is located in Edgbaston, to the southwest of the city centre, and is home to the Faculty of Health, Education and Life Sciences. The City South Campus consists of three buildings, Seacole Building, Bevan House and Ravensbury. 12 Harborne Road building is near the main City South Campus buildings. Due to the nature of the faculty located there, it is attended by a higher number of mature students and students attending work placements. This aspect, in addition to the area being less served by public transport compared to the city centre, results in higher number of students and staff travelling to site by car.

- 1.1.8 Meetings with members of BCU, and external stakeholders including Birmingham City Council (BCC), Transport for West Midlands (TfWM), High Speed 2 (HS2) and public transport operators informed the chapter on future travel provisions and the changes that will occur to improve or hinder access to the site. Improvements to transport infrastructure such as the extension of the metro to the City Centre Campus and STEAMhouse, new cross city bus routes and improvements to walking and cycling infrastructure provide direct and improved sustainable transport routes to the University sites. HS2 will improve wider connectivity to the University, but most importantly will bring improvements to the active travel provision and urban realm in the city centre.
- 1.1.9 Interviews with BCU internal stakeholders informed the Travel Plan Actions, as they enabled the identification of areas where travel and/or operations could be reduced, made more efficient and sustainable. Agile working and learning, business travel and car parking management have been identified as areas needing improvements.
- 1.1.10 A travel survey was undertaken to determine the current travel patterns and attitudes of staff and students who work and study at BCU, and to inform the Travel Plan actions and targets. The survey ran for three weeks from Monday 21 October until Sunday 10 November 2024 and was distributed through a number of channels and promoted with roadshow events on site.
- 1.1.11 The main findings from the surveys were that single occupancy car journey commutes have decreased significantly for staff, reducing from 38% in 2022 to 33% in 2024, and from 18% in 2018, to 7% in 2024 for students. By contrast, bus usage has increased significantly, with 20% of staff and 44% of students choosing this mode of transport for their commute.
- 1.1.12 Cost is the most common factor in student mode choice with 29% stating that they choose the cheapest option. The convenience (22%) and speed (20%) of transportation also ranked highly in terms of travel decision making factors. The Travel Survey discovered that a 4 week free bus pass offer had significant effect on the way students travel, with 26% of students utilising the offer, and 73% of this group stating that the free bus pass scheme had made it more likely for them to use the bus in the future, which further illustrates the influence discount initiatives can have on transport modal shift.
- 1.1.13 As a result of the engagement undertaken and the travel data collected, 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, taking into account 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.

- 1.1.14 Targets have been set for the University as a whole, although recognising the difference in travel provision and in the student and staff make up of both campuses. As transport policies influence other areas of students and staff lives (e.g. quality of the environment, wellbeing, work-life balance), only setting mode share targets will fail to recognise the additional benefits that the Travel Plan actions could bring, as such a mix of targets linked to the travel survey and to student and staff feedback have been set.
- 1.1.15 To achieve these targets, an action plan was created with a series of measures, timescales and monitoring actions outlined to support the successful implementation of this Travel Plan. In addition to measures aimed at reducing private car use to travel to the University, the Action Plan includes measures to enable carbon reduction in other operational areas (e.g. business travel, operations) and to improve other aspects such as health, wellbeing, inclusion and safety of students and staff.
- 1.1.16 The Travel Plan directly supports the UN Sustainable Development Goals, particularly SDG 11 (Sustainable Cities and Communities) and SDG 3 (Good Health and Well-being). SDG 11 targets inclusive, safe, resilient, and sustainable cities. SDG 3 aims to ensure healthy lives and promote well-being for all, focusing on reducing mortality, diseases, and environmental risks.



2. INTRODUCTION

2.1 OVERVIEW

- 2.1.1 SYSTRA was appointed by Birmingham City University (BCU) to produce an updated Travel Plan for the University. This Travel Plan replaces the City Centre and City South Travel Plans 2018-2020 produced by Peter Brett Associates. A staff and student travel survey was planned for March 2020 to input into a Travel Plan for 2020 – 2022, however this was delayed due to Covid-19. The University produced an Interim Travel Plan in 2021, covering both campuses.
- 2.1.2 This document provides an update to the Interim Travel Plan and supersedes the last Travel Plan for the 2018-2020 period.
- 2.1.3 This Travel Plan is an overarching document covering both City Centre and City South Campus and covers the following buildings:

City Centre Campus

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

City South Campus

- Seacole Building
- Bevan House
- Ravensbury
- 12 Harborne Road

Satellite Buildings

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

Sport and Events Facilities

- The Pavilion
- Doug Ellis Sports Centre
- Alexander Stadium

- 2.1.4 Birmingham City University provides education on campus to around 30,000 students on both full-time and part-time courses and provides jobs to more than 3,000 salaried staff.
- 2.1.5 This updated Travel Plan will bring a range of benefits to staff and students at the University including provision of improved travel choice to enable safe and efficient access to the campuses.
- 2.1.6 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; and
 - Support the health, wellbeing, inclusion and safety of all staff and students.

2.2 REPORT STRUCTURE

2.2.1 The report is structured as follows:

- Chapter 3: review of the existing Planning and Policy Context
- Chapter 4 and 5: overview of Existing and Future Travel Provision
- Chapter 6: review of Internal Travel Policies and Operations
- Chapter 7: Travel Survey result summary, including postcode analysis and results from the carbon emission calculation analysis.
- Chapter 8: Goals and Targets
- Chapter 9: Action Plan
- Chapter 10: Monitoring Strategy
- Chapter 11: Summary and Conclusion

3. PLANNING AND POLICY CONTEXT

3.1 OVERVIEW

- 3.1.1 This travel plan has been prepared in consideration to relevant national, regional, and local policies and guidance, which are outlined in this section.

3.2 NATIONAL POLICY

Decarbonising Transport 2021

- 3.2.1 This document sets out the government Transport Decarbonisation Plan (TDP), detailing what government, business and society will do to deliver the significant emissions reduction needed across all modes of transport and achieve carbon budgets and net zero emissions across every mode of transport by 2050. The key commitments to decarbonise all forms of transport involve increasing cycling and walking, zero emission buses, decarbonising railways, zero emission fleets, accelerating maritime decarbonisation and accelerating aviation decarbonisation.

3.3 REGIONAL POLICY

West Midlands Local Transport Plan (2011 – 2026)

- 3.3.1 The West Midlands Local Transport Plan (LTP) was published in 2011 by Transport for West Midlands. The document establishes the transport aspirations for the region with emphasis on reducing carbon emissions, improving wider connectivity and increasing economic prosperity. The Transport Plan strives 'to improve access to key services to all, including education and training opportunities' and will achieve this through a 'blend of engineering measures, enforcement approaches, publicity campaigns, targeted training and education programmes'.

Reimagining Transport in the West Midlands, LTP Big Moves Summary 2023

- 3.3.2 This document summaries the policies and ambitions for reaching each of the Big Six Moves identified in the LTP core strategy, in order to provide a framework for decision making that is focussed on enabling lower levels of car dependency. The six Big Moves which follow the avoid shift and improve model are as follows: Behaviour Change; Accessible and inclusive places; Safe, efficient and reliable network; Walk, wheel, cycle and scoot; Public transport and shared mobility; Green transport revolution.

WM Movement for Growth 2017

3.3.3 Movement for Growth was published for Transport for West Midlands (TfWM) in 2017 and envisions the creation of a 'transport system befitting a sustainable, attractive and economically vibrant conurbation' and outlines a series of objectives to enhance interconnectivity of the city whilst fostering social and environmental improvements such as introducing a fully integrated rail and rapid transit network, reducing transport impacts and ensuring that people feel safe to walk and cycle in the city which is covered under Policy PUBH1.

WM 2026 Delivery Plan for Transport

3.3.4 It is the purpose of this delivery plan to demonstrate how TfWM will achieve the commitments set out in the Movement for Growth Strategy. The strategy wants to see a shift in travel patterns similar to thriving, prosperous, attractive large European city regions, where car use is 35-45% of all journeys, given at present in the West Midlands it is 63%. There is an indication that partnerships with universities will be central to delivering national and local transport investment aimed at supporting growth. The use of new technologies will also be at the forefront of communicating with those travelling and investing across the area.

West Midlands Rail Investment Strategy 2022-2050

3.3.5 The draft of this strategy document was released in September 2022 for consultation, which provides an update to the strategy for delivering better rail services across the region over the next 30 years. The objective fundamental advantages of rail still apply: clean, fast, frequent and easy to use services linking communities across the West Midlands as part of an integrated transport network. The approach to improvements across the network are based around transformations in reliability, punctuality, ticketing, value-for-money fares, customer care, information, stations and on-train facilities. Working closely with partners to better integrate rail network with buses, trams, cycle and pedestrian facilities is central to this.

3.4 LOCAL POLICY

Birmingham Transport Plan (2021 – 2031)

3.4.1 The Birmingham Transport Plan 2031 outlines the need for a transformation of the city's transport system needs to meet the challenges of the next decade. The key objectives of the plan include sustaining economic success, empowering healthier communities, reducing the negative impacts of transport on the environment and urgently reducing carbon emissions from transport. All these economic, social and environmental objectives for the city are underpinned by the climate emergency which provides the foundation of this plan. The four principles to guide the delivery of the vision are: re-allocating road space; transforming the city centre; prioritising active travel in local neighbourhoods; managing demand through parking measures.

Birmingham Walking and Cycling Strategy (January 2020)

3.4.2 This Walking and Cycling Strategy for the City is combined with the Local Cycling and Walking Infrastructure Plan (LCWIP). It acknowledges that the solution to overcoming air quality and congestion concerns are not simple but that increasing the levels of walking and cycling are an essential part of making Birmingham 'well connected'.

- Enable walking and cycling: Providing training, improving access to bikes, tackling safety issues and securing funding.
- Develop a great city for walking and cycling: Providing safe infrastructure, managing traffic, and maintaining streets.
- Inspire walking and cycling: Organising events, distributing information and evaluating outcomes.

Birmingham City Council Air Quality Action Plan (February 2021)

3.4.3 This Air Quality Action Plan (AQAP) was produced as part of the councils statutory duties required by the Local Air Quality Management framework. The document outlines the action that will take place to improve air quality across Birmingham between 2021 and 2026. The priorities are to implement the Clean Air Zone and mitigation measures, support and implement strategic transport improvements, promote behaviour change away from single occupancy vehicle use, promote alternatively fuelled vehicles and develop policies to support better air quality.

Our Future City Plan: Central Birmingham 2040 (January 2021)

3.4.4 This document provides a new strategy for Central Birmingham and sets the direction of future statutory planning policy and guidance. The principles which underline and guide the development of actions are Green City, Liveable City, Equitable City and Distinctive City. One of the focal themes is 'City of Connections', the key actions of which involve active travel in neighbourhoods, improved public transport connections and managing demand for parking. More broader goals regarding transport and travel include a network of 15-minute neighbourhoods, increasing activity and remodelling local highway infrastructures for people-centred places.

Birmingham Development Plan 2031 (Adopted January 2017)

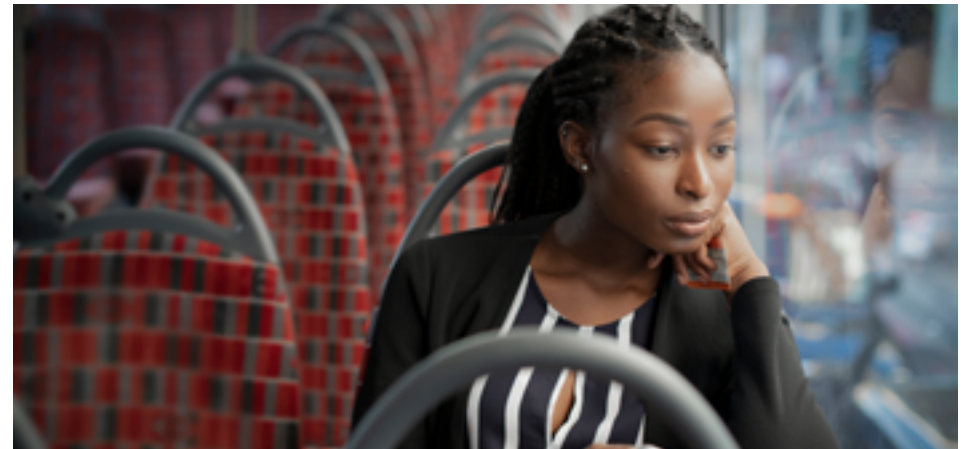
3.4.5 The BDP sets out a spatial vision and strategy for the sustainable growth of Birmingham for the period 2011 to 2031, and it is the intention for it to be used to guide decisions on planning, development, and regeneration. The thematic policies regarding connectivity include a sustainable transport network, walking & cycling, low emission vehicles, traffic & congestion management, and accessibility standards for new development.

3.4.6 Some other documents to consider are detailed below, but caution is advised due to the outdated nature of many of the targets and proposals:

- Birmingham Big City Plan (2011 – 2031)
- Birmingham Connected Mobility Action Plan White Paper (November 2014)
- Birmingham Route to Zero Action Plan – Call to Action (adopted December 2021)
- Birmingham's Green Commission – Carbon Roadmap (November 2013)

Birmingham 2022 Commonwealth Games Legacy Plan (March 2021)

3.4.7 This plan sets out the legacy programmes and visions for how the event can transform the region and unite communities across the West Midlands, the country, and the Commonwealth, with a message of hope and recovery following the pandemic. The most relevant legacy programme for BCU regards proposals for state-of-the-art legacy facilities at the Alexander Stadium and Sandwell Aquatic Centre for community use after the Games.



4. EXISTING TRAVEL PROVISION

4.1 OVERVIEW

- 4.1.1 The following information summarises the existing travel provision for active travel (cycling and walking), the proximity and availability of public transport and car parking facilities.

4.2 CITY CENTRE CAMPUS PROVISION

- 4.2.1 The main City Centre Campus is located in Birmingham's Knowledge Quarter with a specialist School of Art located on Margaret Street and School of Jewellery in the Jewellery Quarter. The City Centre Campus is home of most faculties and several student and staff facilities, including the Students' Union.

Active Travel

- 4.2.2 The site can be accessed via foot by multiple points of entry. The 'Eastside' regeneration area that the Campus is situated within has improved pedestrian movements including the creation of the Eastside City Park along Curzon Street at the front of Millennium Point which provides a green space for pedestrians and an additional route to various Campus buildings. Signalised crossings can be found along Cardigan Street from Eastside Park to access the Curzon Building and the Joseph Priestley Building. Cardigan Street also provides a pedestrian route to the Royal Birmingham Conservatoire and the Benjamin Zephaniah Building by following the perimeter of the site. Pathways throughout the site have good quality paving and are well-lit. The local canal towpaths such as the Digbeth Branch Canal and The Eastside Locks that run the perimeter of the City Campus also provide walking and cycling access.

