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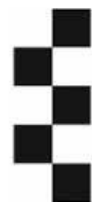
University of Essex

Sustainable Travel Plan

Travel Plan Sub Report Colchester Campus

2021-2026

June 2021



University
of Essex

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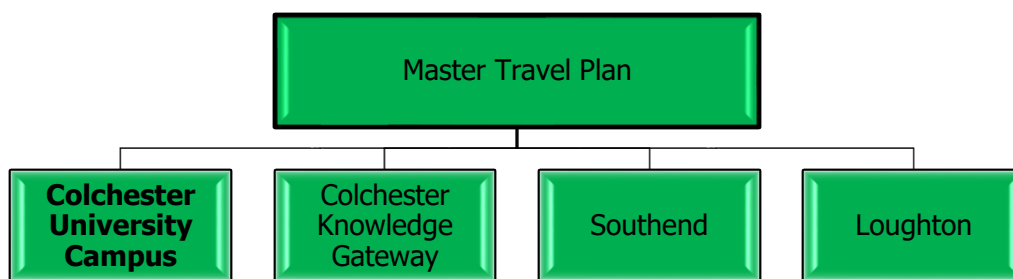
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1 INTRODUCTION

Overview

- 1.1 The **University of Essex Sustainable Travel Plan** is an essential component in supporting the University's commitment to improving the environment, reducing carbon emissions, living sustainably and ensuring that its estate infrastructure is fit for purpose and able to adapt to meet future needs.
- 1.2 This **Travel Plan Sub Report** for the **Colchester Campus** is part of the University of Essex Sustainable Travel Plan and sits under the **Master Travel Plan** and alongside travel plan sub reports for the other campus locations within the University's estate.

Travel Plan Sub Report Structure



- 1.3 The University has declared a climate emergency and has immediately commenced work on when it is able to confirm a net zero date. In conjunction with this cross department work the next sustainability sub strategy (SSS) is being drafted. This 5 year plan is an established and integral part of the University plans and strategies and this time is being drafted to align with the net zero carbon target.
- 1.4 The SSS will contain strategies and actions which will reduce carbon emissions and will include travel and transport of the University community that commutes to campus' and also the business travel that is undertaken.
- 1.5 The documents have the support of and will be signed off by senior management and are expected to be ready in the summer of 2021.
- 1.6 This Travel Plan Sub Report for the period 2021-2029 inclusive replaces the existing 2016-2021 Travel Plan, which was last updated in May 2019.
- 1.7 It presents the prevailing conditions in terms of sustainable travel at the Colchester Campus and should be used as a guide by the University's Travel and Transport team members, staff, students and all the University community for the promotion of sustainable travel. It will be updated

through the life of the Travel Plan to reflect changes to local conditions, on and off site, as and when they occur, with a significant review planned for 2026, coincident with the phasing of the sustainability sub-strategy.

What is a Travel Plan?

A **long-term strategy** which sets out the principles and a **range of measures** to ensure that travel made by staff, students and visitors is carried out in the most **sustainable means** possible and to minimise the impact of the Campus on the transportation network including **reducing reliance on the private car and single occupancy vehicles**.

Aims and Objectives

- 1.8 In order to ensure this Travel Plan is effective, objectives and targets have been set out. These objectives will be continuously monitored and reviewed through travel surveys to assess effectiveness.

Objectives

- Increase the number of staff / students who travel to work by active modes
- Increase the number of staff / students who travel to work by public transport
- Make alternative means of transport attractive to the user by educating, informing, training and discounted tickets
- To encourage and enable car sharing
- Highlight the cost and health benefits of walking and cycling to campus

Aims

- To reduce/remove single occupancy vehicle use
- Increase the use of car sharing, train and bus
- To increase walking and cycling to campus
- Raise awareness and increase the attractiveness of alternative modes of transport to the private car and in particular the benefits associated with walking and cycling for short journeys

Monitoring

- 1.9 The Travel Plan is part of a continuous process of improvement, monitoring, review and revision to ensure it remains relevant. In order to understand the impact new travel measures and

incentives have on travel patterns, an biennial travel survey will be sent out to all students and staff.

- 1.10 The travel survey results will be analysed and the identified trends will be shared and next steps discussed, with a clear intent to meeting sustainable travel targets.

Contact Details

- 1.11 For any questions or queries, or if you would like more information regarding this document please contact one of the Travel and Transport team members.

Email : travel@essex.ac.uk

2 COLCHESTER CAMPUS

Campus Location

- 2.1 The town of Colchester is located approximately 50 miles (80km) from central London with excellent rail access afforded by a 50-60 minute journey time in to Stratford and London Liverpool Street stations and with road access via the A12.
- 2.2 The Colchester campus is less than two miles east of the main town centre, set within 200 acres of landscaped grounds at Wivenhoe Park. It benefits from excellent connections by public transport and cycle routes to the town centre and surrounding amenities and residential areas, with local road access relying on the A133 route.
- 2.3 The Colchester Campus has approximately 16,500 students with on-site accommodation available for over 2,000 students. Students who choose to live in accommodation away from Campus often live in the Greenstead or Hythe areas positioned to the west.
- 2.4 At the heart of the campus a number of buildings are set around a series of podium level pedestrianised squares, beneath which access is provided for servicing, cycle storage and allocated accessible vehicle parking.

