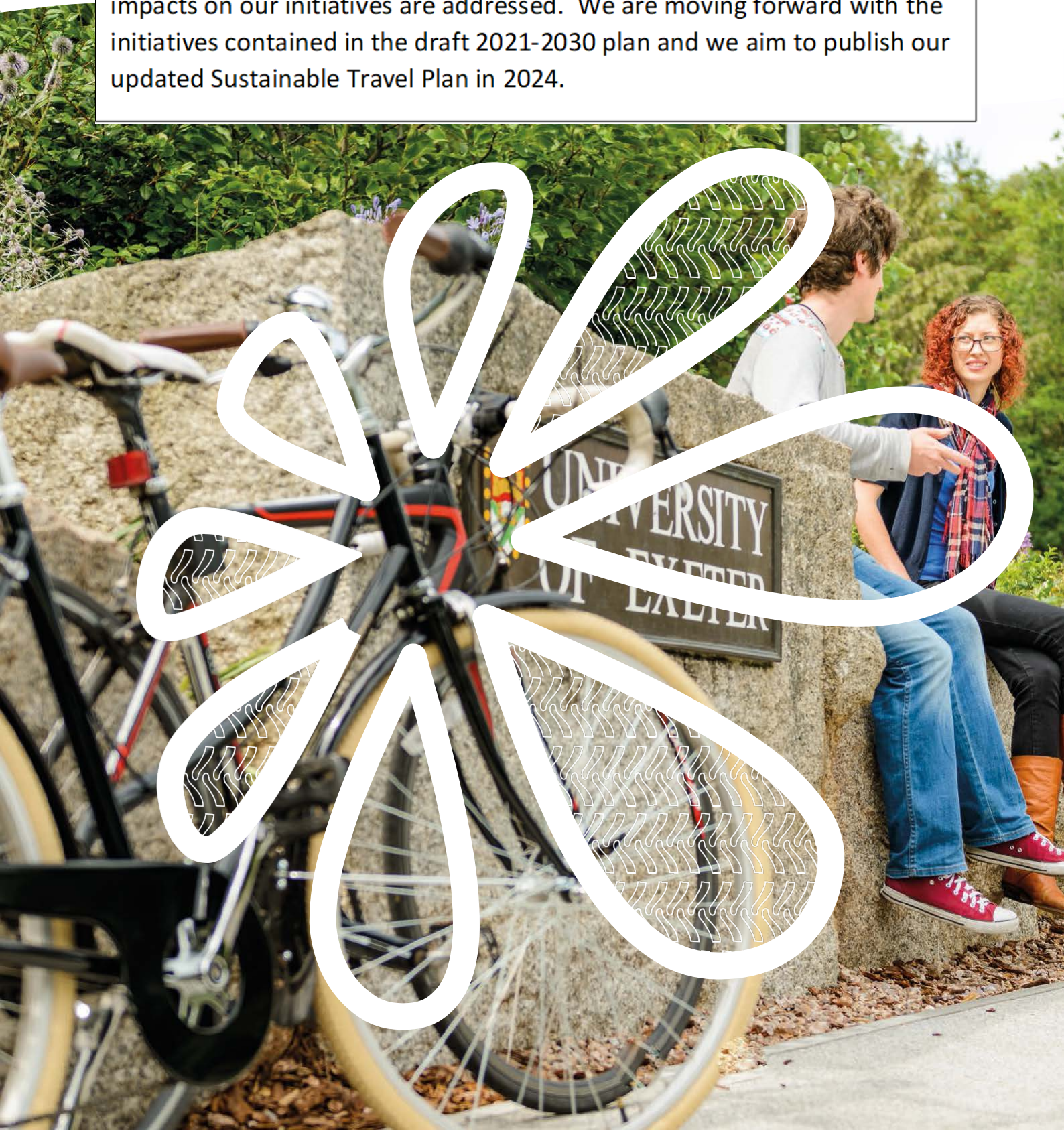


We are currently reviewing our Sustainable Travel Plan, to ensure that changes in travel and behaviour pre-Covid are accurately reflected and any impacts on our initiatives are addressed. We are moving forward with the initiatives contained in the draft 2021-2030 plan and we aim to publish our updated Sustainable Travel Plan in 2024.



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DRAFT

Foreword

The University of Exeter continues to stand by the objectives of the 2016-2020 travel plan to:

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

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

On Campus

- Undertaking a comprehensive car park charging consultation and introducing a new charging structure which reflects staff pay bands and vehicular emissions.
- Maintaining a sustainable travel events programme on our Exeter campuses that including monthly Dr Bike events on both campuses.
- Installing 30 electric vehicle charging points on our Streatham campus
- Introducing a new personalised travel planning service for new and existing staff.
- Facilitating the significant increase of cycles (circa 200% since 2010) across the Exeter campuses.
- Converted over 40% of our service fleet vehicles to fully electric vehicles.
- Installed over 200 additional cycle parking spaces on campus and have committed a further £100,000 investment in 2020/21

Getting to Campus

- Funding a new staff bus discount providing 1/3 off day and week tickets for staff across the Exeter ticket zone.
- Funding the introduction of three hybrid Co Cars on our Exeter campuses as part of the city-wide network.
- Facilitating and part-funding the installation of three Co Bikes docking stations on University of Exeter land, including the docking station at Exeter St David's Train station.
- Introducing a new free 1-week sustainable travel taster scheme for staff.
- Continuing to fund an extended D bus schedule throughout the 2016-2020 travel plan period
- Achieving consistent success in the Devon County Council-supported Love to Ride cycle challenges; finishing 1st place nationally once and 1st in Devon each year.
- Increasing the number of car sharing teams on the University's Liftshare group, from 124 to over 180; with over 900 members now registered on the site.
- The cycle to work scheme has been utilised by 426 University staff members between 2016 and 2020.

Executive Summary

The Sustainable Travel Plan 2021-2030 for the Exeter campuses summarises the University's commitment towards reducing the impact of University travel with respect to the local, national and global community. It outlines the University's commitment to managing the transport generated by our organisation through responsible, sustainable and ethical methodology in order to meet the needs of the present and leave a better environment for future generations.

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

Context

This travel plan has been developed in compliance with National and Local Transport Policy: Guidance from the National Planning Policy Framework, and Devon strategies have influenced the University strategy to integrate with the national vision; to exploit opportunities for the use of sustainable transport modes. Local objectives focusing on 'improving travel choices, creating better places for people and taking advantage of technology opportunities to influence travel behaviour in a positive way' have also been incorporated into the University's overall strategy.

Key principles

In compliance with the sustainable travel hierarchy, the travel plan encourages utilisation of the most sustainable, economical and active means of transport where possible. The University therefore seeks to enable sustainable travel through improvements to services, infrastructure and policies; and supporting travel behaviour change through offering incentives and communicating the benefits to health and the environment. It also focuses on reducing the need to travel for both commuting and business. The University seeks to achieve this through the development of its home working and business travel policies; as well as improving the services that enable digital working.