- 4.2.3 There are issues with speeding cars in the area, including along Cardigan Street, so options to improve pedestrian priority on Cardigan Street are being developed. Some traffic calming measures have already been installed to mitigate the issue.
- 4.2.4 To access the main agglomeration of bus stops and Moor Street rail station, signalised crossings are located where Jennens Road and the B4114 bisect, providing pedestrian access to Moor Street Queensway.
- 4.2.5 Provision of facilities for people walking and cycling to the Campus are summarised in the table below. The table also covers the provision for satellite buildings (School of Art, School of Jewellery and St Paul's Square).



Table 1. Active Travel Provision, City Centre Campus Buildings

Location	Cycle parking spaces	Number of showers	Number of changing rooms	Number of locker areas	Comments
Joseph Priestley Building	26 spaces provided.	5	2	2	Cycle parking, showers, changing rooms and lockers are located in the basement for staff to use.
Curzon Building	66 covered spaces at back of building with CCTV - access with student/staff pass required. 20 covered spaces with CCTV at front. 6 council managed spaces on Cardigan Street and additional spaces on Curzon Street.	8	6	1	Showers and changing rooms are located on the ground, first and fourth floor. Student lockers on the ground floor.
Parkside Building	62 covered spaces available with CCTV under the link bridge. 10 Brompton bike lockers available. 8 Council managed spaces on Cardigan Street.	2	2	0	Showers are located on the first floor and changing rooms on the ground floor.
Millennium Point	20 covered spaces with CCTV by park and 10 at car park.	11	0	3	Most showers are located on the ground floor and one on the fourth floor. Some are only accessible to certain courses. Lockers on the ground and third floor.
Royal Birmingham Conservatoire	36 spaces covered by a green roof and with CCTV coverage.	5	5	2	Showers are located on the second and fifth floor. Changing rooms are located on the ground, first and second floor. Lockers are on the fifth floor.
Benjamin Zephaniah Building	16 covered and 16 uncovered spaces with CCTV – access given by security. 34 Council managed spaces on Bartholomew Row.	2	0	0	Showers located on the ground floor.
University Locks	88 secure covered spaces for staff and 78 for halls residents.	-	-	-	Shower and changing facilities are just available to residents.
STEAMhouse	40 secure covered spaces with CCTV. 9 spaces for folding bikes.	9	4	4	Accessible shower on ground floor, showers, changing rooms and lockers on floors 1-4.
School of Art	20 spaces in courtyard.	1	0	0	
School of Jewellery	8 covered spaces – access from Frederick Street.	2	2	1	Showers and locker area located in the basement.
St Paul's Square	0	0	0	0	
Research Hub	0	0	0	11	11 3-tier lockers will be provided.

Cycle Hire Scheme

- 4.2.6 Three West Midlands Cycle Hire docking stations serve the City Centre Campus. These are located on:
- Cardigan Street, next to the Parkside Building.
 - Bartholomew Row, in front of Benjamin Zephaniah Building.
 - Jennens Road, in front of Aston University.

Public Transport

- 4.2.7 Due to the site's city centre location, there are 15 bus stops within a 500-metre walking distance from the west entrance of the site. The closest bus stops to the site are on Cardigan Street, Jennens Road, Lawley Middleway, Vauxhall Road, and Park Street. Key destinations from these bus stops include Chelmsley Wood, Sutton Coldfield, West Bromwich, Woodgate, and several other locations. Services include 14, 66, 94, 95, 844, 871.
- 4.2.8 Additionally, coaches can be accessed from the Birmingham Coach Station located in Digbeth and requires an estimated 15-minute walk.
- 4.2.9 The closest rail station to the site is Moor Street railway station, located approximately 500 metres west of the Benjamin Zephaniah Building, which provides services to Dorridge, Worcester, Stratford upon Avon, Stourbridge, and London. New Street and Snow Hill Stations can be reached in less than 20 minutes walking.
- 4.2.10 The closest Midland Metro stop is located on Bull Street which can be accessed via footways through Eastside City Park and along The Priory Queensway.

4.3 CITY SOUTH CAMPUS PROVISION

- 4.3.1 The City South Campus is located in Edgbaston, to the southwest of the city centre, and is home to the Faculty of Health, Education and Life Sciences. The City South Campus consists of three buildings, Seacole Building, Bevan House and Ravensbury. 12 Harborne Road building is located in close proximity to the main City South Campus buildings.

Active Travel

- 4.3.2 The City South Campus is accessible on foot by various entrances. Seacole Building has two pedestrian entrances. The primary entrance is located on Westbourne Road and the secondary entrance is located to the north of the site from Harborne Road.
- 4.3.3 Concerns have been raised through health and safety committees that staff and students struggle to cross the road when walking from 12 Harborne Road to the north entrance of Seacole Building, as well as when accessing this entrance from certain bus stops. This is due to there not being a proper pedestrian crossing or enough dropped kerbs at the intersection of Harborne Road and Highfield Road.
- 4.3.4 Ravensbury and Bevan House can be accessed to the south of Westbourne Road, adjacent to the Seacole Building's primary entrance. Signalised crossings can be found adjacent to the primary entrance of the Seacole Building and at the entrance of Ravensbury and Bevan House.
- 4.3.5 An additional pedestrian crossing is located to the east of the primary entrances towards St Paul's Church and residential estates. Bus stops in the vicinity of the site can all be accessed by foot. Buses on Westbourne Road can be accessed by all primary entrances, buses on Harborne Road can be accessed by the Seacole building's secondary entrance and buses on Hagley Road can be accessed via Vicarage Road, located to the east of the site.

4.3.6 Provision of facilities for people walking and cycling to the Campus are summarised in the table below.

Table 2. Active Travel Provision, City South Campus Buildings

Location	Cycle parking spaces	Number of showers	Number of changing rooms	Number of locker areas	Comments
Seacole Building	60 covered spaces with CCTV. 20 spaces outside Seacole Building. 38 spaces to the front of old Seacole Building. 8 Brompton bike lockers.	16	5	Many located around the building.	Showers are located on the ground, first, second and third floor.
Bevan House	4 spaces provided.	0	0	0	
Ravensbury	0	0	0	0	
12 Harborne Road	24 spaces provided.	0	0	0	

Cycle Hire Scheme

4.3.7 Cycle hire locations serving the City South Campus are:

- Carpenter Road / Church Road, by Hallfield School (0.3 miles).
- Harborne Road / Embassy Drive (0.4 miles).

Public Transport

4.3.8 The closest bus stops to the site are located on Westbourne Road (providing services to Bartley Green and Woodgate Valley North) and on Harborne Road (providing services to Birmingham city centre). Harborne Road is one way, and the bus stop is located on the south side of the road, as such people using buses stopping on Harborne Rd do not need to cross the road. On Westbourne Rd, the bus stop is located on the south side on the road, and a signalised pedestrian crossing is provided. Both roads are well lit and provide adequate pavements. Services available include 10, 23, 24, 25, 823 and 1.

4.3.9 The closest rail station is Five Ways railway station, located approximately 1.1km from the site, which is served by Cross City Line trains between Redditch and Lichfield. The rail station can be accessed via foot via the secondary entrance to the Seacole Building and walking easterly down Harborne Road following on to Islington Row Middleway.

4.3.10 The nearest West Midlands Metro station is Edgbaston Village, an approximately 10-minute walk from the City South Campus. There are frequent services from this station between the city centre and Wolverhampton, via West Bromwich, Wednesbury, and Bilston.

Sports and Events Facilities Provision

4.3.11 Transport provision for sport and events buildings are summarised in the tables below.

Table 3. Active Travel Provision, Sports and Events Buildings

Location	Cycle parking spaces	Number of showers	Number of changing rooms	Number of locker areas	Comments
The Pavilion	9 spaces provided.	143	18	0	Showers and changing rooms are located on the ground floor.
Doug Ellis Sports Centre	12 spaces provided.	26	4	4	Showers, changing rooms and lockers are located on the ground and first floor.
Alexander Stadium	90 spaces provided.	Showers available in the GMAC and east stand gym.	Public changing rooms in the GMAC.	Lockers available in the GMAC and limited lockers in the corridor outside the East stand.	

Table 4. Public Transport and Parking Provision, Sports and Events Buildings

Location	Bus	Train/Light rail
The Pavilion	Four bus stops within 500 metre walking distance, additional 13 within 1km. Services include 907, 907A, 934, 935, 936, 937, 33 and 7.	30-minute walk to Perry Barr station.
Doug Ellis Sports Centre	Seven bus stops within 500 metre walking distance, additional 16 within 1km. Services include 33, 907, 934, 937, 51, 52, 54, 61 and 11C.	11-minute walk to Perry Barr station.
Alexander Stadium	There are bus stops along the A34/Walsall Road within 500 metres walking distance. Nearby stops are served by the 28, 51, 52, 424, 33, 907, 934 and 997.	22-minute walk to Perry Barr station.

4.4 CAR PARKING ARRANGEMENTS

- 4.4.1 Car parking arrangements differ between the two campuses and satellite buildings.
- 4.4.2 The City Centre Campus used to be served by two car parks, the Millennium Point Car park and the Curzon Street Car Park. The contract with the Millennium Point Car Park was discontinued due to a reduction of staff numbers on site, however staff can continue to use this car park at normal rates. Curzon Street Car Park was decommissioned in 2018 to allow the construction of the HS2 station. A temporary car park on site, Plot A, has been set up with 120 spaces.
- 4.4.3 Electric vehicle charging points are available at Curzon Building, Seacole Building, 12 Harborne Road and Heneage Street to BCU fleet vehicles and contract partners.
- 4.4.4 Electric vehicle charging points are also available near the Royal Birmingham Conservatoire/Millennium Point and twelve BCC owned charging points at Millennium Point Car Park.
- 4.4.5 There is currently a total of 339 car parking spaces provided on City South Campus, including 33 spaces for contractor parking and 32 for visitors. Parking for staff is provided in a multi-storey car park at the rear of Seacole Building, as well as Westmount and Vicarage car parks. There is no student parking on campus.
- 4.4.6 Car parking provision for buildings outside the City Centre and City South campus, including sports and events facilities, is summarised in the table below.

Table 5. Car Parking Provisions

Location	Car
School of Art	No BCU parking. On-street pay and display parking is available but limited to 2-hour stays. On Margaret Street there are 2 electric vehicle charging bays, disabled bays, motorcycle parking and 2 Enterprise Car Club spaces.
School of Jewellery	There is a staff only car park at the rear, off Frederick Street (16 spaces). Car parks are located in the vicinity of the site and some on-street parking is permitted.
St Paul's Square	Staff car park at rear (23 spaces). The nearest publicly accessible car park is located approximately 280m to the southwest. The NCP multi-story car park on Newhall Street provides 500 spaces and is open 24/7. 82 on-street car parking spaces are available on St Paul's Square which are subject to a maximum stay of 4 hours.
The Pavilion	200 car parking spaces and 10 coach spaces are provided on-site, 4 of which are accessible spaces. All parking is free of charge for customers.
Doug Ellis Sports Centre	49 car parking spaces are provided on-site, 4 of which are accessible spaces. There are also two spaces for coaches immediately in front of the main building access. Car parking is free of charge for all customers of the centre.
12 Harborne Road	32 staff car parking spaces available.
Alexander Stadium	There are 608 parking spaces provided, in various locations around the stadium perimeter. 6 Electric vehicle parking bays and a powered two wheeler bay. 16 accessible parking bays. Parking is currently free but will continue to be monitored as the site usage increases, subject to annual review by the operational team.

- 4.4.6 During Covid-19, charging for car parks was suspended and has not yet been reintroduced. Previously, there was a cost to use car parks and the rates varied across sites. A review of car parking management at BCU is underway.
- 4.4.7 No student spaces are made available at BCU car parks, however the University has negotiated special rates for students at various NCP car parks in the City Centre and at Broadway Plaza car park for City South Campus students.

4.5 INTER-CAMPUS TRAVEL

- 4.5.1 City Centre and City South Campus are just over two miles away from each other. This distance can be covered with a 50-minute walk, 15-minute cycle, a 30-minute bus ride or a 20-minute drive.
- 4.5.2 Bus travel between campuses is regular and efficient with the 23 and 24 operating frequently between the City Centre and City South campuses, with 20-minute journey times. The closer bus stops serving each campus are:
- City Centre Stop: Corporation Street, stop BS5 (10-minute walk to campus)
 - City South Stop: Harborne or Westbourne Road (one minute walk to campus)
- 4.5.3 For train travel, students and staff can travel between New Street Station (15-minute walk from the City Centre Campus) and Five Ways Station (15-minute walk from City South Campus).
- 4.5.4 Driving between both campuses is not convenient, as travel times can be affected by congestion and parking on both campuses is limited. Several staff travel between campuses via taxi, and work is needed to improve the data capture of this and the associated emissions. Flexible working and soft telephony will help to support a reduction in taxi use.

- 4.5.5 It is important to note that when some activities from the School of Sport Science are relocated to Alexander Stadium, better connection between the City South Campus and the stadium may be needed. Currently, travelling between these two sites is less straightforward, with bus journeys taking around 40 minutes and requiring interchanges. The quickest journey time from the City South Campus to the Stadium at the moment is by catching the Metro from Edgbaston to Corporation Street and then the 51 bus heading for Walsall. Timetabling will programme the curriculum so that students will not have to attend both Alexander Stadium and City South Campus on the same day to ease travel for students.



5. FUTURE TRAVEL PROVISION

5.1 OVERVIEW

5.1.1 A sound understanding of the University's plans for growth and of the changes in the transport offer in Birmingham is key to inform the long-term Travel Plan actions. This chapter provides an overview of the City Centre and City South Masterplans and summarises the most relevant transport plans for Birmingham and the West Midlands. This section has been informed by stakeholder interviews held with Delta Planning, who are responsible for the University masterplans, Birmingham City Council and Transport for West Midlands representatives.

5.2 BCU MASTERPLAN CITY CENTRE CAMPUS

- 5.2.1 The Birmingham City University City Centre Masterplan sets out a strategic vision to position the University at the heart of a newly regenerated Eastside district.
- 5.2.2 Central to the plan is a shift in campus focus towards Cardigan Street, transforming it into a pedestrian-friendly area that connects existing and future University buildings. Similarly, the masterplan outlines ambition to downgrade the ability of vehicles to drive on Cardigan Street, to reduce traffic and create a more welcoming, coherent campus environment.
- 5.2.3 A major element of the vision is to support Birmingham City Council's 2040 regeneration objectives by enhancing connections from the HS2 Curzon Street Station to a new cultural square, fronted by the Conservatoire. This square will act as a new public realm and gateway to the Birmingham Innovation Quarter (BIQ). The plan also promotes better connectivity to the wider area, including Jennens Road and the canal-side environments, through improved pedestrian and cycle infrastructure.

- 5.2.4 The masterplan identifies several 'Key Future Spaces', including development plots, performance venues, and mixed-use opportunities, with joint venture prospects to revitalise surrounding areas. Specific focus is placed on unlocking underused sites, such as viaducts and plots along the canal.
- 5.2.5 The below map illustrates the key features of the Masterplan and proposals at the City Centre Campus. Several of the features involve measures to enhance the attractiveness of the area for pedestrians and provide sustainable transport access for future developments.



