



LEEDS
BECKETT
UNIVERSITY

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TRANSPORT STRATEGY

2016-2021 Final Report

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1. INTRODUCTION

Our University is one of the largest employers and educational institutions in the region, with over 2800 members of staff and over 23,000 students, and we make a significant contribution to the social, economic, and cultural achievements of our region and beyond. We recognise that our University is a major generator of travel and therefore have a responsibility to limit any negative impacts of these trips including congestion, pollution, carbon emissions and health and wellbeing.

We want to facilitate more sustainable travel both to the University and journeys on University business, whilst upholding the themes and values of the University's Strategic Plan.

Since the adoption of the previous Transport Strategy our University has continued to develop and adapt to changes in the sector, and this strategy emerged at the beginning of a new period of development for the University. The then newly adopted Strategic Plan and Estate Strategy set out how the University's estate will help to drive academic achievement, deliver world class learning environments and enhance the student experience.

Scope of the Document

This Transport Strategy Final Report for the period 2016-2021 presents key information about how our staff and students travel to the University and a commentary on these findings; it provides an overview of how travel behaviour has changed from previous strategy periods and how this performance compares with our targets. It includes next steps for how the University will approach future travel and transport initiatives.

It will be used to support the University's Strategic Planning Framework and Estate Strategy by ensuring that as the University develops, its travel demands are delivered in a sustainable way, according to our vision.

Key Successes

Transport Strategy's from 2012 onwards embedded walking and cycling provision and behaviour change into the University's travel behaviour, the services and facilities established over that period have been integrated into the day-to-day operation of the University through the work of the Sustainability team. This includes a Sustainability Support Officer with responsibility for promoting sustainable transport, maintaining a fleet of bikes for staff and student use, our own bike maintenance workshop as well as the continued partnership with the Bike Hub on the University of Leeds's campus.

In addition to these, the University has established and continues to develop a comprehensive suite of tools and incentives to promote and enable sustainable travel for our staff and students. For staff, these include discounts on MCards for rail and bus travel within West Yorkshire; the use of pool bikes and hire bikes, staff shuttle bus and salary sacrifice benefits as well as tax incentivised initiatives such as the Cycle to Work scheme. For students, we offer inter site shuttle buses, our flagship bike hire scheme, providing affordable bikes throughout the year; discounted bus fares in conjunction with major bus operators and subsidised cycle equipment including locks and lights. For both groups our Estate provides high quality infrastructure in the form of cycle storage, lockers and showers to facilitate active travel.

Key successes for the strategy include:

- Our Staff Shuttle bus has had a positive impact on inter-site car use which has declined significantly.
- Single occupancy car use for staff commuting to the university decreased by 10% over the period of the strategy (2016-2022)
- Cycling rates continued to grow over the period of the strategy (2016-2022)

2. OUR TRAVEL BEHAVIOUR

Our university operates across two sites, one at Beckett Park in Headingley and one in the city centre, with staff and student numbers split approximately equally between the two sites.

Our Transport Strategies for 2002-2012 created a robust framework for reducing single occupancy car use and increased the use of sustainable forms of transport and active travel, supporting a step change in the travel behaviour of both staff and students. The strategy for 2012-2015 oversaw further improvements, and as a result the 2018 staff and student travel survey showed sustained use of public transport, walking and cycling.

Our travel survey in March 2020 saw further progress toward our KPIs with the most notable success being inter site car travel rates falling markedly and well beyond target, as a result of the staff shuttle bus. However, our 2020 travel survey was just prior to the COVID-19 pandemic. Whilst these results are indicative of behaviour up to this point, we know working patterns and travel behaviour have shifted hugely since March 2020 as many staff and students have, and seem likely to continue, to work from home or to work more flexibly.

3. OUR PERFORMANCE 2016-2021

Staff and Student Travel Survey 2020

The travel survey was carried out in March 2020 via online surveys for staff and students. The survey window coincided with the start of the lockdown period of the Covid-19 pandemic. As a result, survey responses were considerably lower than in previous survey iterations. Student responses were overwhelmingly from students living in our halls and as a result represent the views of a sub-group of all students.

Staff

The staff survey results shows that there remains a significant disparity between travel choices at the City and Headingley campuses, The key differences are:

- Staff based at Headingley campus are much more likely to commute by single occupancy car.
- Staff at City Campus are more likely to use public transport.

At the Headingley Campus:

A much larger proportion of staff drive to work as a single occupant than at our City campus (48%).

More staff use active travel modes at Headingley than City campus with 14.7% of staff walking to work and 7.8% of staff cycling to work.

A smaller proportion of staff use public transport to travel to the Headingley campus than in the city. This is reported by some staff as being due to less convenient services being available compared to those in the city centre.