Targets

Staff and student commuting targets:

- To achieve a 50% reduction in scope 3 carbon emissions from travel by 2030; supported by the following secondary targets:
 - To reduce single car occupancy staff commuting to 30% (2025) and to 25% (2030).
 - To reduce single car occupancy student commuting to 4% (2025) and to 3% (2030).
 - To provide 50% parking as electric vehicles only for cars, bikes and other vehicles.
 - To enable up to 60% 'off campus' working.
 - To continue blended learning opportunities; through digital / online teaching.
 - To improve and incentivise active travel.

Business travel targets:

- To reduce non-essential business travel carbon footprint by 50% (stretch goal 75%), through adoption of low carbon travel alternatives and policy of 'essential travel only' (by 2025).
- To incentivise sustainable travel e.g. low carbon / slow travel.
- To require justification of all international field courses offering long-haul options, and look for alternative low carbon alternatives – 50% carbon footprint (by 2025).
- To invest in technology to enable 50% reduction in business travel carbon, e.g. including 'Off Campus' working e.g. video conferencing, virtual field courses, online conferencing.

1. Introduction

1.1. The University of Exeter's Environment and Climate Emergency response

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

1.1.2. The objectives and targets defined by this strategy have been engendered to support the movement of people and services throughout our growing institution whilst ensuring our immediate, local and global environment are given the highest consideration. The Sustainable Travel Plan and associated actions also support the delivery of the UN Sustainable Development Goals, including:



1.2. Wider University of Exeter policy and objectives

In May 2019 the University declared an Environment & Climate Emergency and in November 2019 published its Environment and Climate Emergency Working Group White Paper. This led to the publication of a new [Environment and Climate Emergency Policy Statement](#) in October 2020, which incorporated previous recommendations and outlined goals and targets for delivering pan-University transformational change. This policy statement provides the wider context, precedent and accountability for the University's Sustainable Travel Plan 2021-2030; and many of the actions outlined within this policy statement have been incorporated in to this plan.

1.3. The University of Exeter campuses

1.3.1. Streatham Campus

1.3.1.1. The Streatham Campus is one mile from Exeter city centre and is situated on the eastern slopes of the Exe Valley. It comprises 300 acres of landscaped parkland containing woodland, lakes, streams and gardens, which has been created by the University from former farm land over the last 100 years.

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

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

- 1.3.1.4. Streatham Campus provides strong pedestrian links to residential areas and to the city centre and provides ample and inspiring walkways connecting buildings within the campus grounds.
- 1.3.1.5. The cycling access and infrastructure within Streatham Campus is composed of traffic-free cycle routes along the length of the main road surrounding the campus (Prince of Wales Road) to the city centre, plus links to the St David's train station and the Exe Valley National Cycle Network Route 2.
- 1.3.1.6. A strong rail network supports the University, with St David's train station located under a mile from central campus. The Streatham Campus is served by the Stagecoach UNI service, which connects the campus with St Luke's campus, Exeter city centre and Exeter's local amenities.
- 1.3.1.7. The campus has a minimal road system with one road (The Queen's Drive) serving the central campus areas. The eastern campus areas are served by two key perimeter roads (North Park Road and Rennes Drive) which are operated one-way. The south campus areas are served by a public road (Prince of Wales Road) and the west by two perimeter roads (Streatham Drive and Mardon Hill). The main car parking areas (for staff, visitors and postgraduate students) are situated on the fringes of central campus and can be accessed from north of Rennes Drive in the north east corner of the campus.

1.3.2. [St Luke's Campus](#)

- 1.3.2.1. The St Luke's Campus is just over a mile from the larger Streatham Campus in the community area of Heavitree. It has front and rear pedestrian access and is within 10 minutes' walk of Exeter city centre. The campus occupies a 12 acre site which consists of a central grassed square surrounded by partially cloistered pathways and a mixture of academic and non-academic buildings with landscaped open areas. Access for pedestrians and cyclists is available to the north, west and south sides of the site and internal pathways allow for convenient access between buildings.
- 1.3.2.2. The St Luke's Campus is served by the Stagecoach UNI service, which connects the campus with Streatham campus, Exeter city centre and Exeter's local amenities. The campus is also only a short walk from Exeter bus station and a number of other local bus services run adjacent to the campus. Exeter Central train station is within easy walking and cycling access, and as with the Streatham Campus, there is a regular bus services to the site. Motor vehicles are generally excluded from the centre of the campus although maintenance vehicles and those making deliveries may access the central areas via the wide footpaths.

1.3.3. [Cornwall campuses](#)

The University of Exeter has two campuses located in Cornwall; Penryn and Falmouth. These are situated 0.5 and 0.8 miles from the nearest train station in Penryn. The U1 bus service to Truro and U2 service to Redruth both regularly serve the University campuses and offer regular connections to Penryn and beyond. The campuses have good cycling and pedestrian access and provide shower and changing facilities to support active travel to the campus. Both institutions encourage students, staff and visitors to consider using alternative methods of transport to help reduce the impact of car travel on the environment. They also work in partnership with Cornwall Council and other strategic partners. These institutions support the aims and objectives adopted for the Exeter campuses and endeavour to continue developing

and improving the range of travel options available to students and staff from the universities, staff from Falmouth Exeter Plus and visitors to the Cornwall campuses. The Cornwall campuses manage an independent travel plan which can be viewed online at: www.fxplus.ac.uk.

2. The case for continuous improvement

2.1. Introduction

- 2.1.1. The transport associated with the University contributes a significant number of the individual journeys that are made to and within Exeter City on a daily basis. The University is therefore susceptible to the impacts of a continually evolving city and transport network.
- 2.1.2. The University of Exeter recognises its responsibility to support, provide and improve travel amenities for staff and students. The University actively concerns itself with the ever evolving travel patterns and behaviours across the city; and is taking a leading role in encouraging and operating sustainability.
- 2.1.3. The University strives to provide the means to enable each student and employee to make sustainable travel choices, for the benefit of the institution, local residents, city and wider nation. This travel plan reflects the University's ambition to continue as an influential driver for sustainable travel.
- 2.1.4. The University's drivers for continuing to identify, manage, monitor and improve the impacts of University associated travel have been outlined below:

2.2. Environment and Climate Emergency response

2.2.1. Low carbon travel

In 2018/2019, travel carbon emissions accounted for 23% (18,908 tonnes) of the University's 82,194 tonnes of CO₂ produced (see Figure 1), whilst in 2019/2020 travel accounted for 15.5% (12,868 tonnes) of the 81,727 tonnes (see Figure 2). This represents a 32% drop year on year, which is largely attributable to reduced travel activity due to Covid-19. Reducing the impact of transport will significantly assist the University in reducing carbon emissions.