The map illustrates the City Centre area with various development zones and infrastructure. Key features include:

- CITY CENTRE**: The central urban area.
- University House**: A building located near the bottom left.
- Conservatoire**: A green area located near the center.
- Key Future Space (Canal Environments)**: A green area located near the top right.
- University Locks Residences**: A residential area located near the top right.
- Parkside Building**: A building located near the center.
- Curzon Building**: A building located near the center.
- Key Future Space (Canal and Viaduct Environments)**: A green area located near the bottom right.
- Millennium Point Site**: A site located near the center.
- Key Future Link (Station Access)**: A link located near the bottom center.
- Curzon Street Station**: A station located near the bottom center.
- Typhoo Wharf Development**: A development area located near the bottom.

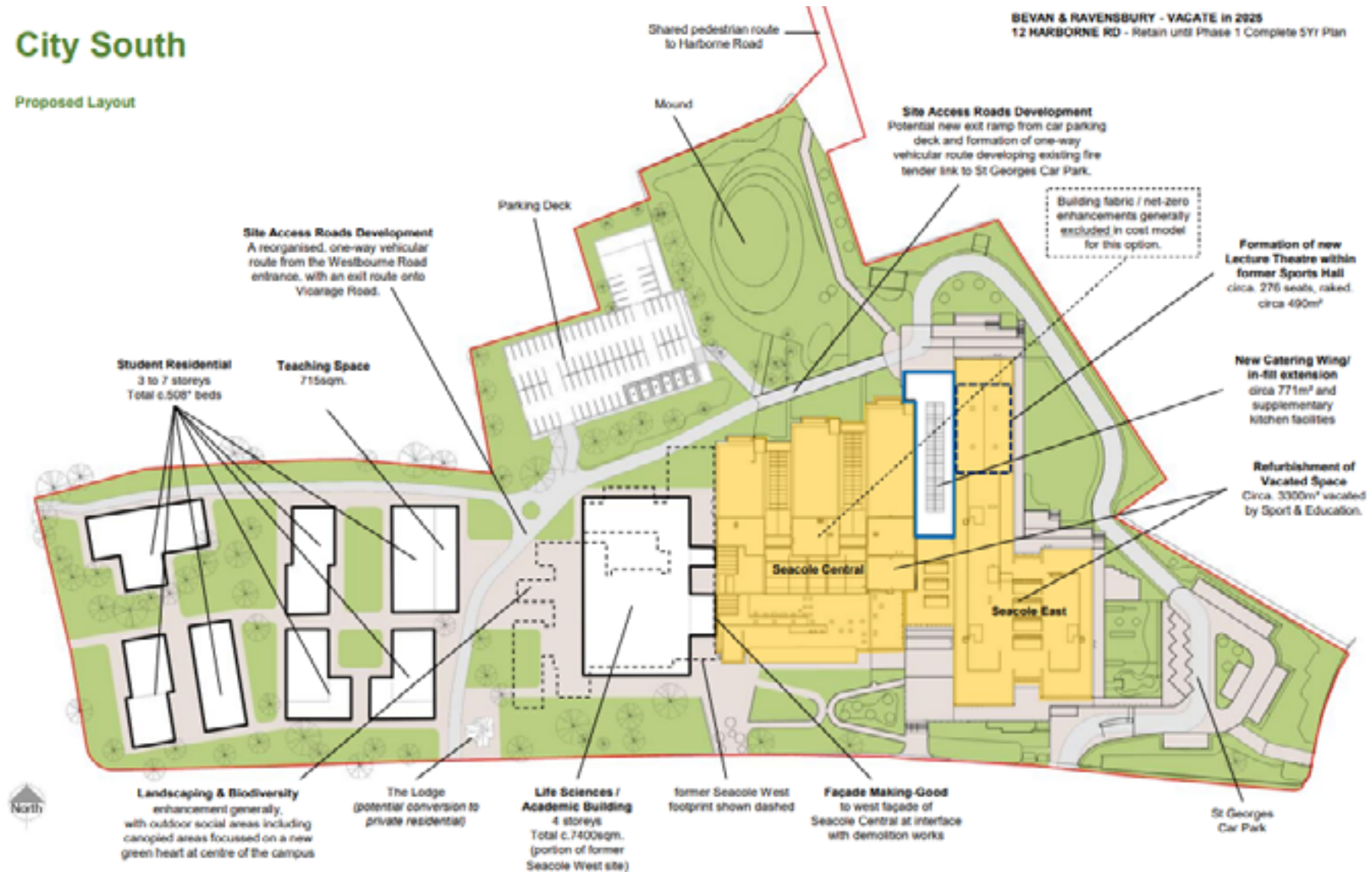
Blue dashed arrows indicate movement or connections between these areas, and red stars mark specific points of interest.

- 5.2.6 Plot A and Plot C are currently vacant land. Plot A is used as a temporary car park and part of Plot C is currently used for outdoor events. Temporary permission to use the land as a car park was renewed in 2025 and will expire in 2027/28. An outline application has been approved to provide academic and teaching space, with some retail use.
- 5.2.7 The City Centre Campus forms part of the Birmingham Innovation Quarter (BIQ) which includes neighbouring universities, colleges, and technology businesses. Part of the remit for the BIQ includes improving connectivity and accessibility to the area via active travel and public transport. The WMCA have approved the BIQ as one of its priority investment/enterprise zones.
- 5.3.4 Central to the plan is a focus on academic growth through the addition of new buildings including a Life Sciences facility, a Catering Wing, and a Lecture Theatre repurposed from the existing sports hall. These will be integrated with retained buildings like Seacole Central and East, ensuring continuity while expanding capacity and modernising the campus environment. Landscaping improvements and biodiversity enhancements are also proposed, with new green spaces designed to improve wellbeing and create a vibrant central heart to the campus.
- 5.3.5 A major component of the masterplan is the creation of new student accommodation across several plots, with capacity for around 508 beds. These buildings will range from 3 to 7 storeys, replacing older halls and helping to meet future demand for on-campus living while contributing to a compact, walkable campus layout.

5.3 CITY SOUTH CAMPUS MASTERPLAN

- 5.3.1 The City South Campus currently presents operational challenges alongside opportunities for development in line with the University's aspirations. Some of the buildings and infrastructure are dated, poorly performing and some are approaching lease expiry.
- 5.3.2 The Campus is located in a predominantly residential area, and it is perceived as generating a large amount of traffic and parking pressure. The Faculty of Health, Education and Life Sciences (HELS) is based here, where more students go to placements, especially travelling by car. The faculty also has a higher incidence of mature students, who have higher levels of car ownership.
- 5.3.3 The City South Masterplan sets out a phased vision for the future development of Birmingham City University's City South Campus. The proposal includes the demolition of outdated buildings such as Seacole West and former student residences, creating space for new, purpose-built facilities that better support modern learning, teaching, and student living needs. A key element is the creation of a reorganised site access road system to improve vehicle movement and safety, with potential links to St Georges Car Park and Vicarage Road.

Figure 2. City South Masterplan Proposal Map (2025)



5.4 HIGH SPEED 2

- 5.4.1 Birmingham's connectivity with other parts of the country will continue to improve most notably through High Speed 2 (HS2) which will release capacity on the train network to increase the number of local passenger services and freight services. This will be intertwined with complementary packages of connectivity improvements to ensure that the benefits of HS2 are spread wide driving further economic growth and generating more employment opportunities.
- 5.4.2 Birmingham Curzon Street Station, the flagship station and northern terminus of Phase One of HS2, is currently being developed adjacent to Birmingham City University. The station, which will run parallel to Curzon street, is directly overlooked by Curzon Building, Parkside Building and Millennium Point. The environmentally friendly, net zero station, will provide rapid and sustainable links to the University with London.
- 5.4.3 Phase 1 from London to Birmingham will open between 2029 and 2033. Phase 2 of the scheme which would have provided high speed rail travel from Birmingham to Manchester was scrapped in 2023.
- 5.4.4 The HS2 eastern leg to Leeds will not go ahead, nor will the planned high-speed line that was due to link Birmingham and East Midlands Parkway.
- 5.4.5 As part of the development, there will be various public spaces around the station that will support travel, recreation, and leisure, with the intention for pedestrians and cyclists to be fully supported and encouraged to make use of the space.

5.5 SPRINT BUS RAPID TRANSIT

- 5.5.1 The first three Sprint routes were completed in early 2022 in time for the 2022 Commonwealth Games. They included:
 - A34 - Walsall to Birmingham via Sandwell, with a journey time of 40 minutes or less.
 - Sutton Coldfield to Birmingham via the planned new neighbourhood at Langley, with a journey time of 12 minutes or less between Sutton Coldfield and Langley, and 30 minutes or less between Langley and Birmingham.
 - A45 - Solihull and Birmingham Airport to Birmingham, with a journey time of 45 minutes or less between Birmingham Airport and Birmingham city centre, and 45 minutes or less between Solihull and Birmingham city centre.
- 5.5.2 However, the hydrogen-powered, tram-style buses synonymous with the Sprint rapid transit system were not ready in time and current buses were utilised instead impacting journey times and disembarking.
- 5.5.3 £56 million has been signed off for phase 2 of Sprint, which will create a link between Walsall and Birmingham Airport through Great Barr and Birmingham City Centre. More bus lanes and new junctions will be created to increase the speed of the Sprint journey.
- 5.5.4 By 2026 the Sprint network is expected to be made up of seven routes providing essential links to the two HS2 stations servicing the region.

5.6 CROSS CITY BUS ROUTES

- 5.6.1 Transport for West Midlands is developing cross-city bus routes, to reduce the need to change buses in Birmingham city centre. The plan also includes prioritising buses at junctions across the region to improve journey times and reliability.
- 5.6.2 It is expected that cross city bus routes will improve connections between the two campuses and satellite buildings.

5.7 METRO EXTENSION PROGRAMME

- 5.7.1 The Birmingham Eastside Metro extension to Digbeth will serve the HS2 station at Curzon Street, separating from the existing West Midlands Metro line at Bull Street. 1.7km of twin track running from Bull Street to a new terminus at High Street Deritend will be established.
- 5.7.2 Phase One of the Metro westside extension programme has already benefited BCU with the Edgbaston Village West Midlands Metro Station opening in 2022, an approximately 10-minute walk from the City South Campus.
- 5.7.3 The extension will service the Eastside regeneration area, where City Centre Campus is located, offering connections with New Street, Moor Street and Snow Hill Railway Stations, in addition to the new Curzon Street HS2 station. The scheme also includes a new bus interchange adjacent to the Clayton Hotel Birmingham to provide an efficient bus, Sprint and coach interchange with HS2.
- 5.7.4 Completion of works, including an extension to Dudley, is due in 2025/26.



5.8 CYCLE ROUTES

- 5.8.1 Blue cycle routes were introduced along the A34 and A38 in Birmingham in 2019 as part of the Birmingham Cycle Revolution programme. The blue surfaced routes provide wide, two-way cycle routes which are separated from other traffic wherever possible. They also have dedicated signals for cyclists at major junctions.
- 5.8.2 In the north of Birmingham, the A34 route provides an easy route by bike between Heathfield Road, Birchfield and the city centre, whilst in the south of Birmingham, the A38 route provides an easy route by bike between Selly Oak and the city centre.
- 5.8.3 Several pop-up cycle routes were also delivered in 2020 to support the increase in cycling linked to Covid-19 restrictions. This included a cycle lane along Jennens Road, that was providing increased cycling accessibility to the City Centre Campus. This has now been removed, but BCC is currently reviewing possible funding streams to reinstate it. The remainder of the A74 cycle corridor has been made permanent and provides a link up to the Curzon roundabout.

5.9 BIRMINGHAM CITY CENTRE SEGMENTS

- 5.9.1 Transforming the city centre is one of the big moves outlined in the Birmingham Transport Plan (October 2021). Part of the vision is to make the city centre better for people walking, cycling, and using public transport.
- 5.9.2 The City Centre Core Segment, where the City Centre Campus is located, will become an “access only” area where walking, cycling and public transport will be prioritised.
- 5.9.3 Several of the boundaries of the segments were created on a temporary basis in 2020 and then finalised and implemented in 2022. These include Jewellery Quarter, Knowledge Quarter and Convention Quarter.
- 5.9.4 A study of the Ring Road is currently underway to look at the capacity of the Ring Road and how traffic will be impacted by the City Centre segments. There is an aspiration to improve walking and cycling along the Ring Road, providing an orbital route around it.



5.10 E-SCOOTER TRIALS

- 5.10.1 E-scooters in Birmingham were first approved by the council in June 2020. The trial commenced in September 2020, and was due to originally run until September 2021, but the government extended the national trial to March 2022.
- 5.10.2 The e-scooter trial in Birmingham was set to be extended until May 2024, but was instead paused in March 2023 following delays in the procurement process following the end of the contract with Voi. Beryl has been appointed as the new provider, launching their e-scooter scheme in July 2023. The trial is set to be extended to autumn 2026, with contract renewals due in 2025.

5.11 CYCLE HIRE

- 5.11.1 The cycle hire scheme was launched by Transport for West Midlands (TfWM) in Central Birmingham in May 2021.
- 5.11.2 When originally launched, more than 300 bikes were distributed among 43 docking stations placed at key locations in and around the city centre - including bus, train and tram interchanges and popular destinations like Broad Street and Victoria Square. The scheme offers both standard and electric bikes.
- 5.11.3 Following this, the numbers increased to 83 docking stations and more than 700 bikes by the end of 2021, covering an area including the city centre and stretching out towards the University of Birmingham. TfWM was awarded £3.5 million funding in January 2023 to support the better design and development of cycling, wheeling, and walking schemes in the region. This will ensure the new cycle routes and lanes or projects are of the highest quality, meeting design standards which will in turn increase the capacity of the cycle hire scheme and leave scope for upscaling the current offer.
- 5.11.4 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.

5.12 CLEAN AIR ZONE

- 5.12.1 In June 2021, Birmingham City Council introduced a Clean Air Zone (CAZ) to tackle traffic-related pollution in the city centre. Birmingham City Council's plans for a Clean Air Zone (CAZ) were approved by the UK government in March 2019 and was due to come into force in January 2020. However, since then the impact of Covid-19 postponed the launch until June 2021.
- 5.12.2 The Clean Air Zone is in operation 24 hours a day, 365 days a year and covers an area of the city centre within the A4540 Middleway, incorporating the City Centre Campus. Currently, there are no plans for extending or changing operations of the Clean Air Zone.



6. INTERNAL TRAVEL POLICIES AND OPERATIONS

6.1 AGILE WORKING

- 6.1.1 Agile working allows employees to work in flexible ways to enable them to do their jobs more effectively through collaboration and efficient working practices. Agile practices can also support employee well-being and an improved work life balance. Agile working usually involves a flexible office space with multiple areas for collaborative working. It can also include flexibility through a variety of start and finish times, variable days of working and working from different locations, including at home. It can also support business continuity in case of travel disruption for staff that do not need to be on campus.
- 6.1.2 Since the Covid-19 pandemic started, staff have experienced different ways of working, which, as well as the above benefits, can support reductions in transport emissions.
- 6.1.3 Five core principles have been agreed to help guide the University's approach:
- We will always prioritise the best way of supporting our students.
 - We will also prioritise ensuring that we can work effectively as a connected university community.
 - We need to learn from the pandemic about what worked well for individuals and teams.
 - We need to recognise that investment of time and resource from us all will be needed to make agile working effective.
 - We need to recognise that being the University for Birmingham means knowing and relating to the city around us.

