Oxford Brookes Sustainable Travel Plan

INTRODUCTION:

The overall aim of this Sustainable Travel Plan (STP) is to support the vision, key drivers and objectives outlined in the Sustainable Travel Strategy, which aligns with the University's 2035 Strategy. This will embed a culture of sustainable travel throughout the University.

This travel plan builds on previous plans and initiatives, and has been developed following extensive consultation (over a two-year period) with our students, staff and key stakeholders. We have gathered feedback through surveys, online and face-to-face workshops, and through consultation with the University's Travel Advisory Group (TAG). The University has also appointed an independent transport consultant, TPS, to advise us and help guide the development of this plan.

POLICY FRAMEWORK:

The University recognises the importance of future-proofing our travel plan to reflect broader transport policy, ensuring delivery to meet staff, students and visitor needs and to support the local transport authority's aspirations. It is acknowledged that transport is a significant contributor to our carbon emissions and the need to minimise our impact in line with our ambition to be Net Zero by 2040, aligning with the City of Oxfords Net Zero roadmap.

National Policy - In 2021, the DfT published its vision for reducing the environmental impact of travel. 'Decarbonising Transport; A Better, Greener Britain' presents a clear vision for how transport must become cleaner – both in terms of the need to travel and also through the decarbonisation of individual modes of travel. This supports broader aspirations to achieve 'Net Zero' at a national level which is fundamental to the UK's transport strategy and policies. The government's 'Net Zero Strategy: Build Back Greener' (2021) outlines the considerable contribution that transport makes to our current carbon footprint.

Regional & Local Policy
Oxfordshire County Council (OCC)'s Local Transport & Connectivity Plan (LTCP), aims to deliver a Net Zero Oxfordshire transport and travel system and reduce car trips within the city in favour of active travel supporting a climate positive future.

Appendix A, provides further detail on national, regional and local transport planning policy that has influenced this STP.

Furthermore, in order to support local transport policy and reduce car use from Oxford we actively restrict students from bringing a car to our Oxford campuses (located inside of the ring road) by our parking policy and at our halls of residence, whereby student contracts prohibit the use of a car whilst staying in our accommodation. This STP does not seek to change this policy.

This Sustainable Transport Plan will be reviewed and signed off annually by the Estate and Campus Services Senior Leadership Team, with strategies being signed off annually (and/or as required) by VCG.
Vice-Chancellor Professor Alistair FittSignatureDate

Appendix B, explores the existing infrastructure of the campus and external environment to help facilitate and encourage students, staff, and visitors to walk, cycle or use public transport, rather than to travel by car. This STP looks to maximise all of these opportunities.

SUSTAINABLE TRAVEL STRATEGY - AIMS & OBJECTIVES:

The overall objectives of our published sustainable travel strategy are:

- Compliance with national, regional and local legislation, and transport planning policy.
- To actively manage our estate development to deliver a reduction in car parking provision; limiting the number of colleagues who are eligible for a parking permit, conforming to local planning requirements.
- Encourage & facilitate sustainable transport options - by providing supporting infrastructure, initiatives, information and incentives to enhance the student, staff and visitor experience.
- Influence, and where appropriate, partner with, local transport providers - to improve the connectivity to our campuses and integration with local transport options.
- Reduce carbon emissions - to baseline our scope 3 carbon emissions (CO2e) from commuting, business and student travel. Develop SMART targets and KPIs to measure and report progress, with an associated action plan.
- Ensure our campuses are readily accessible to all.
- Integrate new technology to optimise efficiency and the user experience.
- Engage with staff, students and visitors on sustainable travel and transport and behaviour change.
- Conduct an annual review of the Travel Strategy and report on progress.

BACKGROUND:

Our first STP was published in 2010, with a number of enhanced iterations being published, in preceding years, confirming the University's commitment to a range of measures to support staff, students and visitors to make informed travel choices and enhance the accessibility of its campus locations. The global pandemic meant the University wanted to deliver a plan once "normal" working patterns had been adopted.

The overall aim of our former plans was 'to raise the awareness of having a more sustainable environment for all users of our campuses, which promotes a range of lifestyle and travel choices and reduces reliance on the private car.'