Extract from UoE Interactive Campus Map (findyourway.essex.ac.uk)



Walking

2.5 There are many paths located throughout the Campus with internal destination signage provided at key junctions.

2.6 UoE has partnered with Access Able to provide detailed online guides for travel in and around the Campus. Information showing step-free and accessible routes on the Campus is provided on the University website: <https://www.essex.ac.uk/student/access-and-disability/accessible-travel>



2.7 Many of the essential supporting amenities are located on campus but other local amenities and public transport routes are located within a convenient walking distance, and the Tesco Superstore in Hythe is within a 20-minute walk of the much of the campus accommodation.

2.8 The Campus is located on the south eastern boundary of the Colchester Orbital route and additional resources to plan walking (and cycling) routes are provided on the website <https://www.walkcolchester.org.uk/the-colchester-orbital> - this offers an interactive map (extract below) with additional information such as public transport, parks and other amenities.



Cycling

- 2.9 The UoE website encourages cycling to/from and on the Campus with supporting information for cycle parking provided at

<https://www.essex.ac.uk/information/travel-and-transport/cycling-facilities-at-colchester-campus>.

This webpage includes the cycling and scooter rules for the campus, where to park and surrounding cycle routes.



- 2.10 There is an extensive network of cycle parking locations provided throughout the campus, with approximately 1,136 cycle parking spaces in total in a range of styles, such as Sheffield-stands, two-tier racks, sheltered and uncovered. Additional cycle parking will be introduced during the lifespan of this travel plan, including a commitment to at least another 211 cycle spaces in association with planned campus accommodation.

- 2.11 It is possible to rent one of 50 lockers to store clothing and helmets with costs at £25 – £50 depending on locker size, with most of the cost representing a refundable deposit.

- 2.12 Two cycle fixing stations offer an opportunity for minor repairs with a multi tool and tyre pump being available.

- 2.13 Showers and changing rooms are available for staff and students. The university also provides LED cycle lights and D locks for a small price.

- 2.14 A 40% discount is available for staff to purchase a new bicycle and equipment, with cost deducted from salary. A weekly Dr Bike visit occurs during term time with the team providing bicycle checks, servicing, repairs and sell second-hand bicycles.

- 2.15 The Wivenhoe Cycle Path provides a route between the Campus and Wivenhoe utilising a new cycle path constructed alongside the Colchester Road in 2016. Colchester town centre is accessible within cycling distance of the Campus, with the Culver Square Shopping Centre within a 16 minute cycle.

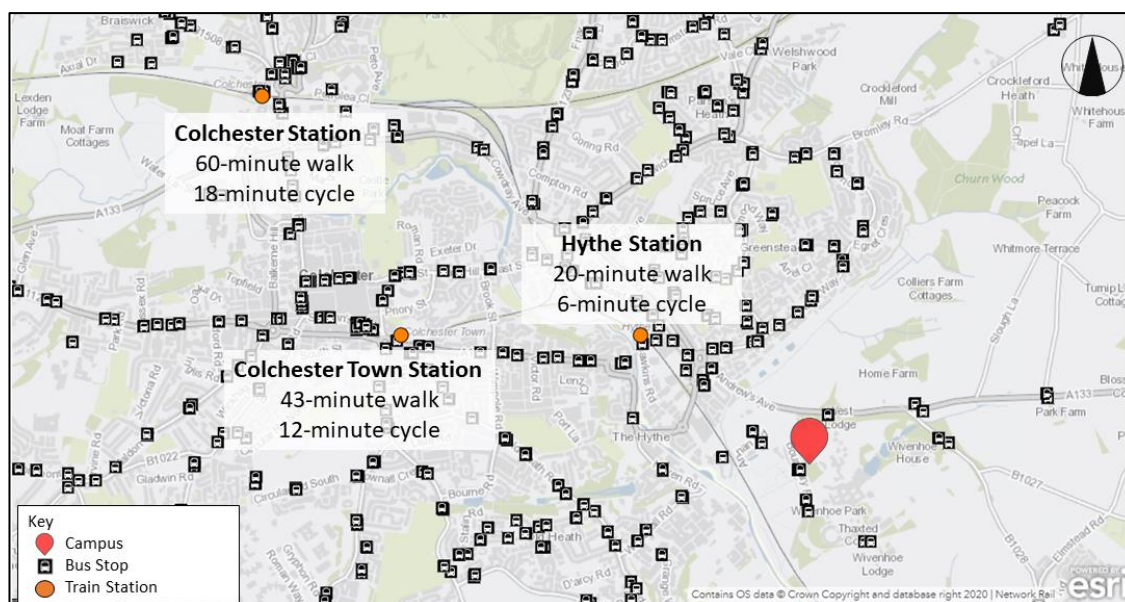


- 2.16 There is a choice of cycling clubs in Colchester to meet all levels including the University's own Essex Blades based at the Campus (<https://www.essexstudent.com/cycling/>). Details for Colchester Rovers CC, VeloClub Revolution, ColVelo, Cycling for Pleasure Community Cycling Club and the Colchester Cycling Campaign can all be found online.
- 2.17 The Cycle Colchester website (<https://www.cyclecolchester.co.uk/>) coordinates information on local organised rides and offers a central resource for route planning, club contact details, upcoming changes to infrastructure and how to access riding and maintenance training.