- 6.1.4 Following the Agile Working Pilot, Joseph Priestley Building was re-fit to become a Professional Services Hub in 2023, allowing staff to work more flexibly. Building usage is based on assumptions that staff will continue to work both on and off campus. The building will include:
- Different work areas – desks/collaborative space/drop in spaces etc.
 - Different meeting spaces – meeting rooms/collaborative spaces/pods etc.
 - Confidential spaces.
 - Co-locations of different teams.
 - Storage solutions for personal belongings.
- 6.1.5 Appropriate AV equipment was installed in meeting spaces to optimise hybrid meetings, allowing staff to collaborate, whether they are on or off campus. Most staff from Benjamin Zephaniah Building (formally called University House) moved to Joseph Priestley Building by October 2023. Soft telephony has been provided as part of the Joseph Priestley project and there are plans in BCU's Technology Strategy to rollout soft telephony by the end of 2025.



6.2 BUSINESS TRAVEL

- 6.2.1 The University currently conducts its business travel arrangements through the following routes:
- Air and rail travel as well as hotels are booked on an online system via the travel management company Key Travel, whilst other business travel, for example taxis and coaches, are booked separately.
 - The Key Travel system provides data on CO₂e emissions for air and rail travel journeys.
 - There are certain flights and airlines that are not possible to book via Key Travel e.g. some internal flights in India. These are booked using department purchasing cards and currently no data is collected for these journeys.
- 6.2.2 The University does not have a Travel and Expenses Policy in place, but a draft policy for staff has been created for UK and international travel. The draft policy includes the need to follow the travel hierarchy:
- **Avoid travel** - travel should be avoided where possible by utilising soft telephony and virtual collaboration tools such as Microsoft Teams. Only undertake business travel that is absolutely essential.
 - **Travel in the local area** – active travel and public transport need to be prioritised, if this is not available or viable, taxi, personal vehicle or private hire should be considered.
 - **Travel within the UK** – public transport is to be considered in the first instance. Taxi, personal vehicle or private hire can be considered if no public transport options are available. Air travel is not permissible within Great Britain.
 - **Outside of Great Britain** – public transport to be preferred if possible. Flights should only be considered if other alternatives are not possible. Flights in business class can only be considered for medical reason or for flights longer than 8 hours.

- 6.2.3 It is currently difficult to get data for business trips booked outside of Key Travel, for example for taxi travel. The University has an agreement with a taxi company, but staff also book travel independently and expense it.
- 6.2.4 The University's Travel and Expenses Policy recognises transport modes that enable laptop use—such as buses and trains—as opportunities for work while travelling.
- 6.2.5 A review of the management of business travel is currently underway.

6.3 LEARNING AND TEACHING

- 6.3.1 Regarding BCU's Learning and Teaching Strategy, all assessments have been moved online and therefore increased flexibility, and over the past couple of years will have reduced mass travel during assessment period.
- 6.3.2 A blended learning approach for module delivery has been approved, and although there isn't a target, BCU will see more scheduled learning being delivered in different remote modes. However, BCU will ensure a campus first approach to ensure our learners progress and succeed.

6.4 STAFF TRAINING EVENTS

- 6.4.1 It has been reported that due to a lack of internal rooms for training events, the University often has to rent external training facilities, sometimes located far from the University's campuses. This results in an additional number of trips undertaken from the University to the training venue by taxi or private vehicles to move the equipment necessary for the training, as well as a higher number of staff travelling to the training venues by private vehicles.

6.5 INTERNATIONAL STUDENT TRAVEL

- 6.5.1 As well as having around 5,300 international students 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 analysed.
- 6.5.2 The International Student Office is looking to create a sustainability module for students, to help them travel more sustainably. While it is recognised that most of the time they will need to fly to reach the destination for their studies or placement, the module could look at ways on how to shorten distance flown, for example combining flights with train journeys, and adapting the way they travel in the country of destination.

6.6 TRAVEL TO PLACEMENTS

- 6.6.1 BCU encourage students to take part in work placements or work experience. Some courses, such as educational and health related courses feature mandatory placements. Those placements are already set up in the course and are allocated to students based on ease of travel and individual requirements. In such cases, students may be working and studying at same time, meaning they may have to perform multiple journeys from their terms time address, the University, and their placement location. The majority of courses featuring mandatory placements are based in the City South Campus.
- 6.6.2 Each school has an employability team that liaise and work with local and national employers to source and promote opportunities and that helps students finding the most suitable work experience.

6.7 SUPPLIERS, DELIVERIES, AND CONTRACTORS

- 6.7.1 Suppliers and contractors are responsible for their travel arrangements. The University Contractor Code of Conduct Procedure provides some

guidance about the vehicles contractors are allowed to use and where they should park within the University, but it does not require the vehicles to be zero or low emissions.

- 6.7.2 Requirements on low or zero emission vehicles and consolidated deliveries and trips have been requested for some contracts. Work is underway to further embed requirements around sustainable travel into procurement.
- 6.7.3 There is designated parking for contractors at City South Campus and contractors can book a limited number of spaces in the Millennium Point contractor car park. The City Centre Campus does not have a designated parking areas for contractors, and issues with pavement parking have been reported.
- 6.7.4 Electric vehicle charging points were installed at four locations across the BCU estate in 2024, with a view to offering contractors the facilities and encouraging the purchase of electric vehicles.
- 6.7.5 Data is not currently captured on this upstream transportation and distribution, so it is not currently possible to calculate carbon emission generated by these trips.

6.8 VISITORS AND EVENTS

- 6.8.1 Despite being primarily a teaching establishment, the University maximises the use of existing space to deliver events, mostly internally led events. Around 10% of events are purely commercial, with external bodies hiring spaces for events and activities. Events for potential and future students are also held, including Open Days.
- 6.8.2 The University facilitates access for visitors and to people participating at events by directing them to the information on the University website, asking them to prioritise active travel and public transport over car. However, some data collected suggested that most visitors still access the University by car.

6.9 UNIVERSITY FLEET

- 6.9.1 BCU have an internal fleet of eight vehicles for Estates and Facilities, the majority of which are currently leased:
- Electric vehicle (Nissan Leaf) used by Quality Control Officer and others within E&F. Compliant to Clean Air Zone (CAZ).
 - Two Ford LCV Transit vans for the Gardening Team. Both compliant to CAZ.
 - Vauxhall Vivaro medium van for Postal Team. Compliant to CAZ.
 - Two vehicles for Building Maintenance Team - one small VW van and one medium Vauxhall Vivaro.
 - Vauxhall small van for Facilities and Post Team. Compliant to CAZ.
 - Toyota estate car for Security Team. Non-CAZ compliant.
- 6.9.2 The Faculty of Heath, Education and Life Sciences also have two vehicles:
- Ford Transit medium van.
 - LDV Ambulance used for student learning.
- 6.9.3 According to the lease agreement, the University is responsible for paying only for insurance and fuel. Vehicles can also be swapped with different vehicles if necessary.
- 6.9.4 Switching to an EV fleet has been considered, however at the moment the range of available vehicles would not be sufficient to complete some of the longest trips some of the departments have to undertake, for example when providing graduation services for students.
- 6.9.5 Electric vehicle charging points were installed at four locations across the BCU estate, enabling the transition to an electric vehicle fleet.

6.10 CURRENT BCU INITIATIVES TO ENCOURAGE SUSTAINABLE TRAVEL

- 6.10.1 BCU provides the following initiatives and information to students and staff to encourage sustainable travel:
- Providing cycle parking, showers, lockers.
 - Staff Cycle to Work Scheme.
 - Discounted Travel Card Scheme for bus, rail and metro for staff.
 - Public transport and active travel related events e.g. Dr Bike sessions, travel provider stands.
 - Information on website and iCity about sustainable travel options.
 - Travel related articles on iCity/Tiger Today/student newsletters.
 - Work with BCC, TfWM and travel providers to keep up-to-date on initiatives.
 - Cable lock amnesty events and events selling discounted D-locks.



7. TRAVEL SURVEY

7.1 OVERVIEW

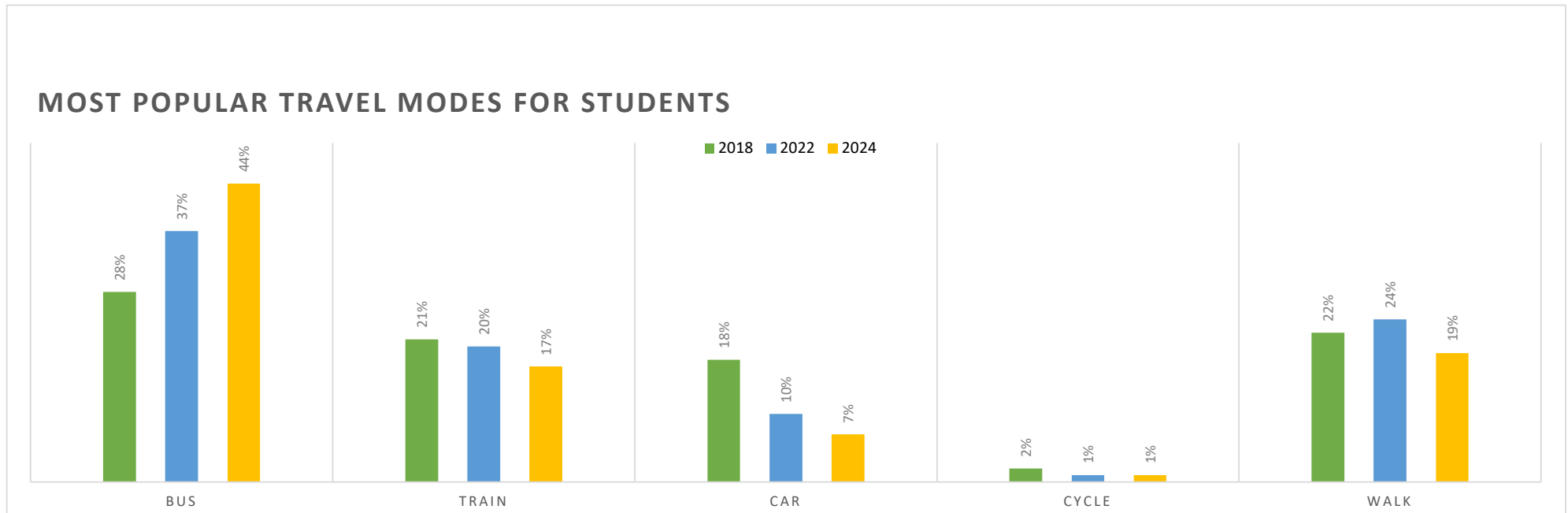
- 7.1.1 A travel survey was undertaken to determine the current travel patterns and attitudes of staff and students who work and study at Birmingham City University. The travel survey was designed and implemented by BCU. The online survey was distributed through several channels and promoted with roadshow events on site.
- 7.1.2 The survey ran for three weeks from Monday 21 October until Sunday 10 November 2024. A total of 3,456 responses were collected.
- 7.1.3 Nearly two thirds of respondents (64%) are students, whilst 36% of respondents are staff. Staff responses are split between support or professional services staff members (69%), academic staff members (26%), associates (3%) and other (2%). 2,427 (70%) of all staff and student responses are primarily based at the City Centre Campus. Just over a quarter (901 ,26%) are based at City South Campus, while 4% are based at a BCU building not within the City South or City Centre campus.
- 7.1.4 The response rate for students was 8% (2,536 responses) and 28% for staff (920 responses). The total number of students excludes transnational students (students attending BCU courses at partners institutions abroad).
- 7.1.5 In the following sections, results of key questions are analysed. Results are broken down by role (students/staff), or other demographic information according to the level of detail needed to develop the Travel Plan actions. When possible, comparison with responses to the 2018 and 2022 surveys are provided.
- 7.1.6 Further detail on the results of the travel survey will be provided in a separate Travel Survey Report.



7.2 COMMUTING MODE SHARE

Students

Figure 3. Student travel modes.

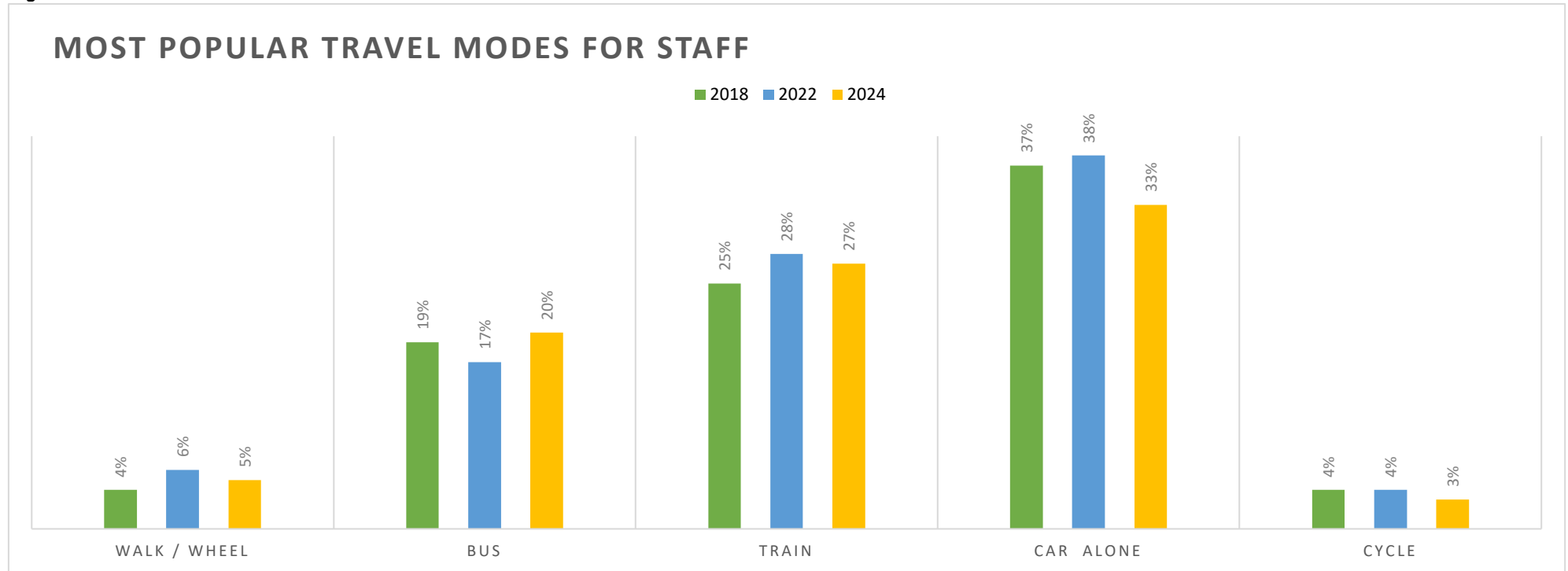


7.2.1 Bus usage has seen a consistent and significant increase, rising from 28% in 2018 to 44% in 2024, suggesting greater reliance on bus travel amongst students. Train usage has declined slightly over the years, dropping from 21% in 2018 to 17% in 2024. Car usage shows the most notable decrease, falling sharply from 18% in 2018 to just 7% in 2024. Cycling remains negligible, holding steady at around 1-2%, while walking peaked at 24% in 2022 before declining slightly to 19% in 2024. The findings reflect a broader shift towards environmentally friendly transport options.