We have worked extensively over the last few years to encourage sustainable transport to be considered as the viable choice to commute to campus and have delivered initiatives to support this modal-shift. Students are not allowed to bring cars to our Oxford campuses (inside the ring road) or if they are residing at one of our halls of residence (with the exception of blue badge holders and/or medical justification). To support students to travel sustainably between campuses and halls of residence we provide a dedicated BROOKESbus service. This STP aims to build on the successes of our former plan and go further in-line with changing expectations, our internal sustainability strategies and changes to our estate moving forward. The COVID-19 pandemic has resulted in notable changes in staff working patterns (and resultant travel patterns), which brings both benefits and challenges that we must appropriately respond to. Many staff are travelling to campus less frequently than before the pandemic, however, data suggests that the proportion of commuting trips by car had increased above pre-pandemic levels by 2022. We continue to respond to these changes

as proactively as possible. Appendix C, provides key findings from the most recent staff and student travel survey. We continued to support our BROOKESbus services throughout the pandemic, despite regional variations, and the BROOKESbus service has delivered positive patronage, in 2023 it returned to Pre-COVID-19 passenger levels. To align with our climate aspirations, and working alongside external partners (including Oxford Bus Company, the City and the County Councils), we secured funding from the DfT as part of the Zero Emissions Bus Regional Area scheme. By the end of 2023, our full BROOKESBus service moved to a fully electric vehicle fleet, saving an anticipated c.850 tonnes of carbon per year, compared with the older diesel buses.

The following outlines current initiatives that are already being delivered:

Walking, cycling, scooting
- Cycle to work schemes - staff targeted
- Bike Doctor - providing free labour to maintain staff and students bicycles
- Bike Marking - free bicycle marking events each semester to staff and students
- Discounted second-hand bicycles to staff and students.
- Cycle safety - provide discounted bicycle lights & training
- Walking/Cycle accessories - provide students and staff with discounts on accessories.
- Provide discounted travel via Oxford's e-scooters and free rides to new users.

Public transport:
- New state of the art EV buses across the whole of the BROOKESbus fleet (Dec 2023).
- Dedicated BROOKESbus services to our campuses and halls of residence.
- Delivery of 'inclusive' BROOKESbus passes to all our undergraduate students.
- Staff discount on the BROOKESbus.
- Staff intersite passes and internal Park & Ride schemes from existing satellite campuses.
- Continuous improvement to BROOKESbus service timetable.
- Amalgamation of the BROOKESbus services with the local park & ride.
- Interest free loan available to staff for public transport passes – £5000.
- Real time information available at bus stops.
- Business travel - subsidise bicycle mileage (20p per mile) and refund public transport journeys. The full range of staff and student travel offers can be found by visiting: https://www.brookes.ac.uk/travel. The majority of our travel initiatives still remain relevant and will continue to be delivered moving forward. There will also be additional measures and initiatives delivered to enhance the current travel planning activities and focus efforts on reducing CO2e from commuting, student and business travel in line with our carbon reduction strategy.

OXFORD CAMPUS VISION

Oxford Brookes is committed to building an environment which supports our students, staff and partners to excel. Importantly, our campus spaces need to respond to the evolving needs of the University's community and the rapidly changing world of education. The Faculty of Technology, Design & Environment functions which are currently based at Wheatley will move to two new buildings on the Headington Hill site for the 2024-25 academic year. It is also proposed to move all teaching from Harcourt Hill to our Headington Campus for the start of the 2025/26 academic year but, as with any large estate project, timescales are dependent upon a number of factors.

The concentration of teaching and learning at our Headington Campus, will result in around a 65% loss of car parking provision across all of our current sites, requiring a much more stringent approach to car park management. This will mean delivering a significant reduction in staff car parking permits, facilitated by the introduction of a new eligibility criteria. The first phase of Oxford Campus Vision (OCV) has commenced (November, 2022) with the loss of approximately 110 parking spaces located on the Headington Campus. This has enabled the development works taking place at Headington Hill campus and facilitates the decant from Wheatley by October 2024 (due for completion in August 2024).

In order to manage our estate development we intend to introduce a new car parking management system, with a new eligibility criteria and associated charging in 2024. Restricting the number of staff entitled to a parking permit as well as aligning charges to appropriate levels to incentivise change. This will support local transport policy by actively reducing car use and promoting active and public transport to commute to Oxford. Details of estate development can be found on the website.

Compliance with local authority planning conditions

This STP performs a dual role - firstly it supports the delivery of the objectives noted in the Sustainable Transport Strategy (STS) and secondly, reflects planning conditions associated with the OCV developments. The University must comply with the obligations attached to the planning consents for the new Headington Hill teaching building and purpose-built workshop, with conditions 11 and 16 for the respective applications, worded as follows.