When comparing the overall trends in staff mode share for the university with the last travel survey in 2018:

- Single occupancy car use at both sites has fallen by almost 5% since 2018, at Headingley campus it has decreased by nearly 10%.
- Public transport use at Headingley campus has grown by over 7% since 2018.
- Bus use has fallen in the city. This change is apparently as a result of growth in walking and car sharing.
- When looking at the sites separately there have been notable changes at both campuses:
- Car use has reduced by 3% at the City campus which corresponds with a 3% growth in car sharing.
- At the Headingley campus there has been growth in cycle, bus and train use which aligns with a 9% decline in lone car use at that site.

Students

Whilst our student survey only gathered a good level of responses from students living in halls, we can still see trends in the travel behaviours of these resident students.

The results of the student survey demonstrate that our students who are resident in Leeds overwhelmingly walk to campus, particularly in the City.

At the City campus 80 % of resident students walk to University. At our Headingley campus 53% of students walk to University, 24% use public transport.

When comparing the overall trends in student mode share for the University with the last travel survey in 2015, the biggest increase has been in public transport use, which has increased by 2.7%. When looking at the sites separately there has been little change at the City campus, public transport use, specifically bus use has increased by 1.4% and cycling has decreased by 1.8%. The more significant changes have been at the Headingley campus where walking has decreased by 7.9% and public transport use and car use has increased in its place.