7.2.2 Less popular travel types include private buses which are used by a small portion of respondents, with 0.51% choosing this mode. Only 4.02% use the tube, metro, tram, or light rail to reach campus. 1.18% of individuals rely on taxis. Car lift-sharing is also represented, with 1.10% traveling as drivers and 0.67% as passengers. A slightly larger group, 1.58%, are dropped off by car. Park-and-walk is another choice, accounting for 0.83% of journeys.

Staff

Figure 4. Staff travel modes.



7.2.3 In 2024, car-alone commuting decreased to 33%, showing a notable drop from 38% in 2022 and 37% in 2018. Bus usage increased to 20%, up from 17% in 2022 and 19% in 2018, highlighting growing reliance on public transport. Train usage saw a slight decline to 27% from 28% in 2022 but remained higher than 25% in 2018. Walking and wheeling accounted for 5%, marginally lower than 6% in 2022 but up from 4% in 2018, while cycling remained steady at 3%. These trends indicate gradual progress toward sustainable commuting behaviours.

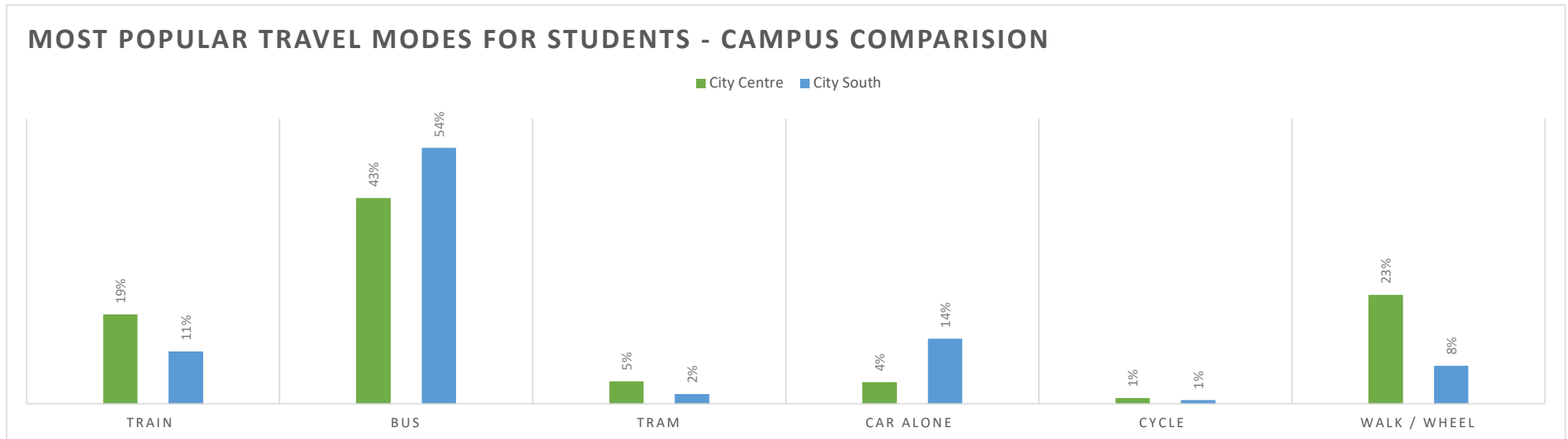
7.2.4 Transport modes used less often by staff include tube, metro, tram, or light rail, with 3% of individuals using this mode of transport.

Taxis are another option used by colleagues, though only 1% rely on them. E-cycles, both personal and through hire schemes, are used by a small number of people, with 1% using personal e-cycles and less than 1% opting for hire schemes. Car lift-sharing is an option for a few individuals, with 3% driving and 1% commuting as passengers. Similarly, 1% rely on being dropped off by car. Park-and-ride and park-and-walk are niche choices, used by less than 1%. Van travel, whether as a driver or passenger, is also uncommon, making up less than 1%. Additionally, 2% work from home, and 1% use other transport methods.

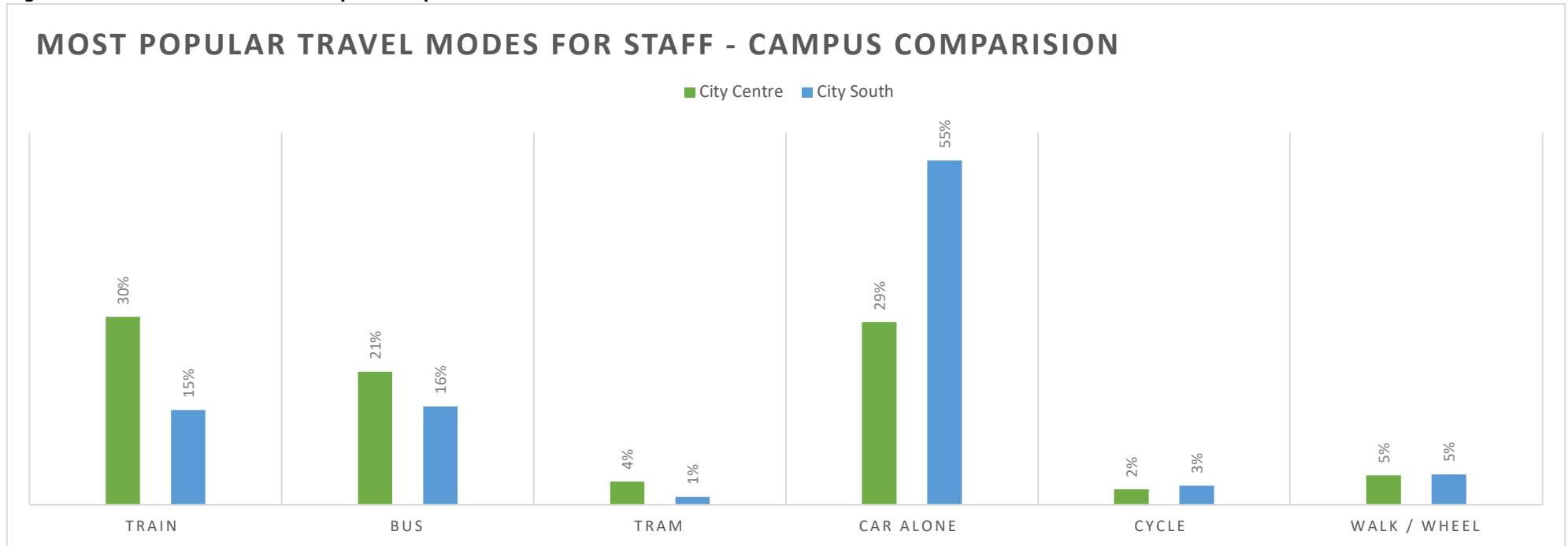
7.3 TRAVEL MODES – CAMPUS COMPARISON

Campus

Figure 5. Student travel modes – Campus Comparisons.



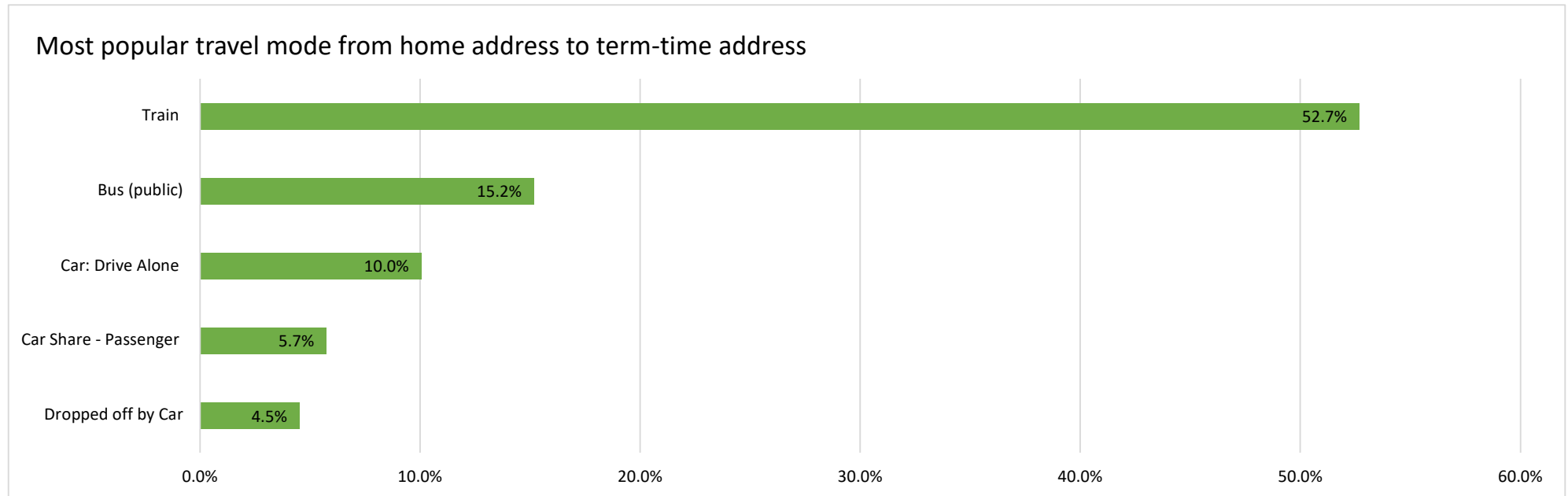
7.3.1 The most popular travel mode among students at City Centre and City South campuses is bus travel, with 54% of City South students using it compared to 43% in City Centre. Train travel is also more prevalent for City Centre students (19%) than City South (11%). Walking or wheeling is significantly higher for City Centre students (23%) versus 8% for City South. Car alone usage is more frequent in City South (14%) than City Centre (4%). Tram travel is slightly more popular in City Centre (5%) compared to City South (2%). Cycling remains the least used mode for both campuses, at just 1% each. The data suggests City Centre students prefer public transit and walking, while City South students rely more on buses and cars.

Staff**Figure 6. Staff travel modes – Campus Comparisons.**

7.3.2 The most popular travel modes for staff at City Centre and City South campuses is driving alone, with 55% of City South staff using it compared to 29% in City Centre. Train travel is more prevalent among City Centre staff (30%) than City South staff (15%). Bus usage is also higher in City Centre (21%) than City South (16%). Tram travel is more frequent among City Centre staff (4%) compared to just 1% in City South. Cycling remains minimal for both campuses, at 2% in City Centre and 3% in City South. Walking or wheeling is used equally by 5% of staff at both campuses. The data suggests City Centre staff favour public transport, whereas City South staff rely more on driving alone.

7.4 TRAVEL FROM STUDENT HOME ADDRESSES

Figure 7. Student travel from home addresses

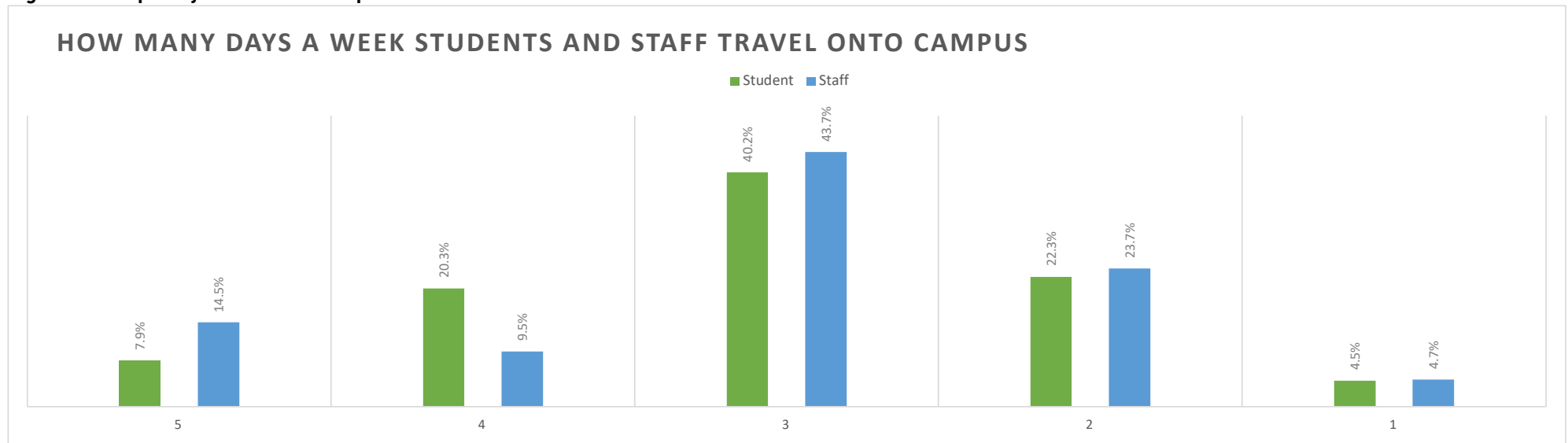


7.4.1 Train travel is the most popular mode of transport for students travelling to their term time address, with it being used by 52.7% of students. Public buses are the second most chosen mode, accounting for 15.2% of students. Driving alone in a car ranks third at 10%, car-sharing, where students travel as passengers, accounts for 5.7%, and 4.5% of students are dropped off by car.

7.4.2 Less commonly used transport modes by students include taxis (0.2%), park-and-ride (0.2%), and car-sharing as a driver (0.4%), cycling represents 0.6%, pedestrian travel (1.8%), private buses (2.3%) and trams (2.7%).