Public Transport Services

- 2.18 The UoE website provides up to date information regarding public transport options to and from the campus, which can be found here: <https://www.essex.ac.uk/life/colchester-campus/how-to-get-here>.
- 2.19 Discounts are provided to staff and students for use on public transport, including Greater Anglia offering a 10% season discount to all staff and students for rail services and First Essex offering a choice of discounted season tickets for bus users. The discount is regularly re-negotiated and provides a significant two thirds discount on a standard annual pass.

Bus Stop and Train Station Locations



Bus Services

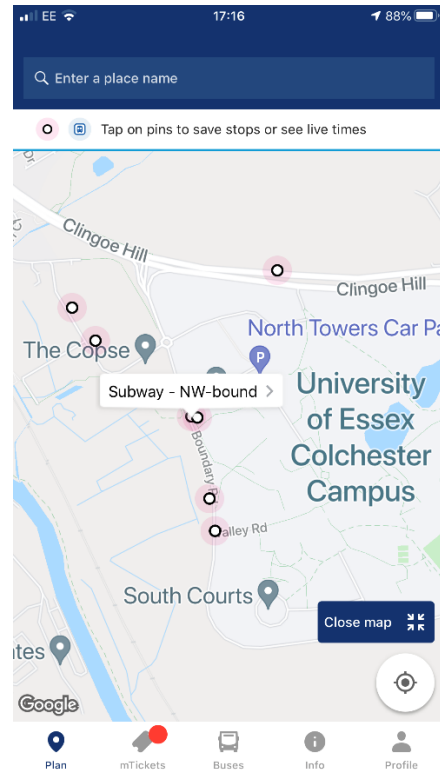
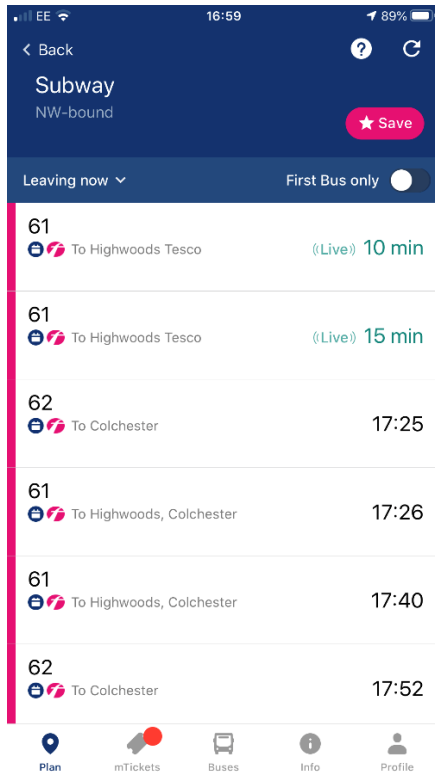
There are a number of bus stops located along the edge of the campus, located along Colchester Road and Clingoe Hill (A113) which provide access to 9 bus routes, with some services passing through/terminating on campus via Boundary Road. Essex County Council (ECC) provides an

interactive bus map: <http://www.essexbus.info/map.html>, whilst the current bus frequency for local routes is provided in **Table 2.1**. Route 62 offers the greatest connectivity given its route and frequency of service.

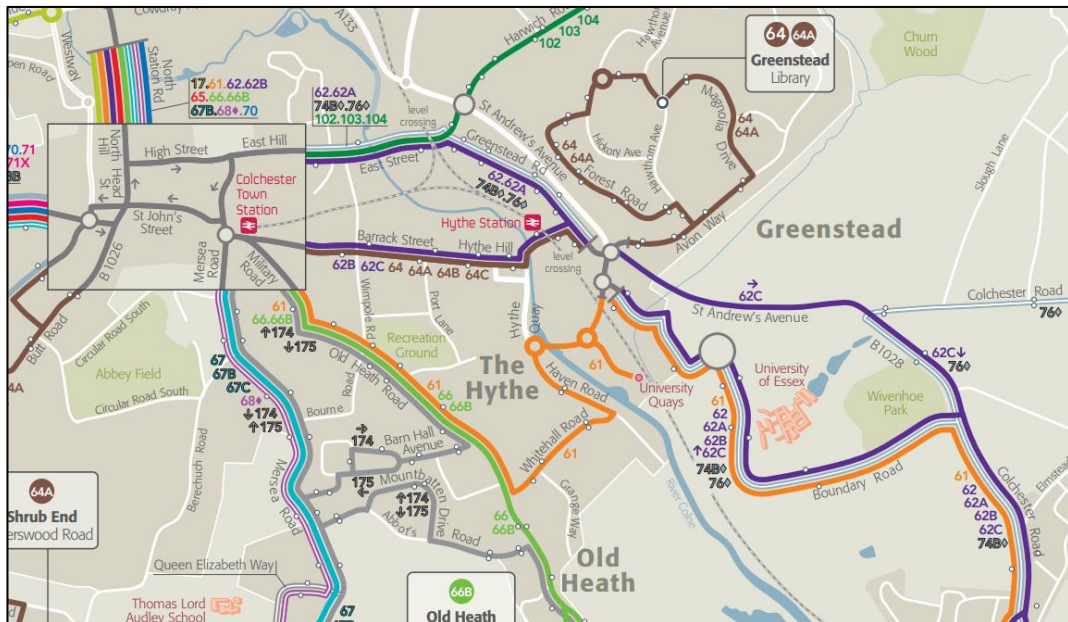
Table 2.1: Bus Services in the Vicinity of the Campus