Figure 1: 18/19 travel emissions (CO₂e) by category

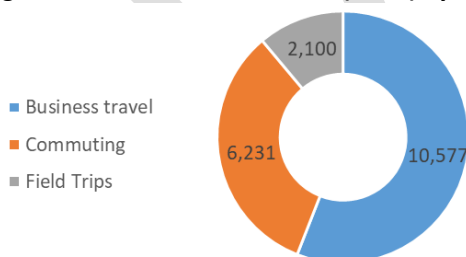
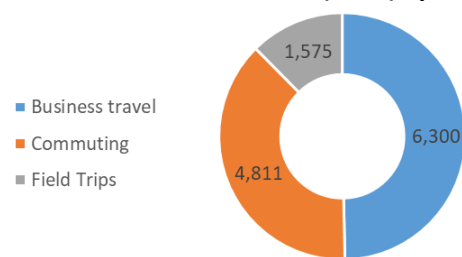


Figure 2: 19/20 travel emissions (CO₂e) by category



2.2.2. Air quality

Several of the routes in and around Exeter city centre have been identified as Air Quality Management Areas (AQMA's) due to their high congestion and pollution levels. The University of Exeter recognises its responsibility in reducing the levels of congestion and road traffic associated with its city based campuses. The University is committed to reducing car usage for travel to the University campuses, and enabling the shift to sustainable travel options to improve air quality.

2.3. Social and quality of life

2.3.1. Local authority

Devon County Council have released The Exeter Transport Strategy 2020-2030, which focuses on improving travel choices, creating better places for people and taking advantage of technology opportunities to influence travel behaviour in a positive way. The University is committed to working with Devon County Council and other local authority partners on the strategies and action that deliver the shift to sustainable transport across the city and wider area.

2.3.2. Local community

The University values the strong relationship it has established with local residents and works to mitigate the associated impacts of its growing student population on the individuals who reside in the immediate vicinity of its Exeter campuses. The University acknowledges the wider implications of the travel behaviours adopted by staff, students and visitors and takes the responsibility to be sensitive and reactive to these impacts. The University continues working to deter both staff and students from bringing their cars to the University through the means of permit restrictions, sustainable travel incentives and communications. The University will continue to work with local partners to support local authority action to resolve issues such as vehicles parked in residential areas.

2.3.3. Health, wellbeing and safety

2.3.3.1. The University of Exeter is committed to supporting the health and wellbeing of its staff and students; and strives to provide opportunities where physical activity can be easily incorporated within daily routines. The University is invested in enhancing the safety and convenience of active travel to and around its campuses; and strives to eliminate the barriers associated with active travel.

2.3.3.2. The University also recognises that safety can act as a significant barrier to the uptake of active travel. Improved road safety, adequate lighting and secure cycle storage are some of the improvements the University is committed to in support of sustainable travel behaviours.

2.4. Economic

Many of the sustainable travel initiatives provided by the University have been funded by car parking income. Commuting by car has remained relatively affordable and cost remains a barrier to sustainable travel behaviour for many. To further incentivise sustainable travel and reduce travel by car, the University will consider the financial demands at an organisational and individual level; to ensure sustainable alternatives are an increasingly affordable option.

2.5. Technology and Innovation

Technology and innovation offer significant opportunities for enabling sustainable travel behaviour change and reducing carbon emissions. The University is committed to utilising these advances in a variety of areas, including: journey planning; integrated and smarter ticketing; lower-emission and electric vehicles, and; reducing travel demand through improved digital services.

2.6. University growth

2.6.1. The University has continued to grow, and this has paved the way for increased employment opportunities for staff, and a year-on-year higher capacity for students. Figures 3 and 4 show the growth in staff and student numbers over the last five years.

Figure 3: Growth in staff population (FTE on July 31st in relevant year)

Campus	2015/16	2016/17	2017/18	2018/19	2019/20	5 Yr % change
Streatham	3,679	3,964	3,865	4,004	4,369	+19%
St Luke's	581	644	731	757	735	+27%
Cornwall	390	458	545	578	599	+54%
Total	4,650	5,066	5,141	5,339	5,703	+23%

Figure 4: Growth in student population

Campus	2015/16	2016/17	2017/18	2018/19	2019/20	5 Yr % change
Streatham	16,497	17,282	17,231	18,097	19,195	+17%
St Luke's	2,298	2,490	2,844	3,012	3,165	+45%
Cornwall	2,150	2,313	2,465	2,504	2,578	+20%
Total	20,945	22,085	22,540	23,613	24,938	+21%

2.6.2. The University acknowledges that a rise in its member population has resultant implications on local traffic and transport movements. The University is committed to working with partners to mitigate the increased demand for travel imposed by its new and existing members.

3. Trends in travel

3.1. Introduction

3.1.1. At the time of writing in 2020, the Covid-19 pandemic is having a significant impact on travel and transport, with drastic reductions in all travel activity and changes to the way people work and study. Large proportions of the population are working from home; government guidance has emphasised the need for increased focus and provision of walking and cycling infrastructure; whilst safety concerns have led to reductions in public transport patronage and car sharing. As restrictions lift some behaviours will return to normal but it is unclear at what pace and to what extent.

3.1.2. Whilst historic trends are still important, there is a unique opportunity to build back better and set new trends as part of a green recovery. Through a combination of policy and provision improvements, the University can achieve reductions in both the amount and carbon-intensity of its travel.

3.2. Local travel / Commuting

3.2.1. The primary variables on the impact of our local commuting are modal share (i.e. how people travel) and volume (i.e. how many staff/students travel). The Exeter Travel to Work Area (TTWA) has grown considerably in recent years and is now the second largest geographical TTWA in the country. As such, our staff live in a wide catchment area and are not always well served with timely and connected public transport options. Figure 5 shows our staff and student commuting modal share (HESA 2018/19); and Figures 6 and 7 show modal share results since 2007.

Figure 5: Estimated commuting patterns for Exeter campuses

	Car alone	Car share	Cycle	Bus	Train	Walk	Motorbike
Staff	38%	10%	11%	9%	8%	23%	0%
Students	5%	1%	4%	3%	4%	83%	0%

3.2.2. By combining modal share values with estimated journey frequencies and distances, we have estimated the associated carbon emissions (CO₂e) based on average vehicle sizes. This is adjusted across the year to account for campus occupancy. In 2019/20 this totalled 4,811 tonnes CO₂e – a reduction of 1,420 tonnes CO₂e from 18/19 baseline, which was attributable to the reduced occupancy on campus due to Covid-19.

3.2.3. The surveys review the travel modes, behaviours and attitudes of staff and students. These survey has a relatively low response rates and, as such, are considered estimates and are subject to fluctuations. However, the relatively consistent modal share figures shown in Figures 6 and 7, together with data from other metrics (parked cycle counts, car parking permit figures, and public transport usage) suggests that modal share figures have remained stable over the last five years.