7.5 FREQUENCY OF TRAVEL TO CAMPUS

Figure 8. Frequency of travel to campus

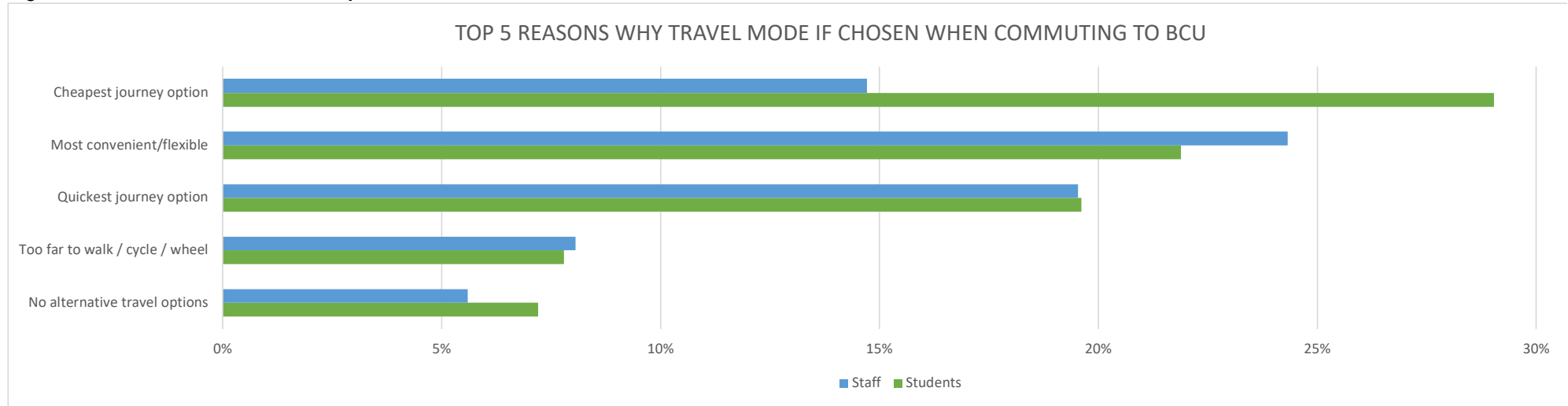


7.5.1 Among students, the most common frequency is three days per week (40.2%), followed by two days (22.3%). A smaller proportion of students commute four (20.3%), five (7.9%), or one day (4.5%) weekly. In contrast, staff exhibit a higher tendency to commute regularly, with 44% traveling to campus three days a week, and 24% commuting two days per week. A notable 14% of staff commute five days, while smaller proportions travel four days (9%) or one day (5%).

7.5.2 A small proportion of students (1.1%) and staff (1.4%) commute twice or more per month, while those traveling about once per month account for 0.3% of students and 0.7% of staff. Rare travel, such as a few times a year, is reported by 0.4% of students and 0.8% of staff. Notably, 0.8% of students and 0.1% of staff report never commuting.

7.6 REASON FOR COMMUTER TYPE

Figure 9. Reason for choice in transport.

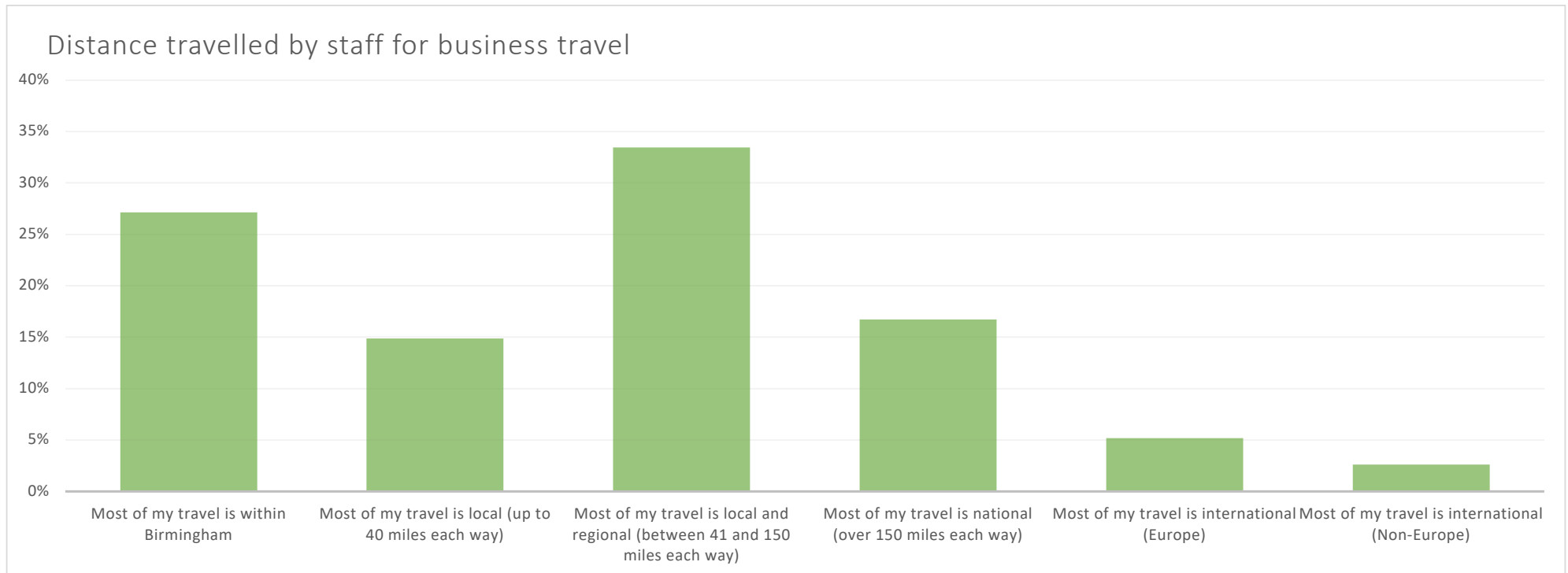


7.6.1 “Cheapest journey option” was cited by 29% of student respondents, compared to 15% of staff. “Most convenient/flexible” is also an important factor, chosen by 24% of staff and 22% of students, showing that convenience plays a key role for both groups. Both students and staff equally value the “Quickest journey option” with 20% selecting this as a reason for their choice. The challenge of distance—being “Too far to walk, cycle, or wheel”—is mentioned by 8% of both students and staff, indicating that proximity to campus influences their decision. Lastly, “No alternative travel options” is a reason for 7% of students and 6% of staff, showing that a small proportion rely on a single mode of transport due to lack of options.

7.6.2 Both groups cite “No direct public transport options” with 2% of students and 3% of staff mentioning this as an issue. “Public transport is not reliable enough” is noted by 1% of students and 3% of staff, alongside concerns about high fares. Health and disability considerations are mentioned by 1% of students and 3% of staff. Environmental reasons are mentioned by 1% of students and 4% of staff, while personal safety concerns affect 2% of both groups.

7.7 BUSINESS TRAVEL DISTANCES

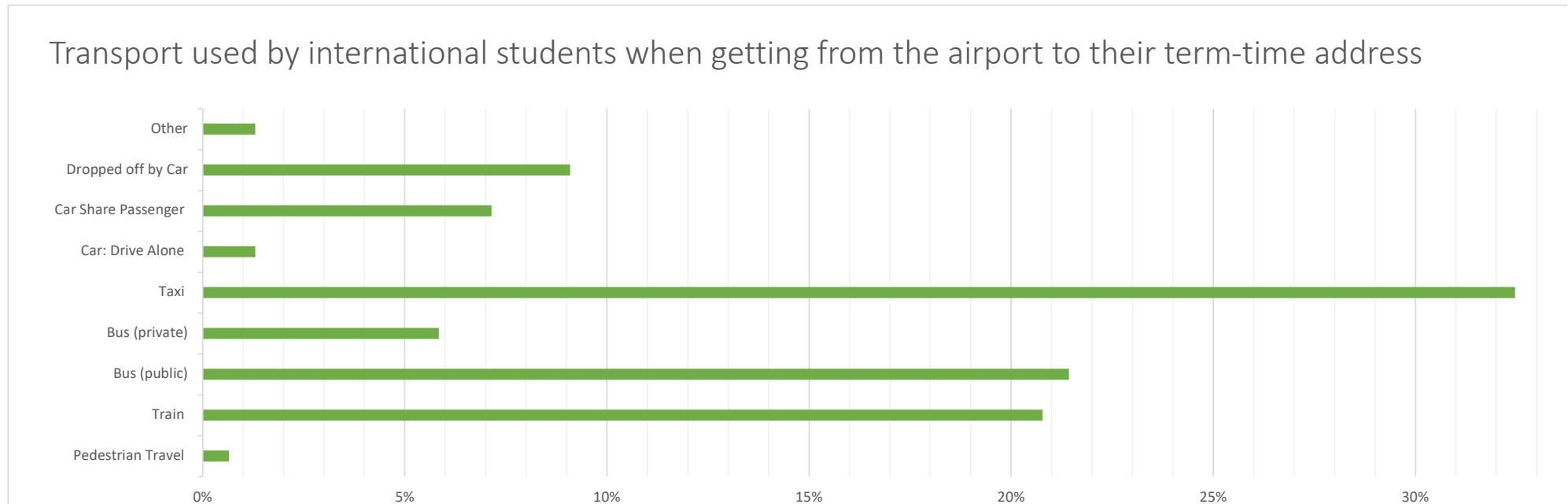
Figure 10. Staff Business Travel



7.6.2 Among staff who travel for business off campus (384 respondents), local and regional travel (between 41 and 150 miles in each direction) was the most commonly reflected individuals' typical behaviours (31%). Travel within Birmingham was the next most common (23%), followed by local travel (up to 40 miles in each direction) (21%). Travel abroad is typical for a relatively small proportion of staff (41 respondents in total), with 6% mainly travelling within Europe and 5% mainly travelling internationally outside of Europe.

7.8 INTERNATIONAL STUDENT TRANSPORT FROM AIRPORT

Figure 11. Travel type from airport



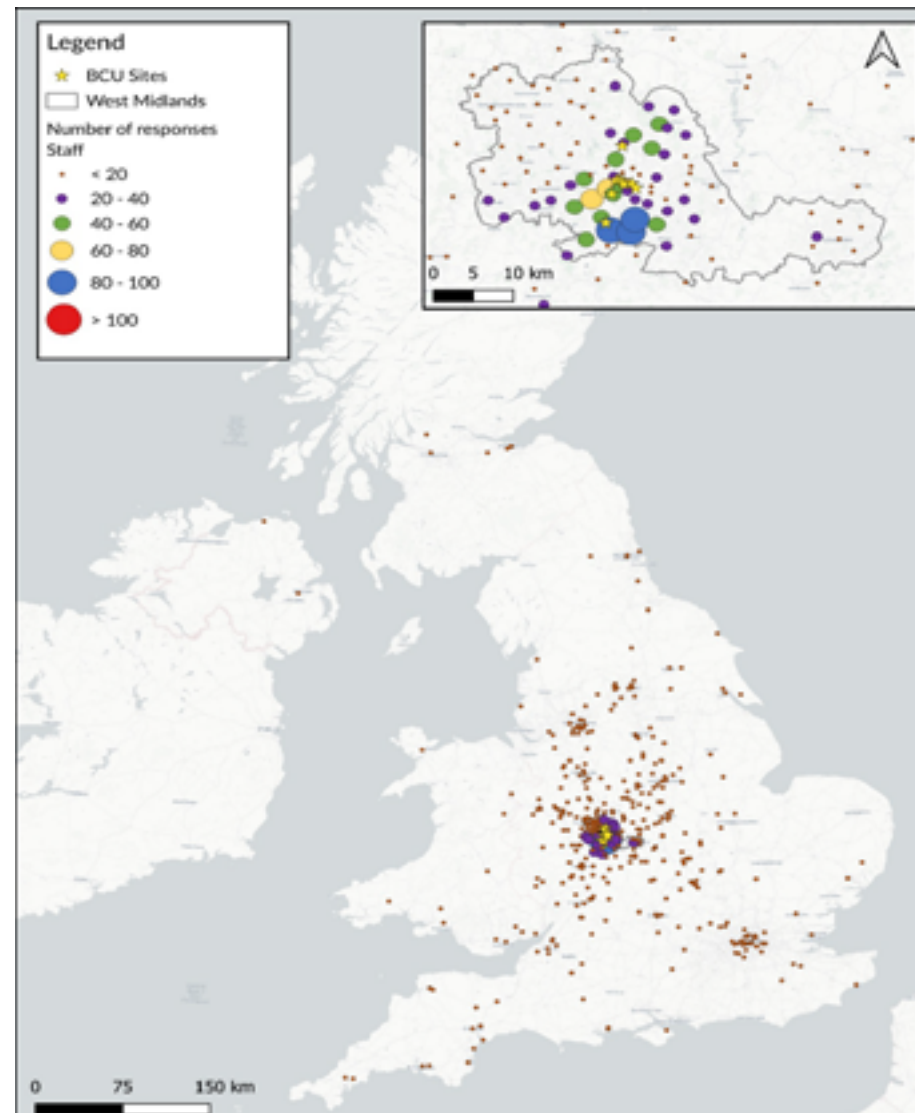
7.8.1 Taxis are the most commonly used mode, with 32% of people opting for this option, likely because of its direct and convenient nature. Both trains and public buses are also widely used, with 21% of travellers choosing each, making them popular options for those seeking accessible transport.

7.8.2 Other modes are used less frequently. Private buses account for 6% of journeys, while 9% of people rely on being dropped off by car. Car-sharing as a passenger is chosen by 7%, providing a shared option for some travellers. A very small percentage of people (1%) travel by car alone or on foot, likely reflecting the challenges of distance or accessibility. "Other" modes of transport are also rare, with just 1% using alternative means. The table highlights a mix of choices for this specific type of journey.

7.9 – TERM-TIME ADDRESSES

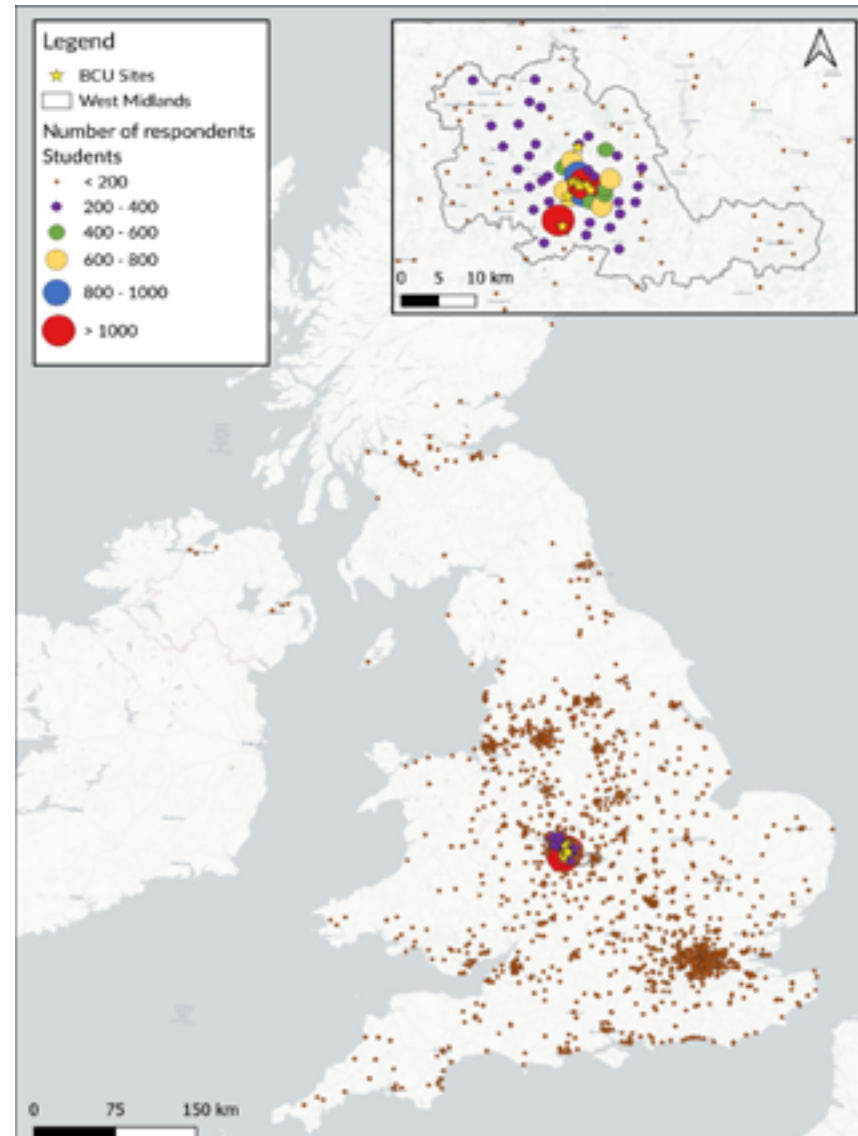
- 7.9.1 Figures 12 and 13 show the postcodes of where staff and students live during term-time..
- 7.9.2 Most staff live within the West Midlands, close to Birmingham city centre and the BCU campuses. As seen in figure 12, there is a high density of staff located in the outer suburbs, towards the north-east and south of Birmingham, rather than in the city centre itself.