Bus Stop	Service Number	Route	Daytime Frequency		
			Every 'x' minutes		
			Mon – Fri	Saturday	Sunday
Valley Road	61	Wivenhoe Station - Highwoods	10 – 15	15	30
	62	Colchester Station - Brightlingsea	10 – 20	30	60
	62B	Colchester Station - Wivenhoe	30	30	60
	74	Clacton – Colchester	60	60	120
	76	Clacton – Colchester	-	-	120
	78	Colchester - Brightlingsea	7:25	-	-
Colchester Road	78D	Frating - Brightlingsea	7:40	-	-
	X76	Jaywick – Colchester	30	30	120

2.20 Bus stops on campus do not offer real time information but the free First Bus smartphone App can be used to plan a journey, manage tickets, check timetables and live information at any bus stop.



Bus Stops and Routes (Extract from First Group Colchester Map)



2.21 The University has negotiated discounted tickets for bus travel, including services offered by First Essex Buses. A discounted annual season ticket for buses within Colchester (Zone 1) and within Essex is provided by First Essex Buses; weekly and monthly tickets are also available.

- 2.22 Subject to a continued commitment to funding, the County Council expect to bring a rapid transit system in to operation by 2025 which will have added potential to serve the University.

Rail Services

- 2.23 Hythe Station is located an approximate 20 minute walk (6 minute cycle) from the Campus and has 20 cycle spaces. It has services to the following destinations:

- Colchester – every 30 minutes during weekdays; and,
- Walton on the Naze – every 60 minutes during weekdays.

- 2.24 Colchester Station provides more frequent rail services and is located a 60-minute walk or 18-minute cycle from the campus, and is also served by bus routes 61, 62 and 62B. Cycle parking for 343 bicycles is provided at the station. The station is served by Greater Anglia to the following destinations:

- London Liverpool Street – every 15 minutes during weekdays; and,
- Ipswich – every 60 minutes during weekdays.

Coach Services

- 2.25 National Express services operate from Colchester town centre to routes including Stansted Airport, Heathrow Airport and Central London. The 250 Route connects Ipswich with Heathrow Airport, stopping at Colchester, Braintree and Stansted Airport. This provides an alternative to taxis, with more information on booking and routes provided at <https://www.nationalexpress.com/en>.

Driving

- 2.26 There are approximately 3,004 car parking spaces on Campus in a combination of surface parking, unmade (temporary/overflow) car parks and multi-storey car parks. Blue badge holder parking is allocated in convenient locations. There are a total of 12 electric spaces provided on Campus, with charging available for staff and business tenants through POD Point.
- 2.27 Students or staff who reside on campus do not qualify for a permit to park on campus, unless completely necessary such as for Blue Badge Holders or placement students.
- 2.28 With the exception of visitor parking activity, all vehicles must register annually with the University and will become eligible for a discounted parking rate; the details are available on the UoE website and are subject to an annual review.

- 2.29 The existing parking costs the equivalent of 56p per day with annual season tickets available to students and staff. Staff may also pay for parking through a salary sacrifice scheme. Visitor parking charges are significantly greater at £8.60 per day.