Figure 6: Staff travel modal split for commuting to University campuses

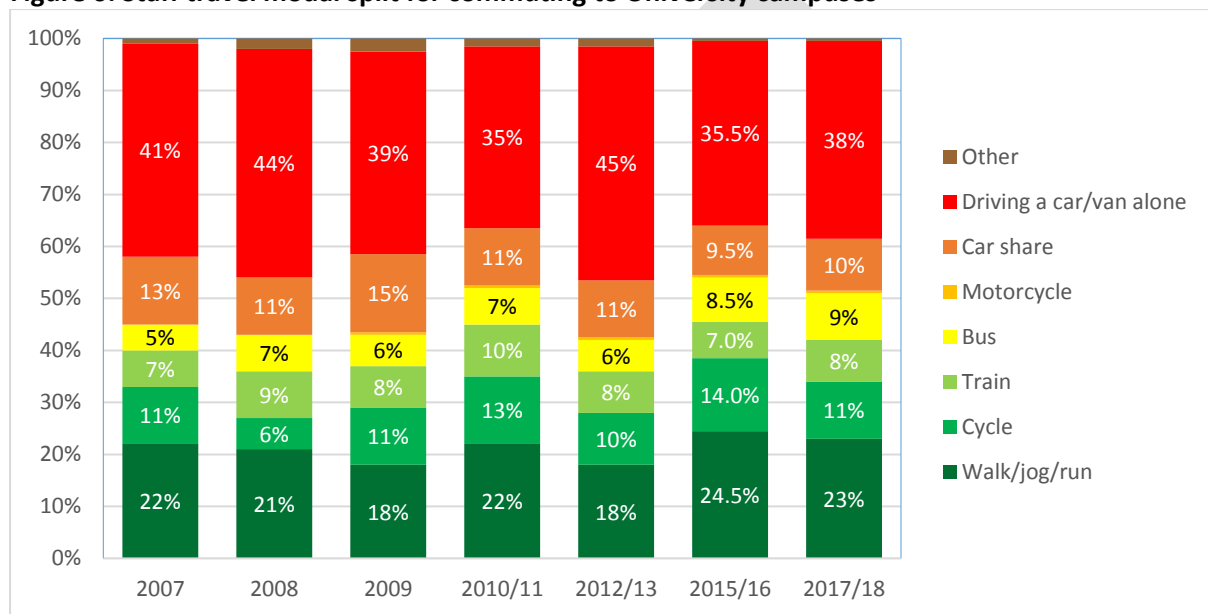
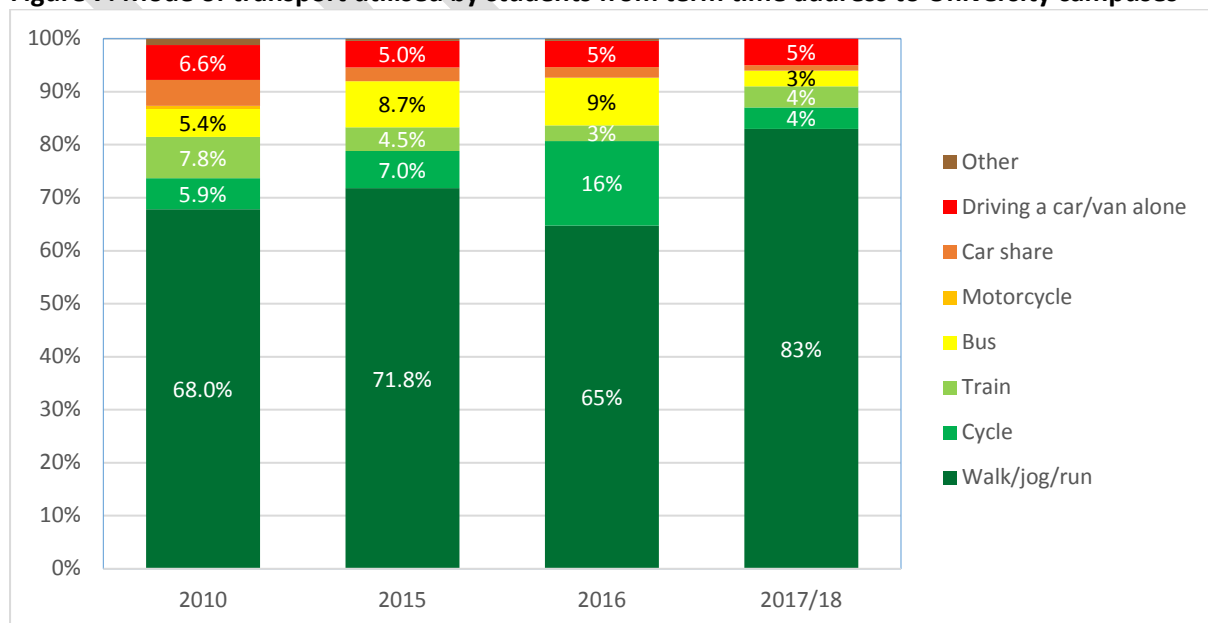


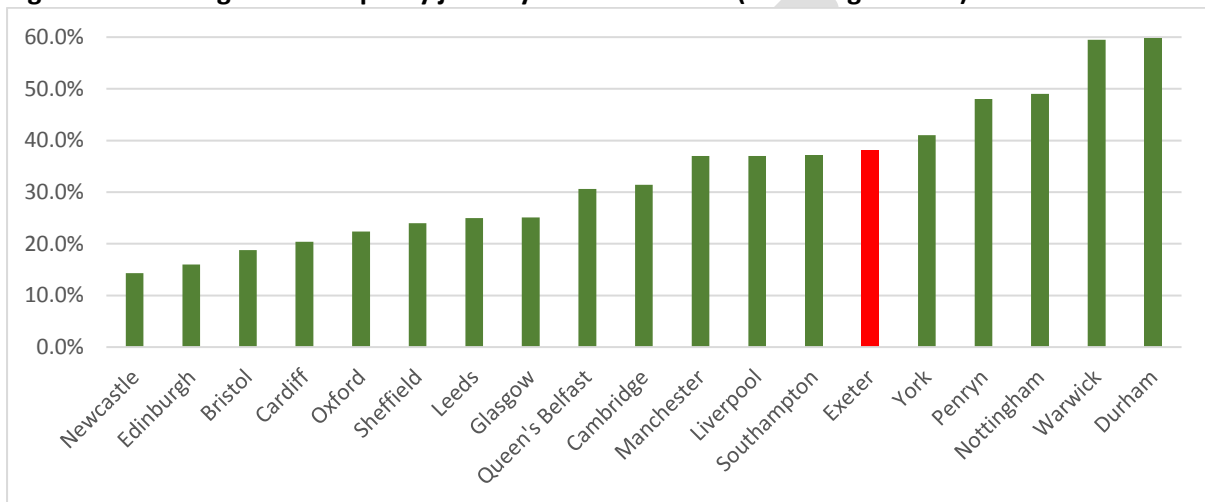
Figure 7: Mode of transport utilised by students from term time address to University campuses



3.2.4. These bi-annual surveys were last carried out in 2017/18 academic year and was due to run again in 2019/20. However, due to the impact of Covid-19 on all travel this survey was postponed. At the time of writing we are exploring options for more comprehensive and reliable methods for collecting commuting data to better inform future decisions.