Figure 12. Staff home address distances from campus



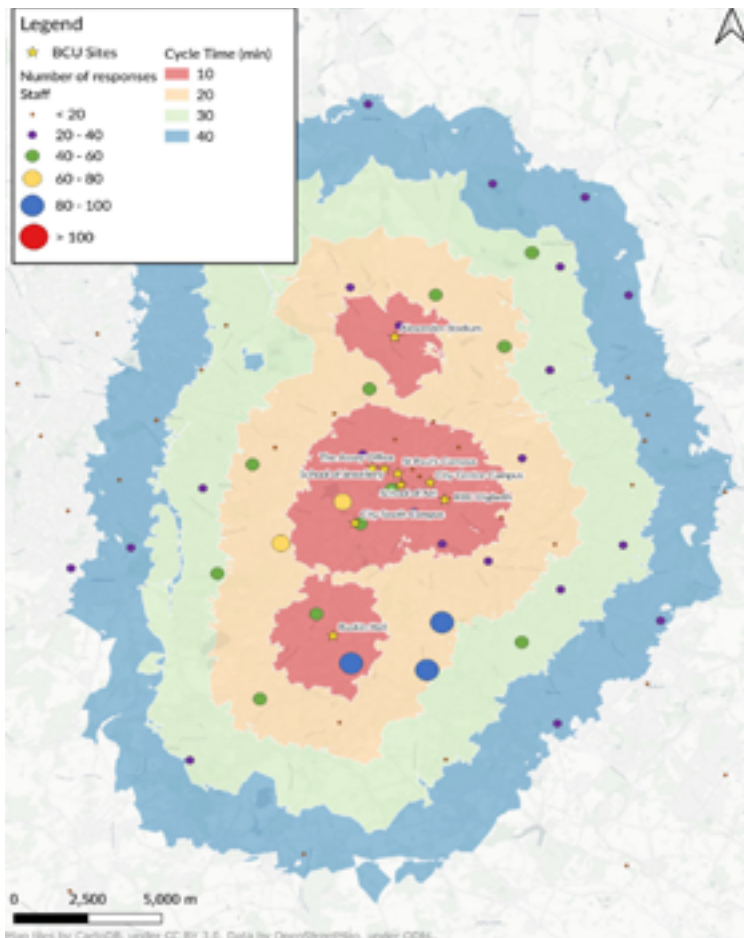
- 7.9.3 The majority of students also live within the West Midlands during term-time. However, contrary to staff, there is a higher density of students living within Birmingham city centre, rather than in the outer-suburbs.

Figure 13. Student home address distances from campus



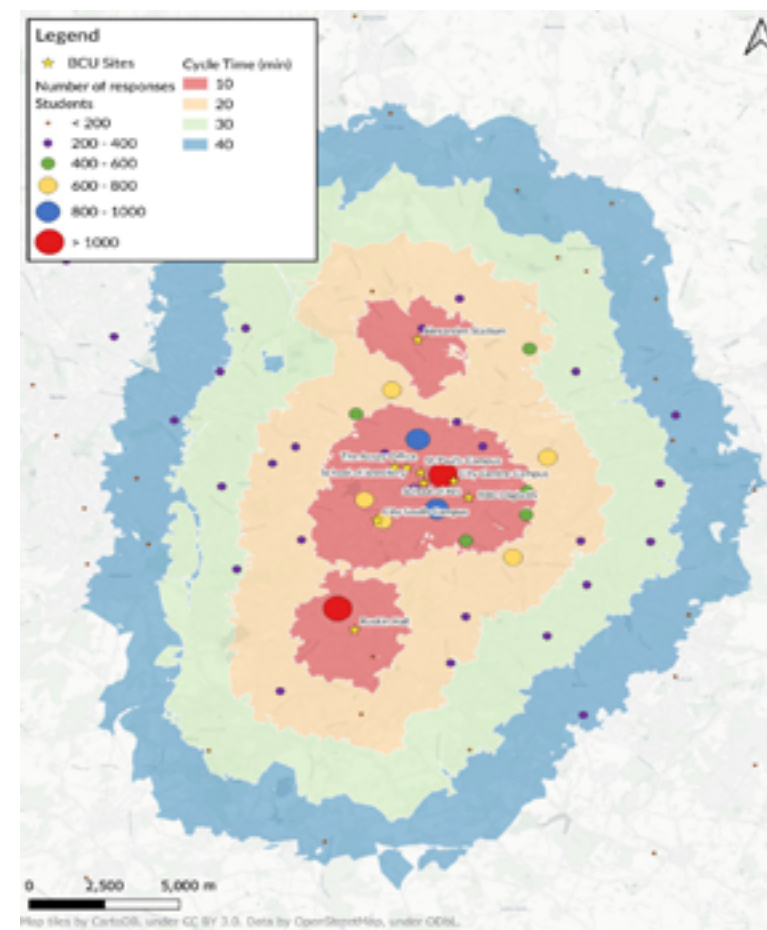
7.9.4 The heat map below identifies home addresses of staff and the length of time it would take to cycle to BCU buildings from their homes. Over 1,000 members of staff live within a cyclable range of the University (40 minutes or less away), meaning there is great potential to transition colleagues away carbon emitting forms of transport and towards active travel, which would benefit not only air quality, but also the health of staff.

Figure 14. Staff biking distances to campus



7.9.5 The heat map below identifies term-time addresses of students and the length of time it would take to cycle to BCU buildings from their term-time homes. Over half of students live within a cyclable distance of the University, with a large proportion of students living within a 10 radius City Centre and City South buildings.

Figure 15. Student biking distances to campus



8. GOALS AND TARGETS

8.1 OVERVIEW

8.1.1 A primary aim of the Travel Plan is to reduce greenhouse gas emissions associated with movements and transport generated by the University, to support achieving its carbon reduction targets. It is however recognised that transport can have a significant impact on the way students and staff experience BCU, and actions set in the Travel Plan can help enhance their experience. Several goals have been set to reflect the breadth of the Travel Plan.

8.2 GOALS

8.2.1 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.

8.3 TARGETS AND MONITORING

8.3.1 As the goals are not only linked to travel and carbon reduction, it is more difficult to develop associated SMART (Specific, Measurable, Attainable, Realistic, Time-bound) targets for some areas. Also, as transport policies not only influence travel to University, but also other areas of student and staff lives (e.g. quality of the environment, wellbeing, work-life balance), only setting mode share targets will fail to recognise the additional benefits that the Travel Plan actions could bring.

8.3.2 When measurable targets could not be identified, a commitment to improve data collection in a specific area is made.

8.3.4 Targets have been set for the University as a whole, although it is recognised that for the City Centre Campus, due to its city centre location and abundance of alternative travel options, the potential shift to sustainable travel options and reduction of single occupancy car travel would be greater than the potential of City South Campus, where not only are alternative travel options more limited, but also the Campus is visited by a higher number of older students, working students and students attending placements, which are more likely to need a car for their trips when compared to the student population of the City Centre Campus.

8.3.5 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

Table 7. 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

9.1 OVERVIEW

9.1.1 The action plan for the University across all campuses is set out below, including expected outputs, responsibility, and timescales of each of the measures.

9.2 COMMUTING AND VISITOR TRIPS

Walking

Table 8. Walking Action Plan

Action	Goal	Outputs	Monitoring	Notes
Deliver temporary traffic calming scheme on Cardigan Street, ensuring the campus remains accessible for blue badge holders and other vulnerable students. Driving habits will be monitored before further decisions are taken on a permanent traffic calming scheme.	1,5,6	Temporary traffic calming scheme installed. Monitoring.	- Director of Estates and Facilities - Deputy Director of Estates and Facilities	Temporary measures installed November 2023 and continue to review scheme.
Liaison with BCC about walking link improvements between Harborne Road and north of Seacole Building. Lobby for improvements and ongoing liaison with BCC.	1,5,6	Improvements made by BCC.	- Head of Sustainability - Environmental Officer - BCC	Initial liaison with BCC in 2024/25 with desire for improvements to be made by the end of this Travel Plan. This will be subject to BCC resource and capacity.
Identify issues with walking links to access the University, in terms of safety, security, lighting, comfort etc. Identify partners who are responsible and liaise with them to lobby for improvements. Some initial actions have already been identified in this section. Keep an ongoing record of issues raised by students, staff and visitors to support the identification and prioritisation of actions. Liaise with West Midlands Police to get data from their StreetSafe initiative related to the BCU campuses.	1,5,6	Record of issues identified. Improvements made by responsible organisations.	- Head of Sustainability - Environmental Officer - Head of Security Operations	Initial review in 2024/25. Ongoing monitoring through travel surveys and feedback to Security.
Undertake walking audits of the two campuses with students to identify issues and barriers.	1,5,6	Record of issues identified and actions to resolve these.	- Head of Sustainability - Environmental Officer - Security - Students' Union - Disability Support - Facilities Manager	2024/25 then annually.
Liaison with BCC to improve lighting, pedestrian paths and pedestrian crossing on key access links to the two Campuses to improve safety and security. Liaison with BCC and TfWM to identify strategies and keep best practice under review to address security concerns where lighting or CCTV cameras are not sufficient.	1,5,6	Responses to "Changes to encourage walking" on Travel Survey every 2 years. Schemes delivered by BCC and TfWM.	- Head of Sustainability - Environmental Officer	Travel survey every 2 years. Next survey due November 2026. Consultancy support required. Ongoing engagement with BCC and TfWM.
Liaise with BCU Active who will raise the profile of walking through campaigns and initiatives such as 'Walking Wednesdays' to encourage walking across campuses.	1,4,5,6	Number engaged and participating in walking campaigns and initiatives.	Sport Development Officer (BCU Active)	Ongoing – annual programme of events and communications. Resource required for events.

Cycling

Table 9. Cycling Action Plan

Action	Goal	Outputs	Responsibility	Timescale
Review of internal Brompton bike hire scheme for staff and students.	1,6	Review completed and decision made on whether to continue scheme.	- Head of Sustainability - Environmental Officer	2024/25
Review signage and information for showers and improve where feasible, to raise awareness of showers available on campus for students and staff.	1,6	Amount of signage. Communications.	- Environmental Officer - Assistant Facilities Managers	2025/26 Resource required if signage installed.
Review space available for clothes drying to identify whether improvements could be made.	1,6	Space available.	- Environmental Officer - Assistant Facilities Managers	2025/26 Resource required if improvements made.
Review potential to install hair dryers in changing areas.	1,6	Number of hair dryers.	- Environmental Officer - Assistant Facilities Managers	2025/26 Resource required if proceed with installation.
Review the management of lockers.	1,6	Review completed.	- Security - Assistant Director E&F – Facilities Management - Environmental Officer	2025/26 Resource required if further lockers are installed
Promote cycling related offers and opportunities to staff and students e.g. cycle training, second hand bike sales, bike marking sessions etc. Liaise with BCU Active to raise the profile of cycling and the opportunities.	1,6	Communications undertaken through a range of channels including events monitoring attendance /engagement / uptake.	- Environmental Officer - Sport Development Officer (BCU Active)	Ad-hoc across the delivery of the travel plan
Deliver Dr Bike sessions on campus.	1,6	Number of Dr Bike events and attendance.	Environmental Officer	Annually. Resourced through the Environment budget.
Review increasing the Cycle to Work scheme value and improving the instructions and communication of the scheme to staff.	1,6	Increased scheme value. Number of people taking part in scheme increase year on year.	- HR - Environmental Officer	2024/25
Coordinate and promote the Bicycle User Group (BCUBUG).	1,6	Number of BCUBUG. Members (220 members in August 2023).	Environmental Officer	Ongoing
Promote and complete relevant travel and transport consultations and lobby for further safe cycling routes with BCU Active.	1,6	Consultations completed. Responses to “Changes to encourage cycling” on Travel Survey.	- Environmental Officer - Sport Development Officer (BCU Active)	Ad-hoc
Continue to engage with BCC/TfWM regarding any updates and changes to the WM Cycle Hire scheme, with the aim of increasing the number of docking stations close to City South Campus.	1,6	Number of docking stations close to BCU sites.	Environmental Officer	Ongoing
Install bike maintenance stands across all sites where feasible.	1,2,5,6	Number of bike maintenance stands from 0 to at least 2 installed.	- Environmental Officer - Deputy Director E&F	2024/25 Resourced through the Environment budget
Identify issues with cycling links to access the university, in terms of safety, security, lighting, comfort etc. and keep an ongoing record of issues raised by students, staff and visitors to support the identification and prioritisations of actions.	1,5,6	Record of issues identified and actions to resolve these.	- Head of Sustainability - Environmental Officer	Ongoing
Liaison with BCC to improve cycling provision on key access links to the two Campuses.	1,5,6	Responses to “Changes to encourage cycling” on Travel Survey. Schemes delivered by BCC, for example, dedicated cycle lanes.	- Head of Sustainability - Environmental Officer	Ongoing

E-scooters

Table 10. E-scooters Action Plan

Action	Goal	Outputs	Responsibility	Timescale
Work with newly appointed e-scooter provider to run events to promote the e-scooters and safe use, especially around the impacts they may have on disabled road users. Liaise with BCU Active to raise awareness of e-scooters within BCU Active campaigns.	1, 6	Number of events.	◦ Environmental Officer ◦ E-scooter provider ◦ Sport Development Officer (BCU Active)	Ongoing throughout trial
Liaise with e-scooter provider/BCC/TfWM to keep up-to-date on the scheme and parking locations, and provide feedback on scheme perception (e.g. safety).	1, 6	Number of designated parking zones close to BCU sites .	◦ Head of Sustainability ◦ Environmental Officer ◦ E-scooter provider ◦ TfWM ◦ BCC	Ongoing throughout trial
Work with newly appointed e-scooter provider to investigate options to promote e-scooters as mode of transport between the City Centre and the City South Campus and as connections between the campuses and satellite buildings.	1, 6	Options developed. Communication.	◦ Head of Sustainability ◦ Environmental Officer ◦ E-scooter provider	Ongoing throughout trial