3 TRAVEL SURVEY RESULTS

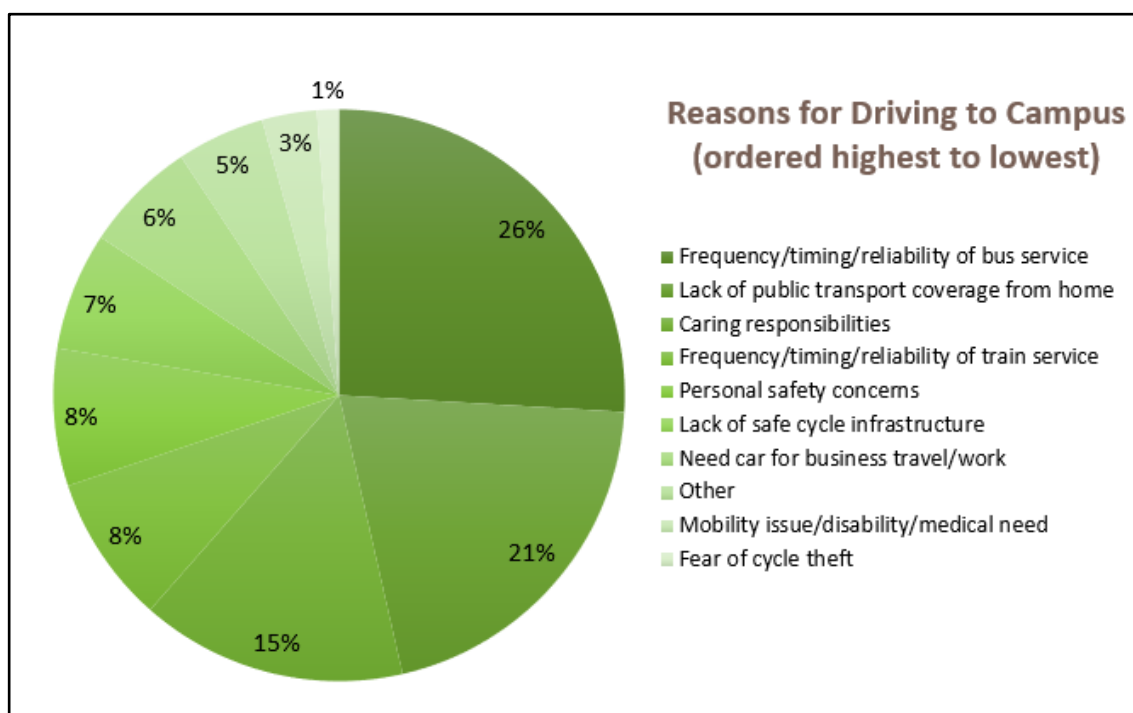
Progress To Date

- 3.1 The University is committed to undertaking travel surveys every other year. The most recent data collection took place in November 2019 and a comparison between the 2017 – 2019 travel survey results is shown in **Table 3.1**. The next survey is planned to take place at the start of the 21/22 academic year. This survey will also explore the effect that the Covid-19 pandemic has had on teaching methods and travel patterns and how the University can respond to and mitigate single occupancy car use. Increased response rate to the survey will be encouraged with incentives.

Mode	Staff		Student	
	2017	2019	2017	2019
Walk	13%	8%	42%	40%
Bus	17%	15%	30%	31%
Drive (alone)	41%	48%	25%	13%
Train	5%	4%	6%	4%
Cycle	13%	12%	6%	5%
Car Share (Mainly as Driver)	7%	8%	5%	4%
Car Share (Mainly as Passenger)	3%	4%	2%	0%
Get Dropped off	1%	0%	-	1%
Work From Home	1%	0%	-	0%
Total	100%	100%	100%	100%

- 3.2 Drive (alone) has increased for staff by 7%, compared to a 12% decrease for students, whilst cycling activity has decreased by 1% for staff and students. Both surveys were undertaken in the month of November, when the attractiveness for cycling or walking activity is more likely to be affected by unfavourable weather conditions, in addition to shorter daylight hours.
- 3.3 To understand why the 2019 figure for staff driving alone was 48%, respondents were asked to state up to 3 reasons why they drive to the Campus, with 53% of drive-alone staff referring to a lack of bus services frequency, 43% of drive-alone staff referring to a lack of public transport coverage near their home address and 35% of drive-alone staff referring to caring commitments, such as a school drop-off or pick-up.
- 3.4 The distribution of all the reasons stated by drive-alone staff members is shown at **Figure 3.1**.

Figure 3.1 – Reasons for Using a Car to get to Campus



3.5 The survey also asked respondents what would encourage them to use alternative modes of travel, with frequent responses including increased reliability of services, cheaper public transport, more direct public transport routes and cycle incentives. Only 22 out of 215 drive-alone staff advised that “nothing” could encourage them to consider not using their car.

3.6 Only 24 out of 178 student responses (13%) indicated that their usual mode of travel was to drive alone, whilst over 75% of students have interacted with the “FindYourWay” interactive map.

4 MEASURES TO ENCOURAGE SUSTAINABLE TRAVEL

4.1 The key to the success of the Travel Plan will be the effectiveness of the measures that are implemented. The University seeks a reduction in single occupancy car use, reduced demand for car parking, increased use of low-emission and plug-in vehicles, and more staff using active travel modes when possible. The wider positive effects of sustainable travel will be marketed and realised which will aid positive health and wellbeing of staff, improving productivity and help creating a happy workforce / place to study.

4.2 The University have already established a number of measures for the Campus which will be maintained in line with the objectives of the Travel Plan. The following topic areas, which are summarised below, highlight measures for monitor and review as well as those which will be investigated for implementation.

Encouraging Walking

- Wayfinding
- Step Free access
- Walking Challenges



Encouraging Cycling

- Cycle Facilities
- Cycle Training
- Bicycle Pool Scheme
- Electric Bikes / Scooters



Public Transport

- Promoting Public Transport
- Travel Loans and Discounts



Parking and Car Use

- Car Sharing
- Car Free Day
- Car Parking Management Initiatives
- Electric Vehicle Charging Bays Management



Increasing Awareness

- Communication Strategy
- New Students / Start of Term Events
- Campus Wide Events



5 ENCOURAGING WALKING

Wayfinding

- 5.1 Continue to promote the Pocket Essex App (available on iOS and Android) and Find Your Way @ Essex webpage and App. They are interactive apps and provide real-time information. Investigate the potential development of the App to expand the mapping to show walking routes to local amenities and surrounding public transport stops. Provide an option on the apps to report any problems, such as damaged cycle parking, lights not working etc. to encourage students and staff to maintain the Campus. UoE will continue to engage with the Borough Council in respect of an extension to the Wayfinding project, identifying suitable routes and signage locations to promote links between the Campus and the town centre.

Step Free Access

- 5.2 Continue to provide guidance for step-free routes throughout the Campus and ensure they are maintained. Ensure mapping and signage is up to date. Work with ECC to ensure step-free access is provided onto buses where possible and to identify opportunities off-site where improvements to step-free routes are required.