Chart 1 - Staff Main Mode of Travel - City Campus

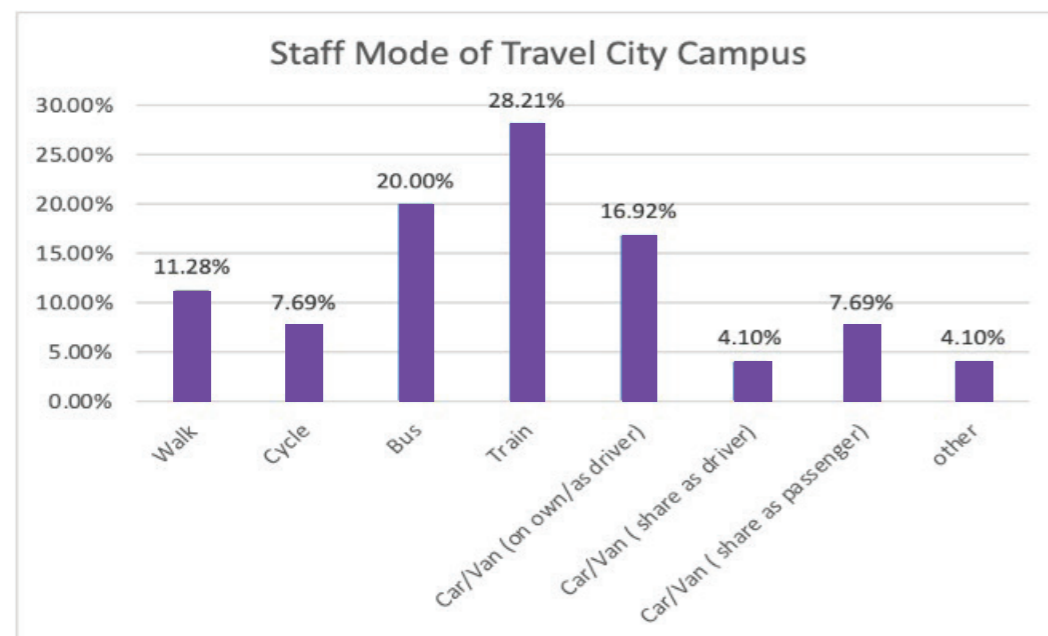


Chart 2 - Staff Main Mode of Travel - Headingley Campus

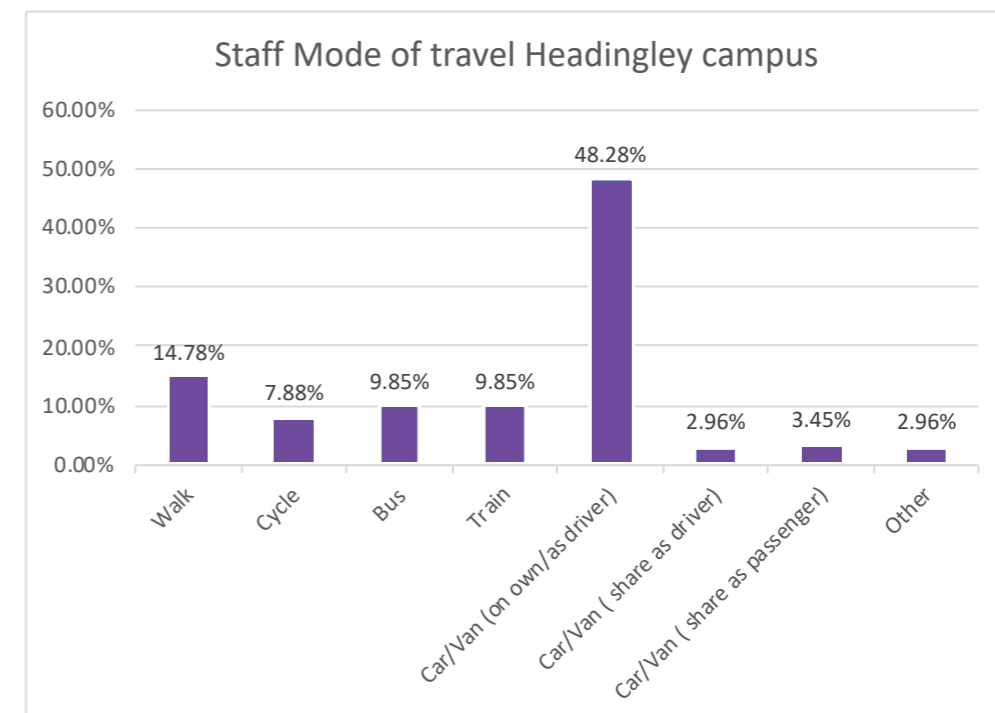


Chart 3 - Student Main Mode of Travel - City Campus

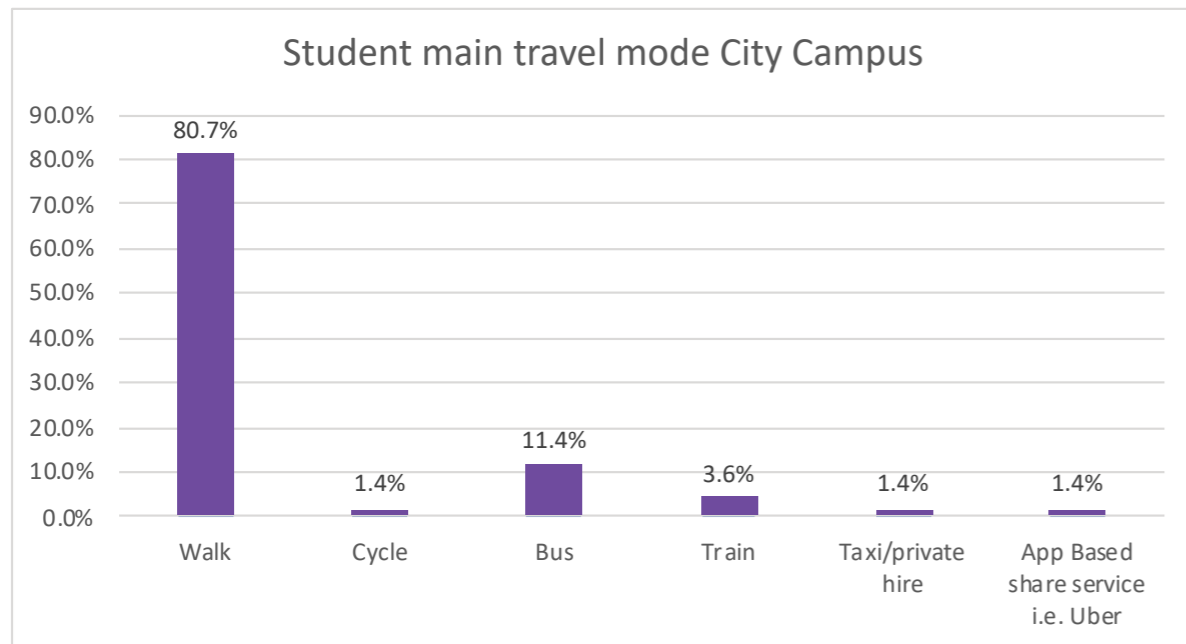
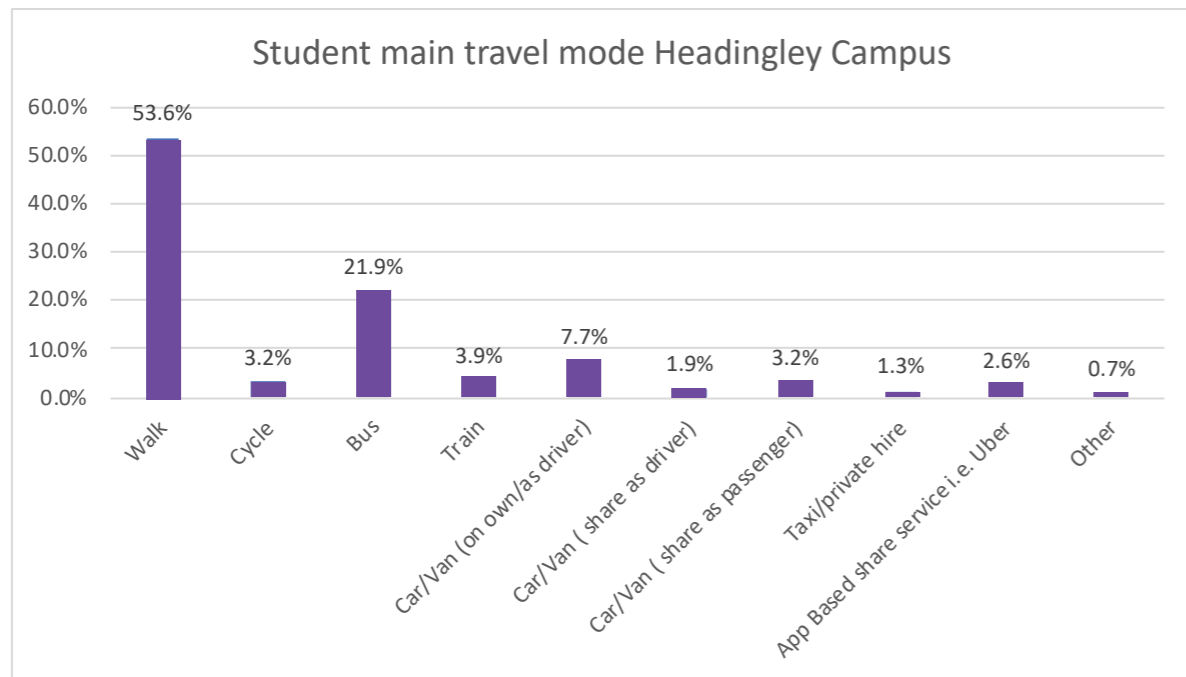