Public Transport

Table 11. Public Transport Action Plan

Action	Goal	Outputs	Responsibility	Timescale
Liaise with transport providers to keep up-to-date on changes to their services and fares and promote offers when available or developed in partnership.	1	Communications through University channels e.g. Tiger Today. Quarterly meetings with transport providers.	◦ Environmental Officer	Ongoing throughout delivery of the travel plan
Lobby transport providers to make improvements to routes and frequency of services, supporting development of accessible public transport, working together with neighbouring organisations when required.	1	Improvements to public transport routes and frequency of services. Responses to "Changes to encourage using public transport" on Travel Survey. Quarterly meetings with transport providers. Communications with students and staff through University channels.	◦ Head of Sustainability ◦ Environmental Officer	Ongoing
Continue HS2/BCU stakeholder meetings and communicate relevant information to staff and students.	1	Meetings held. Minutes of meeting.	◦ Director of Estates and Facilities	Meetings quarterly - ongoing
Investigate opportunities to have Real Time Information about public transport on display in University buildings.	1	Number of RTI displays.	◦ Environmental Officer ◦ IT ◦ Marketing and Communication ◦ Engineering	Investigation in 2025/26 Implement in 2026/27 if feasible
Promote the staff National Express portal through BCU communication channels.	1	Number of staff using the portal.	◦ Environmental Officer ◦ National Express	2024/25 and ongoing
Investigate the possibility of provision of discounted public transport tickets for students and staff, including for those travelling from outside Birmingham zones, outlining costs for management to review and decide how to proceed.	1	Discounted public transport tickets provided to staff. Discounted public transport tickets provided to students.	◦ Head of Sustainability ◦ Environmental Officer ◦ Estates Board	Investigate options and present to Sustainability Committee in 2025/26. Resource required if UET approve a discount scheme.
Promote the West Midlands Safer Travel Partnership Campaign "See Something, Say Something" to report anti-social behaviour on public transport.	1, 6	Communication.	◦ Head of Sustainability ◦ Environmental Officer	Ongoing

Private Vehicles

Table 12. Private Vehicles Action Plan

Action	Goal	Outputs	Responsibility	Timescale
Investigate opportunities to increase the number of Electric Vehicle Charge Points (EVCPs) onsite for BCU fleet and promote neighbouring EVCPs for general use.	1, 2, 4	Increase of electric vehicle charging points from the 2024/25 baseline figure of 8. Communications to staff and students through University channels.	◦ Sustainability Team	2 x EVCP installed at Harborne Road and further opportunities identified in 2024/25 Installation in 2029/30
Review car parking approach and implement a new charging policy to ensure a fair approach to car parking across our sites and encourage more sustainable travel.	1, 2, 4	Review completed. Policy created. Communications to staff.	◦ Security ◦ Deputy Director of Estates and Facilities ◦ HR ◦ Marketing	2025/26
Investigate car share schemes to help students and staff to find carshare partners, including consideration of business continuity, for example, during public transport strikes. Present findings and costs to management to decide whether to proceed.	1, 2	Number of people taking part in scheme.	◦ Environmental Officer	2026/27 Resource required if car share platform is used.
Investigate whether it is feasible to introduce a salary sacrifice scheme for used EVs.	1, 2	Number of second-hand electric vehicles purchased through the scheme.	◦ Sustainability Team ◦ HR	Investigate in 2025/26 and look to implement in 2026/27 if feasible
Integrate question on student use of Uber and equivalent providers in the travel survey to identify opportunities to promote group sharing.	1	Travel survey feedback.	◦ Environmental Officer	2024/25



9.3 INTER-CAMPUS TRAVEL

Table 13. Inter-campus Travel Action Plan

Action	Goal	Outputs	Responsibility	Timescale
Investigate and promote sustainable travel options between Alexander Stadium and City South Campus, Doug Ellis and Pavilion for Sport and Exercise courses.	1, 4	Communications through BCU channels.	◦ Environmental Officer	2024/25 and ongoing
Improve data collection of inter-campus trips by taxi to understand the number of journeys taken, identify if there are more sustainable options, and associated carbon emissions.	4	Data obtained.	◦ Sustainability Team ◦ Procurement	Robust data collected by 2026/27
Liaison with BCC to improve cycling links between the two campuses.	1, 5, 6	Share of people travelling by bike between the two campuses on Travel Survey. Schemes delivered by BCC.	◦ Head of Sustainability ◦ Environmental Officer	Ongoing
Improve data collection of inter-campus trips by personal vehicle to understand the number of journeys taken, identify if there are more sustainable options, and associated carbon emissions.	2	Data obtained.	◦ Sustainability Team ◦ Finance	Robust data collected by 2026/27
Explore alternative solutions for inter-campus travel such as the provision of electric shuttle buses.	1, 2	Business case development if proven to be required and feasible.	◦ Director of Estates and Facilities ◦ Environmental Officer ◦ Head of Sustainability	2026/27 Resource required if an inter-campus travel solution approved.

9.4 OTHER STUDENT TRAVEL

Table 14. Other Student Travel Action Plan

Action	Goal	Outputs	Responsibility	Timescale
Create a Sustainability module for students travelling abroad.	1	Sustainability module created. Module take-up.	◦ International Student Office ◦ Sustainability Team	2026/27
Liaise with workplaces offering placements to BCU students to provide them with dedicated travel support and information.	1	Share of people travelling to placement by single occupancy car on Travel Survey.	◦ Careers Team	2026/27
Improve data collection method for student international trips to calculate emissions by liaising with faculties to obtain data, including the introduction of travel related questions to the post-mobility survey.	1	Data collected.	◦ International Office ◦ Sustainability Team	Robust data collected by 2024/25
Implementation of Lecture Capture via strategic AV to teaching rooms across BCU to enable students to watch lectures live or recorded.	1, 3, 6	Lecture Capture implemented.	◦ Director of IT and Digital	TBC

9.5 BUSINESS TRAVEL

Table 15. Business Travel Action Plan

Action	Goal	Outputs	Responsibility	Timescale
Re-establish Travel and Expenses Policy Working Group.	2	Working Group re-established.	◦ Risk and Resilience Manager	2025/26
Review current business travel arrangements and opportunities to encourage less flying, including development of a Travel and Expenses Policy.	2	Policy created and communicated.	◦ Procurement Team ◦ Risk and Resilience Manager ◦ Head of Operations ◦ Environmental Officer	2025/26 and ongoing Policy required and integration in processes to implement change.
Improve data capture for business travel, including taxis, grey fleet, bookings through purchasing card and travel claimed on expenses through liaison with Finance and Procurement colleagues.	2	Data collected.	◦ Sustainability Team ◦ Finance ◦ Procurement	Robust data collected by 2026/27
Review business travel approach and strategy to identify where management and environmental improvements could be made and present options to management.	2	Review completed.	◦ Procurement	2025/26
Incorporate environmental considerations into the International Strategy.	2, 6	Strategy completed.	◦ Head of Sustainability ◦ Environmental Officer ◦ International Office ◦ Deputy VC Academic	2024/25
Improve collaboration between Timetabling Team and Organisational Development to prioritise the delivery of training on campus.	2, 3	Number of training events delivered on campus and off campus.	◦ Timetabling Team ◦ Organisational Development Team	Ongoing
Soft telephony rolled out by 2025 to support flexible working and the avoidance of business travel.	2	Number of staff with access to soft telephony.	◦ IT Portfolio Manager ◦ Director of IT and Digital	2025/26



9.6 FLEXIBLE WORKING

Table 16. Flexible Working Travel Plan

Action	Goal	Outputs	Responsibility	Timescale
Increase provision of rooms with tele-conferencing facilities.	3	Number of rooms with tele-conferencing facilities. Responses to "In general, do you face any barriers to using virtual meetings" on Travel Survey.	- IT Portfolio Manager - IT Comms and Training Manager	Ongoing subject to funding
Support hybrid and flexible approaches to working, optimising staff working experience and providing an efficient and effective working environment. NB dependant on role, activity and service being delivered.	3, 5	New working practices agreed. Post occupancy review.	Agile Project Board	Working practices agreed Summer 2023 Post occupancy review Winter 2025 / Spring 2026
Review the opportunity to deliver smart timetabling and space management approach to reduce the amount of travel required.	3, 5	Smart timetabling delivered.	- UET - Director of Student and Academic Services	Timescales TBC

9.7 TRAVEL RELATED OPERATIONS

Table 17. Travel Related Operations Action Plan

Action	Goal	Outputs	Responsibility	Timescale
Electrification of BCU fleet.	4	Number of electric vehicles in fleet.	- Assistant Director of Estates and Facilities (Facilities Management) - Post and Transport Supervisor - Sustainability Team	2026/27 Resource will be required to electrify the fleet. Fleet is due for review and renewal.
Convey to delivery companies the University's desire for them to use the most sustainable transport methods possible.	4	Communications. Procurement process.	- Sustainability Team - Procurement Team	Ongoing
Procurement will continue to encourage individual organisations to rationalise deliveries to the campus where possible to reduce the number of vehicles coming on to the site. Review where relevant departments can rationalise deliveries and support.	4	Communications.	- Procurement Team - Sustainability Team	Ongoing
Where feasible, engage contractors on improving data capture from travel associated with contract delivery.	4	Data received.	- Procurement Team - Sustainability Team	Ongoing
Investigate an approach to capture carbon emissions data from travel from our supply chain, including use of the Nottingham Trent Supply Chain Emissions Tool due to be launched in September 2023.	4	Data captured.	- Procurement Team - Sustainability Team	2024/25 and ongoing

9.8 VISITORS AND EVENTS

Table 18. Visitors and Events Action Plans

Action	Goal	Outputs	Responsibility	Timescale
Promote sustainable travel options to visitors, for example, for open days and events.	1	Communications. Data from visitor feedback where feasible.	- Environmental Officer - Marketing and Communications	Ongoing – annual review of activity
Investigate options for discounted public transport tickets for Open Days and graduation ceremonies.	1	Discounted tickets available. Communications.	- Marketing and Communications - Environmental Officer	2024/25 and ongoing Resource required to fund bus tickets for Open Days.
Improve data capture on visitor travel, for example, through visitor surveys.	1	Data collected.	- Marketing and Communications - Sustainability Team	Robust data collected by 2026/27

9.9 DIVERSITY AND INCLUSION

Table 19. Diversity and Inclusion Action Plan

Action	Goal	Outputs	Responsibility	Timescale
Review non-standard cycles parking provision and accessibility of cycle parking spaces to review if any improvements can be made.	1, 6	Number and location of non-standard cycle provision.	- Environmental Officer - Head of Sustainability	2026/27
Include accessibility considerations when responding to travel and transport consultations .	1, 6	Consultations completed.	- Environmental Officer - Head of Sustainability - Head of Disability Services	Ad-hoc
Run focus groups with student and staff representatives of vulnerable categories (e.g. women, LGBTQ+ community, ethnic and religious minorities, disabled people etc..) to identify barriers to sustainable travel for specific groups. In particular, ensure that a wide range of disabled people are represented, as very different barriers can be experienced according to different disabilities.	1, 6	Number of focus groups.	Environmental Officer	2024/25 and ongoing going forwards
Include additional questions in future travel surveys on the perception of measures and facilities to support health, wellbeing, inclusion and safety. Work with relevant focus groups to develop suitable questions.	6	Updates to next travel survey.	Environmental Officer	2024/25

9.10 MARKETING AND COMMUNICATION

Table 20. Marketing and Communication Action Plan

Action	Goal	Outputs	Responsibility	Timescale
Promote walking, running and cycling routes and activities through a variety of channels including newsletters, social media and student ambassadors and BCU Active.	1, 6	Communications.	◦ Environmental Officer	Ongoing
Develop case studies to promote active and sustainable commuting and business travel. One key stakeholder to work with to develop case studies is BCU Active.	1	Case studies developed.	◦ Environmental Officer	2026/27
Keep Travel Guides for City Centre, City South and inter-campus travel up to date.	1	Travel Guides updated.	◦ Environmental Officer ◦ Marketing and Communications	2025/26 Ongoing
Identify routes local to the University campuses and promote them as leisure walking routes on the university website.	5	Routes identified and advertised on the website.	◦ Environmental Officer ◦ Marketing and Communications	2025/26 Ongoing
Review and update travel related information on the environmental webpages (including interactive map) and iCity.	1	Webpage and iCity up-to-date.	◦ Environmental Officer	Review completed annually
Review and update information on the University website for drivers (e.g. parking charges, CAZ, road closures).	1	Communications.	◦ Environmental Officer	Review completed annually
Provide an online form/point of contact students and staff can use to report issues/concerns with travel to the University.	1,5	Online form implemented. Responsible contact identified.	◦ Environmental Officer ◦ Marketing and Communications	2024/25
Develop an annual programme of activities aimed at promoting sustainable travel and wellbeing (e.g. lunchtime walks, bike tagging events, cycle confidence training, personalised travel planning) in collaboration with relevant departments and organisations (e.g. Sport and Exercise department, BCU Active, student societies, SU).	1,5	Annual programme developed. Number of activities delivered. Number of participants to events.	◦ Environmental Officer	2024/25 and ongoing Resourced from the Environment budget.
Embed requirements to support active and sustainable travel into the BCU Sustainable Building Standard and ensure appropriate audit tools are used.	1, 2, 3, 4, 5, 6	Updated Sustainable Building Standard.	◦ Environmental Officer ◦ Head of Sustainability ◦ Deputy Director of Estates and Facilities ◦ Project Team	2024/25
Investigate the addition of a BCU travel app which links to travel providers and relevant links for students and staff.	1,2,6	BCU travel app developed.	◦ Environmental Officer ◦ IT Business Partner	Investigate in 2025/26 Implement in 2026/27 if feasible and funding secured Resource may be required for development if approved.

10. MONITORING STRATEGY

10.1 OVERVIEW

- 10.1.1 The University will continue to monitor and review the Travel Plan on an ongoing basis, ensuring that the aims, goals and measures included in the Travel Plan are closely integrated with the University's development plans.
- 10.1.2 The Environmental Officer will have oversight of ongoing monitoring and management of the Travel Plan. Progress against the Travel Plan will be included in the annual Environmental Report and progress on key areas will be reported at the Sustainability Committee meetings.
- 10.1.3 The next staff and student travel survey is planned to be conducted in 2026/27 to inform updates to this Travel Plan. A travel survey will be completed again in 2028/29, followed by a full travel plan refresh.
- 10.1.4 The Travel Survey is linked to the monitoring of goals and actions of this Travel Plan. It is also the main source of data that will be used to calculate carbon emission from commuting and inter-campus travel.
- 10.1.5 Data from the University's business travel partner will instead be used to calculate and monitor carbon emission from business travel. At the moment, is only possible to calculate emission from rail and air trips, but it is hoped that improvement in data collection practices will enable a better estimate of carbon emission from these trips, to include car trips and taxi trips.
- 10.1.6 Carbon emission from operations are currently more difficult to estimate. An action to improve travel data collection for operations has been included in the action plan.