3.2.5. Although not directly comparable due to institutional and geographical differences, it is helpful to compare the University’s modal share figures with those of other universities. One useful comparison, which has been the focus of previous target setting is staff single car occupancy, as provided by annual Higher Education Statistics Agency data (HESA 2018/19). Figure 8 shows staff single car occupancy across UK Russell Group universities.

Figure 8: Staff single car occupancy journeys % modal share (excluding London)

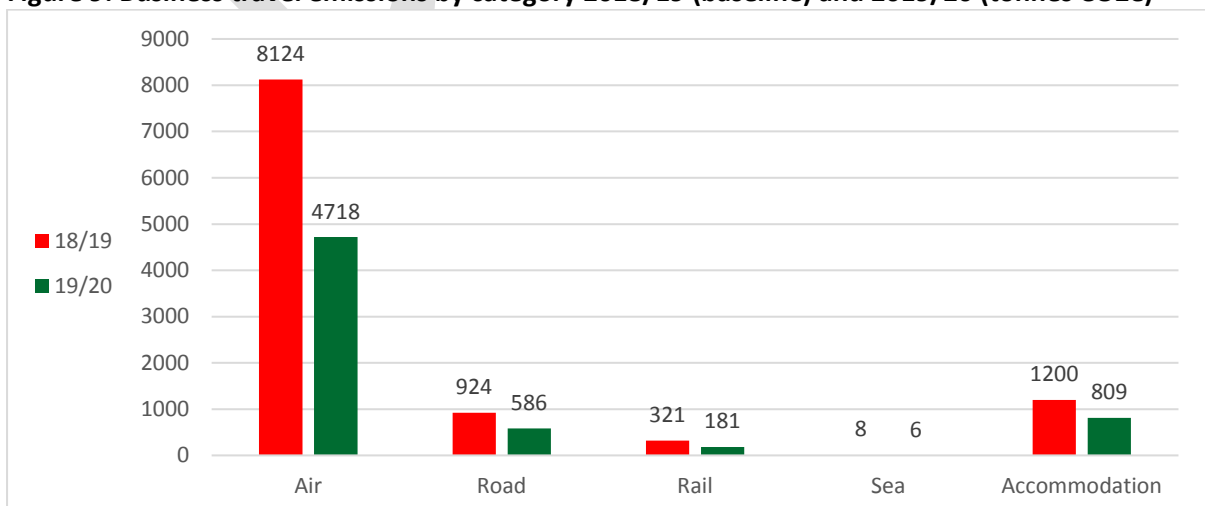


3.3. University business travel

3.3.1. The University has committed to a 50% (stretch target of 75%) reduction in business travel carbon emissions. A review is underway to identify the policies and processes to achieve this.

3.3.2. As shown in Figure 9, business travel emissions reduced significantly in 2019/20 from 2018/19; largely as a result of reduced travel activity due to Covid-19 from March 2020 (see section 3.3.). The figures include estimated carbon emissions from accommodation used whilst undertaking business travel.

Figure 9: Business travel emissions by category 2018/19 (baseline) and 2019/20 (tonnes CO2e)



3.3.3. A comparison of 18/19 scope 3 business travel emissions amongst Russell Group universities (Figure 10) highlights the challenge faced by Exeter and others (HESA 2018/19). This data has reliability issues – due to voluntary reporting requirements and methodology variations – but provides a useful comparison and positions Exeter in the mid-range for total business travel emissions performance.

Figure 10: Scope 3 Business travel emissions including field trips by category (tonnes CO2e)

	Air	Rail	Grey fleet (mileage claim)	Company cars (fleet vehicles)	Taxi	Coach	Total
UCL	33,560	647	369	0	385	0	34,961
Oxford	30,000	0	522	0	0	0	30,522
Edinburgh	17,632	322	128	0	162	12	18,256
Cambridge	15,515	138	300	0	167	6	16,125
Manchester	14,143	335	397		50		14,924
Glasgow	13,100	107	110				13,317
Leeds	12,451	290	211		61		13,013
Exeter	10,189	356	492	142	32	225	11,436
Queen Mary	9,351	9	6	0	1	1	9,367
Bristol	8,748	235	200	0	54	0	9,236
Warwick	8,223	51					8,273
Newcastle	6,629	490	179	122	52	237	7,709
King's College	6,849	55	0	0	1	0	6,905
Nottingham	5,843	43	279	0	30	3	6,198
Durham	4,421	171	91				4,682
LSE	4,195	19					4,214
Liverpool	1,702	53	150	0			1,904
York	1,649	218					1,867

4. Objectives and targets

4.1. Introduction

4.1.1. The University has demonstrated an ongoing commitment to support and encourage sustainable travel and meet the objectives set out by the 2016-2020 sustainable travel plan.

4.1.2. The continuing objectives of the previous travel plan are:

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

4.1.3. Sustainable travel targets sit alongside our wider carbon (scope 1, 2 and 3) targets as shown below.



4.1.4. Most carbon emissions from travel fall within scope 3, for which a specific target has been set to achieve a 50% reduction by 2030; with a plan to reach net zero by 2050.

4.2. Staff and student commuting targets

- To achieve a 50% reduction in scope 3 carbon emissions from travel by 2030; supported by the following secondary targets:
 - To reduce single car occupancy staff commuting to 30% (2025) and to 25% (2030)
 - To reduce single car occupancy student commuting to 4% (2025) and to 3% (2030)
 - To provide 50% parking as electric vehicles only for cars, bikes and other vehicles
 - To enable up to 60% 'off campus' working.
 - To continue blended learning opportunities; through digital / online teaching
 - To improve and incentivise active travel e.g. improve pedestrian access points; more sheltered and secure cycle storage, preferential parking 'off campus', preferential routes for walking/cycling, preferential rates for parking of EV vehicles, and improved access catering for all abilities

4.3. Business travel targets

- To reduce non-essential business travel carbon footprint by 50% (stretch goal 75%), through adoption of low carbon travel alternatives and policy of 'essential travel only'. (by 2025)
- To incentivise sustainable travel e.g. low carbon / slow travel
- To require justification of all international field courses offering long-haul options, and look for alternative low carbon alternatives – 50% carbon footprint (by 2025)
- To invest in technology to enable 50% reduction in business travel carbon, e.g. including 'off campus' working e.g. video conferencing, virtual field courses, online conferencing

5. Actions

5.1. Introduction

5.1.1. The Sustainable Travel Plan for the Exeter campuses 2016-2020 made reference to 110 actions which the University were committed to completing to support meeting the objectives and targets set within the document. 81% of these actions were successfully completed within the travel plan period.