Walking Challenges

- 5.3 Organise walking challenges – such as between accommodation blocks or groups / departments. Step Count challenges can be organised through the Better Points app and takes into account walking both on Campus and at home. Other organised challenges include Virgin Pulse and Active 10, an Application provided by Public Health England.



The **NHS** suggests that to stay healthy, adults should try to be active every day and aim to achieve at least **150 minutes of physical activity** over a week through a variety of activities. The easiest way to get moving is to make activity part of everyday life, such as walking or cycling rather than using a car. (<https://www.nhs.uk/live-well/exercise/exercise-health-benefits>)

- 5.4 For those who live within a 30-minute walk of the Campus, such as in Greenstead, promote the fact that they are in close proximity to the Campus, likewise walking to the town centre and nearby amenities such as Tesco Superstore.

- 5.5 The open space within and surrounding the Campus are attractive settings for lunchtime walking or walking meetings. The step count from such activities can be used as part of the Step Count Challenges.

6 ENCOURAGING CYCLING

Cycle Facilities



- 6.1 Maintain cycle parking by fixing any damaged racks, ensure they are secure and promote riders to report theft or damage. Security will be increased to the main racks located under the Podia by adding an enclosure so that users require fob access to registered cyclists; this may increase their use by offering a greater level of security for those with more expensive cycles.
- 6.2 A common comment in the 2019 travel survey was that additional security at cycle rack locations, such as CCTV and better lighting, might encourage uptake. Security bike marking through the BikeRegister network will be promoted as part of the weekly Dr Bike visits, or operated as a separate event during the year, such as via the Essex Police Constabulary.

Cycle Training

- 6.3 Cycle training provided by Bikeability is offered by Essex County Council. More information about cycling within Essex including booking details are provided at <https://saferessexroads.org/road-users/cycling/>. The University Travel and Transport Team will regularly promote cycle training for staff and students.
- 6.4 The 2019 travel survey states 25% of respondents would like to find out more about becoming a member of a Bicycle User Group. Greater advertising and promotion of this both could attract more people and be of a greater benefit. The benefits of being a member of a local cycling club will also be promoted.

Bicycle Pool Scheme

- 6.5 Explore the potential for joining a bicycle pool/hire scheme that will operate within the town centre and provides a docking area close to the train station and on campus.

Electric Bikes & Scooters

- 6.6 The range and application of E-bikes may assist a modal shift for those staff who drive and don't have convenient access to public transport. The demand for docking and charging facilities for E-bikes, and potentially E-scooters, will be monitored.
- 6.7 The potential benefits to site staff of using E-cargo bikes across the campus will be explored via the Borough Council's eCargo bike library trial scheme.

- 6.8 Colchester is one of the locations for the year-long trial of E-scooter hire, with the chosen partner Spin (<https://spinpm.wpengine.com/how-to-ride-in-colchester/>). Users must hold a valid driving license and keep within the dedicated operating area which includes routes through the campus. Students will be encouraged to participate and offer feedback under the travel survey in respect ease of use, pricing and suitability of infrastructure.

7 ENCOURAGING PUBLIC TRANSPORT USE

Promoting Public Transport

7.1 Maintain the quality and environment of the walking route between campus and public transport stops. This includes to ensure that suitable lighting is maintained on campus and step-free access is provided, making it safe for all users. Encourage staff and students to report faults or areas for improvement.

7.2 A common request in the travel survey was to provide live bus information at the bus stops surrounding the Campus, such as installing a board informing expected bus arrival times. The First Bus smartphone App will be promoted..



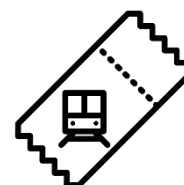
7.3 Reward those who use sustainable modes of travel. The university will request a demonstration of the Better Points platform, an Application which rewards behaviour change such as those who switch to public transport, cycle or walk.

Visitor Travel

7.4 Inform visitors to travel to the site as sustainably as they are able too, where possible. Encourage staff to send a link to the rail / bus section of the website when meeting appointments, etc are made.

Travel Loans and Discounts

7.5 Travel loans are currently provided for train or bus season tickets for staff for Greater Anglia, UniCard, First UoE and Harwich Express.



7.6 The University works with transport providers to advertise and provide discounts for tickets. The 2019 survey suggests that 67% of those who use a travel card have the Unicard Zone 1, which is available at a discount via the university in partnership with First Essex. Tickets can be purchased via the First Bus App or from the Student Union office.

7.7 Continue to promote the travel loans and discounts throughout the year and to new staff and students.

8 MANAGING PARKING AND CAR USE

- 8.1 It is understandable that some staff / students have no other option than to use a car to drive to the Campus. However, there are options to encourage sustainable travel, and remove barriers to using other methods of transport.

Car Sharing

- 8.2 Car sharing is when there is more than one occupant in a private car. A proportion of parking spaces in the most conveniently located car parks could become dedicated to registered car-sharers. The potential for an online car-sharing database for staff is being explored to connect staff who travel in the same direction so they may travel together and share the costs, reducing congestion, pollution and the need for car parking. Should post covid travel habits make this viable the intention is to implement car sharing during the academic year 2021/22.
- 8.3 The viability of introducing an electric or ultra-low emission pool car will be investigated for when staff require a car to attend meetings when alternative travel options are unavailable.