Chart 4 - Student Main Mode of Travel - Headingley Campus



Key statistics

- 65 % of resident students walked to the University
- 28% of staff travelled to City campus by train
- 20% of staff at City and 58% of staff at Headingley drove to University as a single occupant.
- We have over 650 cycle parking spaces across the University.
- We have a fleet of 100 bicycles for staff and students.
- Over 70% of staff use the Shuttle Bus to travel between our sites.

Table 1: Performance against targets 2016-2021

	KPI No.	Key Performance Indicators	2013 Survey Baseline	2015 Survey Results	2018 Survey Results	2020 Survey Results	2021 Target
Single Occupancy Vehicle Drivers	KPI 1	Reduce the proportion of staff travelling to work at City campus by single occupancy vehicle	15%	27%	20%	16.9%	17%
	KPI 2	Reduce the proportion of staff travelling to work at Headingley campus by single occupancy vehicle	47%	54%	58%	48.3%	44%
Car Sharing	KPI 3	Increase the proportion of staff travelling to work by car sharing at City campus	8%	8%	8%	11.7%	14%
	KPI 3	Increase the proportion of staff travelling to work by car sharing at Headingley campus	11%	10%	6%	6.5%	15%
Active Travel	KPI 4	Increase the proportion of staff travelling to work by active modes at City campus: Walking / running	10%	11%	9%	12.3%	13%
	KPI 4	Increase the proportion of staff travelling to work by active modes at City campus: Cycling	12%	6%	6%	7.7%	8%
	KPI 5	Increase the proportion of staff travelling to work by active modes at Headingley campus: Walking/running	17%	13%	16%	15.8%	16%
	KPI 5	Increase the proportion of staff travelling to work by active modes at Headingley campus: Cycling	7%	5%	5%	7.9%	8%
	KPI 6	Maintain the proportion of students walking to University at both campuses: City	47%	49%	49%	80.7% *	49%
	KPI 6	Maintain the proportion of students walking to University at both campuses: Headingley	50%	53%	45%	53.6%*	53%
Active Travel	KPI 7	Increase the proportion of students cycling to University at both Campuses:	9%	5%	2%	2.5%*	8%
Staff Inter-site	KPI 8	Reduce proportion of inter-site journeys made by car	25%	35%	24%	9%	20%

*Results are from students living in Halls of Residence and not indicative of the entire student population.

4. FUTURE TRANSPORT STRATEGY - NEXT STEPS

Whilst the 2016-2021 and previous transport strategies have helped change staff and student travel behaviour, changes post pandemic are likely to be profound due to the increase in working from home and flexible working patterns. Therefore, future targets need to reflect this monumental change in working habits and not simply focus on the assumption that all teaching, research and professional services work will take

place on campus. To understand this change, and the impact it will have on our travel and transport targets, we will conduct a University wide travel Survey in early 2022. Whilst the detail of these targets is currently unclear, we can say that they will seek to enable active, sustainable and low carbon travel when it is required.

5. RELATED DOCUMENTS

- Estate Strategy 2016-2021
- Travel Survey Reports (2013, 2015, 2020)
- Transport Strategy 2016-2021
- Campus Master Plans
- Carbon Management Strategy 2016-2021
- Estates Financial Plan
- ISO 14001 certification