5.1.2. Many actions from the previous travel plan have been incorporated in to the new action plan due to their success in supporting sustainable travel behaviour change over the past five years; alongside many new actions to strengthen the University's efforts towards achieving more sustainable travel.

5.1.3. However, it is crucial that the University incorporates the smartest and most effective actions to achieve the modal shift and reductions in carbon emissions that align with the institutions net-zero ambitions. As such, the University plans to undertake some additional research to inform a more detailed delivery plan; the actions from which will be incorporated in to the sustainable travel action planning processes going forward. This will include:

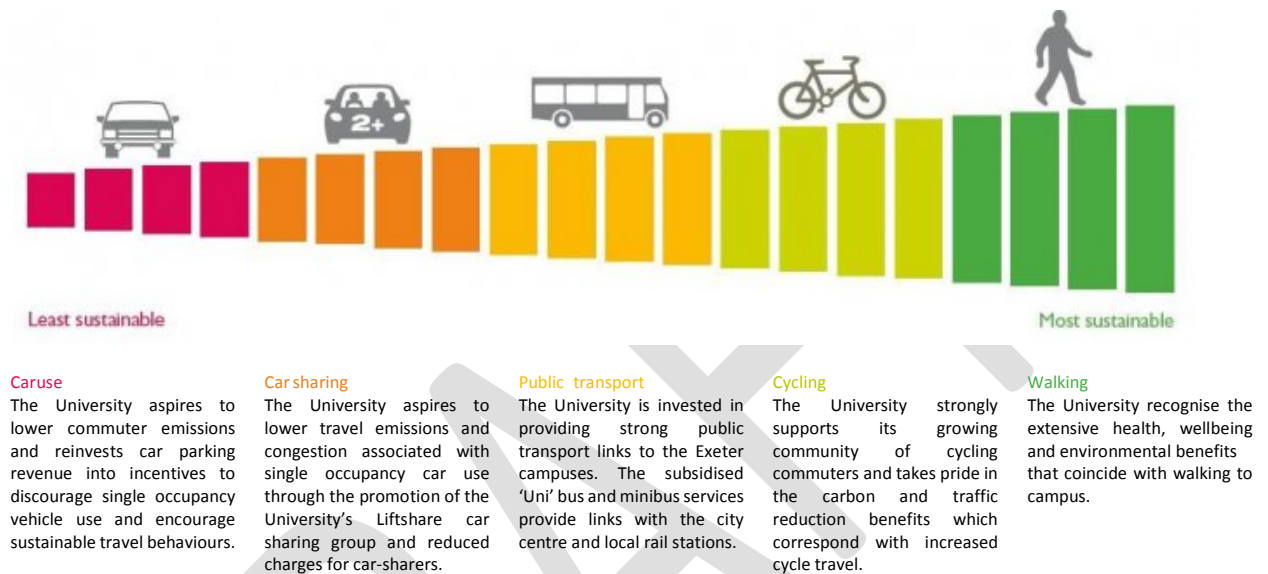
- Undertaking a review of on-campus infrastructure including infrastructure, routes and space allocation – in order to prioritise traffic free spaces and to reduce the dominance of cars; enabling and prioritising safe and convenient active travel around our campuses,

- Utilising expert consultancy support to create a future transport plan and proposal to drive and achieve the modal shift required (and support the implementation of the on campus review). This will also include a comprehensive survey of travel behaviours (including post code analysis, attitudes, and drivers for modal shift).

5.1.4. An overview of actions for 2021-2030 is below and the full action plan is detailed in section 6.

5.2. Enabling sustainable modal shift

5.2.1. The sustainable travel hierarchy is the foundation on which the sustainable travel plan has been developed.



5.2.2. The University is committed to enabling the highest possible percentage of staff, students and visitors traveling via the most sustainable transport modes; subsequently reducing the impact of University travel. Alongside the shift to more sustainable modes, the University is also committed to supporting the shift to lower emission vehicles and promoting shared mobility for those using vehicular modes. Section 6 outlines many actions categorised by specific travel mode.

5.3. Supporting sustainable business travel

The University is a global institution and carries on education and research all around the world; and whilst international travel will remain a feature of our operations, the University is committed to providing viable and sustainable alternatives to carbon intensive business travel. The University will undertake a review of business travel policy and processes in order to achieve the targeted 50% (stretch 75%) reduction in business travel carbon emissions. Actions to support this will include:

- Developing policy and processes that support the uptake of sustainable travel modes.
- Maintaining a sustainability-focused fleet vehicle replacement strategy

5.4. Reducing the need to travel

The University recognises the opportunity home and digital working patterns provide and is committed to reducing the amount of travel linked to its operation. Actions to support this will include:

- Reducing the need to travel by improving provision for digital working.

- Investing in technology for video conferencing, virtual field courses, on line conferencing etc
- Renewing and promoting flexible working / working from home policies

5.5. Partnership

The University will work with local partners to collaboratively develop off-campus infrastructure and services that serve our campuses and the wider area. This may include supporting the development of: footpaths; additional cycle paths; local cycle routes; new park and ride/change sites; and one way systems. Actions to support this will include:

- Working with local authority, business and other stakeholders, both locally and nationally to develop collaborative projects in line with local strategies and opportunities.
- Contributing to and mobilising action through relevant partnership working groups:
 - Exeter City Futures Travel and Transport group
 - DCC Environment & Climate Emergency Devon Carbon Plan group
 - Transport providers stakeholder forums (e.g. Stagecoach, GWR, SW Rail, Car clubs)

5.6. Communication

The University will continue to develop the way it communicates and interacts with its staff, student and visitors to promote and support sustainable travel behaviours. The University will utilise multiple channels to improve the information provided and deliver engagement activities that influence positive sustainable travel behaviour change. Actions to support this will include:

- Developing improved digital content promoting sustainable travel.
- Utilising engagement opportunities for promoting sustainable travel to staff, students and visitors (including open days, inductions, regular events).
- Improving the accessibility of public travel information through displaying real time information on campus and within the University's iExeter mobile app.

5.7. Monitoring and review

The University will monitor and review travel plan measures to ensure its ongoing success. Actions to support this will include:

- Continuing to collect data for all travel activity (including staff and student commuting, business travel, fleet vehicles), whilst continually improving the data collection methods.
- Incorporate annual reviews of the success of the sustainable travel plan and associated actions into the Environment and Climate Emergency annual report.

6. Detailed action plan

This section comprises a breakdown of recorded actions at the outset of this 10-year travel plan. This is a continual process and actions will be reviewed throughout the travel plan period in response to opportunities, funding and partnership discussions.