Car-Free Day

- 8.4 The Travel and Transport Team will investigate the possibility of establishing a 'Car-free Day' at the Campus, whereby staff make an effort to leave their car at home and travel to work by sustainable travel, or use car sharing, or alternative modes for the "last mile" of the journey. The Travel and Transport team will investigate ways to encourage participation. This might include setting up friendly competitions between departments, for example, the department which reduces car travel the most is given an award or by providing coffee and cake to participants.

Car Parking Management Initiatives

- 8.5 The Travel and Transport Team will map the reduction in the number of car parking permits provided on Campus year on year. Over time permits will be allocated depending on criteria such as distance from Campus and other options available. Spaces could become allocated for car-sharers, electric car / plug-in hybrid vehicles and blue badge holders.
- 8.6 It is acknowledged that the current car park pricing does not offer a disincentive to car travel and the existing parking permit prices and day charges will be reviewed, having regard to public transport costs and compared with the cost of long-stay workplace parking elsewhere.
- 8.7 Whilst it is the intention to align the cost of parking on campus with alternative forms of transport the journey to achieve this needs to be phased over time. There are a substantial number of colleagues who need to attend campus everyday due to the nature of their job eg maintenance

and cleaning teams. They do not have the option of flexible working. Some of these colleagues may be on lower incomes and increases in parking fees will affect them disproportionately. The disincentive to drive needs to be a nudge towards behaviour change rather than a penalty for coming to work. This equally applies to students with limited finances.

- 8.8 The internal approval process for changes in parking fees is taken at a senior level with due consideration to the impact on individuals' finances. The University is committed to price changes alongside improving provision and attractiveness of alternatives.

Reduced Parking Supply

- 8.9 The total number of parking spaces per student bedroom and per square metre of teaching space will be reduced over time, to be achieved primarily through the construction of additional buildings.
- 8.10 By 2029, the redevelopment of the Capon Road car parks on the north side of the campus will reduce the total parking capacity on the campus by approximately 20%.

Electric Vehicle Charging Points

- 8.11 As well as parking spaces reserved for those charging an electric vehicle, the Transport Policy Manager will distribute information related to the benefits of using electric vehicles to staff. The 2019 travel survey identified that 5% of surveyed staff own an electric vehicle, with up to 27% of respondents considering purchasing one. With the future ban of petrol and diesel only engine cars in 2030 an investment in additional electric charging capacity will be made during the term of this travel plan, potentially through a new partnering arrangement with an energy provider. A minimum of 12 additional EV charging points will be introduced by 2029.
- 8.12 Currently 4 out of the 30 vehicles on the university fleet are electric; continuing to replace older vehicles with electric vehicles and providing designated charging points will increase the sustainability of the fleet; the first EV charging points dedicated to UoE fleet vehicles are being installed during the summer of 2021.

9 INCREASING AWARENESS

9.1 It is recognised that marketing and communication is key to the long-term success of the Travel Plan. The marketing strategy will aim to raise awareness to all staff and students across the campus and provide up to date information disseminated via several channels such as the internet, social media, travel packs and posters.

9.2 It is expected that a sustainable travel announcement or initiative will be promoted on one or more channels at least once a week.

9.3 Greater use of prize draws (such as for cycle shops) could be used as an incentive to increase participation in the next travel surveys.

Communication Strategy

9.4 A range of online methods such as the website, emails and social media will provide up to date links and information regarding travel to and from the Campus.



9.5 Ensure that website and apps are continuously updated to provide the most up to date and accurate information.

9.6 Additional opportunities to promote travel plan initiatives include the following:

- The Sustainable Essex Awards
- Sustainable champions network
- Under the climate emergency
- Display stands in central squares and at freshers fair stall
- Linking active travel with the sports department and wellbeing team

New Students / Start of Term Events

9.7 Ensure that students who move into halls are aware of the Travel Plan before moving in and provide up to date information for commuters offering alternatives to driving. Raise awareness with a stand at the Fresher's Fair.

9.8

New Staff

- 9.9 Potential new staff will be made aware of the travel plan initiatives as part of the interview process and again following appointment with an abbreviated 'Welcome Pack' version of the travel plan to be issued alongside the staff handbook, and discussed during staff induction. The Welcome Pack will invite staff to access the existing travel and transport module on Moodle.

Campus Wide Events

- 9.10 The Travel and Transport team will organise and promote events that encourage sustainable travel such as a Sustainability Week and Walk-to-University Day. These will be promoted through social media channels and posters / banners across the campus.
- 9.11 Specific events and promotions will have the support of the Sustainability team promotional activity as well as University wide communications team. These include social media platforms, internal email bulletins, physical displays in the central campus area, welcome week and freshers fair. Links will also be forged with our colleagues in sports science. Partners such as the Student Union, accommodation partners and Colchester Council will also be included.

10 Other Matters

Business Travel

- 10.1 A strategy to deter and reduce unnecessary business travel is being developed under the travel and transport initiatives of the sustainability sub-strategy. Measures will include increased reliance on virtual meetings.