Key

ECE	Environment and Climate Emergency Team (inc. Sustainable Transport)	IT	Exeter IT Services
ES	Estate Services (inc. Engineering and Direct Works)	PS	People Services
FO	Facilities Operations (inc. Car Parking & Transport)	CMS	Communications and Marketing Services
RES	Residences	FS	Finance Services
CLO	Community Liaison Officer		

Ref	Action	Who	When
ENABLING SUSTAINABLE MODAL SHIFT			
A1	To undertake a review of on-campus infrastructure including infrastructure, routes and space allocation	ES; ECE	Sep-21
A2	To utilise expert consultancy support to create a future transport plan and proposal to achieve the modal shift required	ECE; ES	Sep-21
A3	To utilise expert consultancy support to explore the feasibility of an increasingly 'car-free campus'.	ECE; ES	Dec-21
CAR USE			
A4	To continue to reinvest car parking revenue into delivering sustainable transport initiatives	FO; ECE	Ongoing
A5	To continue enforce postcode restrictions on car parking permit eligibility	FO	Ongoing
A6	To make improvements to the University's car parking policy to assist in achieving commuting targets; including reviewing permit allocation across the Exeter campuses	FO; ECE	Annually
A7	To review and increase parking charges on a regular basis to ensure they continually reflect the true cost of travel	FO; ECE	Annually
A8	To continue to correlate parking charges with vehicle carbon emissions	FO; ECE	Ongoing
A9	To establish a parking permit payment system that has daily parking charges	FO	Sep-22
A10	Conduct a review of car parking provision and investigate a phased reduction of car parking spaces across our campuses aligned to targeted reductions	FO; ES; ECE	Sep-21
A11	To expand the network of electric vehicle charging points within staff and visitor parking spaces on campus	ES; ECE	Annually
CAR SHARING			
A12	To continue providing preferential parking spaces and parking charges for car sharers	FO; ECE	Ongoing
A13	To continue the emergency ride home scheme for staff	PS; ECE	Ongoing

A14	To annually review and increase numbers of car sharing spaces on campus to accommodate for growing demand	FO; ECE	Annually
A15	To continue hosting a designated car sharing platform for University users (e.g. Liftshare)	ECE; FO	Ongoing
A16	To introduce the registration to the designated car sharing platform as a mandatory field within the application process for any University car parking permit	FO; PS; ECE	Sep-21
A17	To continue providing the journey sharing platform to encourage car sharing between Exeter & Cornwall campuses	ECE; IT	Ongoing
CAR CLUBS			
A18	To work in partnership as part of the city-wide car club network and promote local car club schemes	ECE; FS; ES	Ongoing
A19	To install additional a pay-as-you-go car hire point on the Exeter campuses in response to demand, making electric/hybrid vehicles readily available for staff/student/ visitor hire	ES	Ongoing
CYCLING			
A20	To install new, high quality cycle parking facilities in appropriate locations on the Exeter campuses in line with targeted cycling levels	ES; ECE	Annually
A21	To continue to provide ample, high quality cycle parking facilities at University halls of residences to facilitate for the growing student cycling community	RES; ES; ECE	Ongoing
A22	To install and improve additional shower and changing facilities for cyclists	ES; ECE	Ongoing
A23	To facilitate sales of new and second hand bikes from local cycle organisations to University staff and students	ECE	Ongoing
A24	To carry out regular upkeep and maintenance of cycle parking, shower and locker facilities on campus	ES; FO	Ongoing
A25	To introduce secure bike lockers on campus for staff and students	ES; ECE	Sep-22
A26	To identify and install suitable locations for electric bike charging on campus	ES; ECE; FO	Sep-21
A27	To install public bike maintenance stands on each campus	ES; ECE	Sep-21
A28	To review road infrastructure on campus, with the view of prioritising safe and convenient routes for cycling	ES; ECE	Ongoing
A29	To include the University campuses within the city's expanding network of Co Bikes, and provide additional hire and docking stations on site	ES; ECE	Ongoing
A30	To consider the permeability for cycling alongside current and future infrastructure developments	ES; ECE	Ongoing
A31	To continue to expand and utilise the University's bicycle user group, as a service for the University's cycling community to share and request information on cycle and travel news and events	ECE	Ongoing
A32	To work with local cycle providers and charities to provide cycling incentives for staff and students	ECE; PS	Ongoing
A33	To continue subsidising cycle safety and security equipment for staff and students	ECE	Ongoing
A34	To continue offering free bike safety checks for staff and students at events on campus	ECE	Ongoing
A35	To conduct an annual review of cycle numbers on campus and consider demand for additional storage	ECE	Annually
A36	To review the existing cycle to work schemes to ensure they support the University ambitions to enable discounted purchase of bikes (including higher value electric bikes)	PS; ECE	Sep-21

MOTORCYCLES			
A37	To identify appropriate locations for the provision of motorcycle parking in response to demand	FO; ES; ECE	Ongoing
A38	To identify suitable locations for electric motorbike charging on campus	FO; ES	Sep-21
A39	To conduct an annual review of motorcycle parking numbers and consider demand for additional storage	ECE; FO	Annually
PARK AND RIDE			
A40	To engage with Devon County Council on citywide plans to expand park and ride/ park and change sites	ECE; ES	Ongoing
A41	To explore opportunities to improve connections between park and ride sites and the campuses	ECE; FO; ES	Ongoing
PUBLIC BUS			
A42	To continue monitoring the effectiveness of bus subsidies and to continue to invest as appropriate	ECE	Ongoing
A43	To continue subsidising a 1/3 discount for staff bus tickets across the Exeter ticket zone	ECE; ES; FO	Ongoing
A44	To continue the University's incentive of 1/3 off staff bus tickets for postgraduate research students	ECE; FO	Ongoing
A45	To investigate the feasibility of extending the 1/3 off staff bus travel across wider ticket areas	ECE; FO	Sep-21
A46	To explore opportunities for connecting a wider proportion of the city to the University campuses through improvements to bus services and routes	ECE	Annually
A47	To integrate real time bus information and bus timetable information into the University central campus display screens and within the iExeter mobile app	ECE; IT	Sep-21
TRAIN			
A48	To continue providing strong transport links between the Exeter campuses and St David's train station during peak times (University minibus service)	FO; ECE	Ongoing
A49	To investigate the feasibility of subsidising rail travel for staff through discounted tickets	ECE	Annually
A50	To continue offering staff interest free loans for rail travel season ticket purchases	PS; ECE	Ongoing
A51	To investigate the feasibility of displaying real time train arrival times on digital signage screens around central campus areas and, if accessible, to display the same information within the University's iExeter app	ECE; IT	Sep-21
UNIVERSITY MINIBUS			
A52	To review the suitability of expanding the minibus service to enable more sustainable journeys to campus (e.g. additional citywide pick up points)	FO; ECE	Annually
A53	To update and improve the online and interactive minibus information to make the service more accessible to University members	FO; ECE	Sep-21
WALKING / RUNNING			
A54	To maintain, as far as reasonably practicable, walkways and pedestrian areas on campus to ensure they are lit and unimpaired	ES; FO	Ongoing
A55	To investigate the pedestrian safety within shared areas and crossing points on campus	ES; ECE	Ongoing