Local Partnerships

- 10.2 The UoE Travel and Transport team will seek guidance from Colchester Borough Council and Essex County Council in order to keep up to date with changes in infrastructure and other relevant initiatives. UoE is already working with the Colchester Travel Plan Club to share best practice and exchange ideas to promote active and sustainable travel. The University is a key member of the club and participates in regular meetings and initiatives. The Club membership includes major and minor employers in the town and provides resources, discounts, help and guidance on changing travel habits, reducing CO2 emissions and promotion of sustainable travel.
- 10.3 New partnering arrangements will be considered where they can contribute to the objectives of the travel plan, such as promoting sustainable travel within the off-campus student accommodation buildings provided by third parties or encouraging the use of sustainable delivery companies.
- 10.4 The travel plan is owned and delivered by the Travel & Transport Team within the Sustainability section. The team comprises a Transport Manager, Transport Policy Officer and Transport Administrator. They are supported by four other members of the Sustainability department who specialise in student and staff engagement.
- 10.5 A bicycle user group (BUG) exists at the University. The group was formed by staff with a shared interest in cycling, they interact with the travel & transport team to lobby for improvements to on site facilities and they are asked to join in promotional activities. Their views and feedback are considered when making changes to cycling facilities.

Funding

- 10.6 The UoE travel plan is funded primarily from the revenues raised from car parking.

11 TARGETS AND MONITORING SUCCESS

11.1 The success of this travel plan will be measured against an increase in walking and cycling and a decrease in single occupancy car use.

Mode	Staff		Student	
	2019	2026	2019	2026
Walk	8%	9%	40%	42%
Bus	15%	18%	31%	32%
Drive (alone)	48%	38%	13%	5%
Train	4%	4%	4%	4%
Cycle	12%	14%	5%	8%
Car Share (Mainly as Driver)	8%	10%	4%	4%
Car Share (Mainly as Passenger)	4%	6%	0%	4%
Get Dropped off	0%	0%	1%	1%
Total	100%	100%	100%	100%

11.2 Biennial travel surveys will continue to be carried out for staff and students. Consideration will be

Staff

Increase walking by 1%
 Reduce single occupancy vehicle use by 10%
 Increase bus travel by 3%
 Increase cycling by 2%
 Increase car sharing by 4%
 Increase participation in home working (at least one day per week) by 5%

Students

Increase walking by 2%
 Reduce single occupancy vehicle use by 8%
 Increase bus travel by 1%
 Increase cycling by 3%
 Increase car sharing by 4%

given to updating the format of the travel survey, requesting a travel diary for one week to record travel modes each day to and from the campus. Information gathered will continue to be made available to ECC as well as analysed to compare against targets.

12 ACTION PLAN

12.1 The following action plan lists the activities, initiatives and targets necessary to monitor and achieve the travel plan outcomes. Each academic year we will have a core set of actions/activities as shown below and will continue regular reviews with Colchester Council Transport & Sustainability team.

Promotion of cycle training and maintenance

Publicising walking and cycling routes to, from and around campus

Arranging for Dr Bike to visit campus fortnightly providing free bicycle servicing

Negotiation of best possible rates for rail and bus travel

The week-long Festival of Sustainability

The Green Impact environmental accreditation programme

Monthly pop-up stalls

Freshers Fair

In addition further initiatives will include:

Measures	Notes	Status/ Target Date	Responsibility
Welcome Pack preparation	New staff alternative transport information	AY 2021/22	Sustainability Team
Promotion of Moodle module	Staff/student on line learning course	AY 2021/22	Sustainability Team
Bespoke travel plans	Introduce a free personal travel plan	AY 2021/22	Sustainability Team
Cycling			
Increased Provision of cycle racks	Additional racks around campus	150 additional spaces AY 2023/24	Travel & Transport Team
Increased security to cycle racks	Begin programme of works retro fitting existing	AY 2023/24	Travel & Transport Team

	racks with security measures		
Introduce bike rental scheme with local authority and partners	Work with CBC & others for introduction of a scheme	AY2022/23	Travel & Transport Team
Walking			
Promote walking	Engagement plan/campaign to increase student and staff use of walking and cycling to travel to and from campuses	AY 2021/22	Sustainability Team
Public Transport			
Bus & Train	Work with providers to increase provision of services to campus	AY 2022/23	Travel & Transport Team
Car Parking			
Present a pricing strategy to the senior team	A pricing and needs based permitting regime to discourage driving and align with public transport prices	AY 2022/23	Travel & Transport Team
Reduce car parking capacity	Reduce permits issued with corresponding reduced parking provision	20% reduction by 2026	Travel & Transport Team
Install additional EV charging	Increase provision of charging points	100% increase by 2026	Travel & Transport Team
Install fleet vehicle charging	Dedicated charging facilities for University fleet	6 charging bays by 2022	Travel & Transport Team
Promote car share club	Introduce and promote car sharing	AY 2021/22	Travel & Transport Team

University Fleet	Move fleet vehicles to electric power	75% electric vehicles by 2026	Fleet Manager
Reducing demand for travel			
Working from home	Introduce flexible working/hot desking	AY2021/22	Office of the Vice Chancellor
Business travel policy	Create and implement a business travel policy creating transparency around the emissions of each journey and mode of transport	AY 2022/23	Travel & Transport Team
Business air travel	Reduction in business air travel	30% reduction from 2019 baseline by 2026	Office of the Vice Chancellor