A56	To install and improve additional shower and changing facilities for runners	ES; ECE	Ongoing
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Ref	Action	Who	When
SUPPORTING SUSTAINABLE BUSINESS TRAVEL			
BUSINESS TRAVEL POLICY			
B1	To undertake a review of business travel policy and processes in order to achieve the targeted 50% (stretch 75%) reduction in business travel carbon emissions	FS; ECE; PS	Sep-21
B2	To establish policies that enable the subsidising of sustainable business travel	FS; ECE; PS	Sep-22
ACCESSIBILITY OF BOOKING SUSTAINABLE BUSINESS TRAVEL			
B3	To develop off-campus travel booking system to encourage sustainable travel decisions when travelling beyond the Exeter campuses and lower University associated CO2 emissions	FS; ECE; PS	Sep-21
B4	To work with travel management companies to align booking systems with business travel policy	FS; ECE	Ongoing
B5	To ensure booking processes for low carbon, sustainable business travel are convenient and accessible for staff (Co Cars, Co Bikes)	FS; ECE	Ongoing
UNIVERSITY FLEET VEHICLES			
B6	To maintain a fleet vehicle replacement strategy to replace current fleet with electric and other low emission vehicles where feasible.	FO; ES	Annually
B7	To convert 75% of the University's maintenance fleet vehicles to electrically powered vehicles by 2025	FO	Sep-25
RENTAL VEHICLES			
B8	To encourage the use of low emission hire vehicles for business journeys	FS; ECE	Ongoing
B9	To review staff hire car use as part of the University's business travel emissions	ECE; FS	Sep-21
B10	To continue to place restrictions on the type of car, level of emissions, and financial cost of car hire that staff are permitted to hire for University business travel	FS	Ongoing
B11	To continue providing access to low emission car club vehicles through the corporate account process (Co Cars)	FS; ECE	Ongoing
B12	To investigate the feasibility of reducing the age limit below 21 for Co Car drivers to extend access for more students.	ECE; FS	Sep-21
CONTRACTOR TRAVEL			
B13	To investigate ways to review and monitor emissions from deliveries and contractor travel to aid the development of future transport strategies	ECE	Sep-22

B14	To continue working with catering suppliers to train drivers in Safe and Fuel Efficient Driving (SAFED) techniques, as detailed within the Sustainable Procurement Strategy	FS; ECE	Ongoing
B15	To continue providing building contractors with sustainable travel advice	ES; ECE	Ongoing
B16	To encourage building contractors to provide sustainable travel options (e.g. minibus services) for travel to campus	ES; ECE	Ongoing
VISITOR TRAVEL			
B17	To conduct a review and calculate the emissions associated with University visitor travel to inform future transport and access plans	ECE	Sep-21
B18	To develop specific access plans for major events and visitor open days	ECE; FO	Ongoing
B19	To investigate measures which can be put in place to encourage visitors (in particular open day visitors) to utilise rail networks to travel to the University	ECE; CAMS	Sep-21

Ref	Action	Who	When
REDUCING TRAVEL DEMAND			
FLEXIBLE WORKING			
C1	To review the working from home / flexible working policies to support the targeted reductions in travel	PS; ECE	Sep-21
VIDEO-CONFERRING AND E-LEARNING			
C2	To invest in technology for video conferencing, virtual field courses, on line conferencing etc	IT	Annually
C3	To provide training on the use of digital technology improvements for hosting larger events etc.	IT	Ongoing
C4	To promote the benefits and cost savings of video conferencing to University staff in terms of time and travel	IT; ECE	Ongoing

Ref	Action	Who	When
PARTNERSHIP WORKING			
D1	To form collaborative partnerships linked to sustainable travel with organisations within Exeter and Devon	ECE	Ongoing
D2	To collaborate the University's sustainable travel plan with the future plans and travel schemes of Exeter City and Devon County Councils	ECE	Ongoing
D3	To strengthen relationships with student resident providers and to portray a collaborative message of student cars on and around campus and encouragement of sustainable travel	ECE; CLO	Ongoing
D4	To improve relations with local residents and local authority through closer work with the Community Liaison Officer and more regular communication on internal and local transport	ECE; CLO	Ongoing

D5	To continue the collaborative partnership (quarterly meetings) between the University and Stagecoach	ECE; FO	Quarterly
D6	To continue the collaborative partnership (termly meetings) between the University and Co Cars / Co Bikes	ECE; FS	Termly
D7	To investigate the feasibility of establish regular partnership meetings with rail providers (e.g. GWR)	ECE	Sep-21
D8	To review our collaborative partnerships with travel and transport providers annually and establish partnerships meetings as appropriate	ECE	Annually

Ref	Action	Who	When
COMMUNICATION			
E1	Provide new students with sustainable travel information, through webpages, welcome packs and events	ECE; CAMS	Annually
E2	To align and engage with national and regional travel events such as 'Bike Week', 'Liftshare Week' etc.	ECE	Ongoing
E3	To provide in-depth and up-to-date sustainable travel information through the University sustainability webpages, iExeter, Transport Links, and within travel stands across University reception areas and at events	ECE; CAMS	Ongoing
E4	To clearly indicate all sustainable travel options for travelling to the University through the University's 'Visit Us' webpage	ECE; CAMS	Annually
E5	To continue utilising early opportunities (such as open days and student welcome packs) to communicate, with new students, the University's policy and recommendations on students bringing cars for use in the City	ECE; CAMS; CLO	Annually
E6	To provide clear information on sustainable travel and the car parking policy within staff induction packs	ECE; PS	Ongoing
E7	To continue hosting regular events to engage staff and students and promote the benefits of sustainable travel	ECE	Ongoing
E8	To utilise internal communications networks to promote sustainable travel through emails and newsletters	ECE; CAMS	Ongoing
E9	To provide accessible travel stands containing a variety of up-to-date travel information and offers within key reception and waiting areas on campus	ECE	Ongoing
E10	To liaise with Stagecoach and Network Rail in efforts to improve signage of transport links which serve the University	ECE	Sep-21
E11	To improve route information for safe and direct links between the Exeter campuses and St David's train station	ECE; CAMS	Ongoing
E12	To regularly promote commuter and business car sharing opportunities to staff and students through events and communication channels	ECE; CAMS	Ongoing
E13	To promote staff bus travel discounts and encourage the uptake of bus travel for business-related travel	ECE; CAMS	Ongoing
E14	To provide information on local bus services, routes and ticketing information	ECE; CAMS	Ongoing
E15	To integrate travel behaviour into Green Rewards and any other appropriate platforms	ECE	Ongoing

Ref	Action	Who	When
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MONITORING AND REVIEW			
F1	To continue collecting data for all travel activity (including staff and student commuting, business travel, fleet vehicles), whilst continually improving the data collection methods.	ECE; FS	Quarterly
F2	To incorporate annual reviews of the success of the sustainable travel plan and associated actions into the Environment and Climate Emergency annual report.	ECE	Annually



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