- **Condition 11**: Prior to first occupation an updated Oxford Brookes University Travel Plan, which meets Oxfordshire County Council criteria, should be submitted to and approved in writing by the Local Planning Authority.
- **Condition 16**: The approved measures outlined in the updated Travel Plan shall be implemented upon first occupation of the development.'

For completeness, the planning conditions 11 and 16 stated:
"Prior to first occupation an updated Oxford Brookes University Travel Plan which meets Oxfordshire County Council criteria should be submitted to an approved in writing by the Local Planning Authority. The approved measures outlined in the updated Travel Plan shall be implemented upon first occupation of the development"

The STP is structured, as such, with the main body reflecting the format of the University's wider suite of sustainability policies, with the broader context (required in accordance with OCC travel planning guidance), included as appendices.

TRAVEL PLAN MEASURES, TARGETS & KPI'S:

The following confirms a range of travel measures (under each objective based in the Sustainable Transport Strategy) that the University is committed to progressing, along with indicative timescales for delivery. Progress towards the action plan below will be monitored and reported annually by the university's sustainability team and consultation will take place with the university's TAG before requesting annual sign-off by the Estates and Campus Services Senior Leadership Team. It will also take account of any supplementary actions that might be appropriate. The sustainability team can be contacted by emailing sustainability@brookes.ac.uk

TABLE 1:

Objective	Measures / Targets & KPI's	Target Group	Timescale/ Progress
1. Compliance			
To comply with national, regional and local legislation and transport planning policy	Delivered by the university's sustainable transport strategy and travel plan. The following provide examples of how the sustainability team keep updated with national/regional transport changes: ● The university is a member of the Environmental Association for Universities and Colleges (EAUC). Transport colleagues meet regularly to discuss developments within the sector and knowledge exchange. ● Participation in transport conferences on transport policy at a national level, from the academic and industry bodies (e.g. DfT or public transport authorities/ operators). ● Local working groups - We are a member of a number of active travel and transport working groups (e.g. Parking and Ride, Workplace Parking Levy, Cycle forums, Oxfordshire Active Travel Sprint group). They each provide the opportunity to stay abreast of local and regional developments. ● Team members (although not required as part of their role) typically hold charter membership.	Staff, Students, members of the public	Annually
To actively manage our estate development to conform to local parking standards to reduce the number of parking bays across our campuses.	We will actively ensure that future development aligns with local parking standards, reducing the provision of parking provision (excluding disabled/operational bays, as per local parking policy) Active Planning: - Clive Booth Student Village (CBSV, Headington) - Headington Hill	Staff and students	Annually: - CBSV - Sept 2024 - Headington Hill - Sept 2024

Objective	Measures / Targets & KPI's	Target Group	Timescale/ Progress
Support local parking standards and encourage active and public transport for staff commuting.	(1) Implement a new car parking management system, restricting the number of staff parking permits and to encourage a modal uptick in sustainable and active travel. **Phase 1** - reduced parking provision at Headington by 110 bays. **Phase 2** - decant Wheatley campus, this will result in the removal of c280 parking bays. **Phase 3** - decant of Harcourt campus, this will result in the removal of c350 parking bays. 2) As noted, under "Supporting Sustainable Infrastructure" continue to work with local transport operators to support bespoke travel offers for staff, encouraging an uptake in active/sustainable travel.	Staff	1) September 2024 Phase 1 - Complete Phase 2 - Oct 2024 Phase 3 - Post 2025 2) Annually
Support local parking standards by restricting student car usage	Restrict student parking from Oxford campuses (inside the ring road) and as part of our halls of residence contracts. Students who either live in halls of residence or where their main site of study is Headington Campus are unable to gain access to a university parking permit. OBU has no intention of changing this approach.	Students	Annually
2. Partnership with local transport providers to support transport options			
Work with the City and County Councils and local transport providers to secure improvements to local transport options, for the benefit of staff, students and visitors.	Respond to public consultations and work in partnership with the County Council to improve journey times to Park & Ride and real time information can be provided to customers when possible.	Staff, Students, members of the public	Annually
Work with the City and County Councils, in terms of workshop engagement, to improve local transport services for staff, students and the community.	Active stakeholder member in the following working groups: - Workplace Parking Levy - Park and Ride - Transport Hubs - Enhanced Partnership - Zero Carbon Oxford Steering Group (ZCOP)	Staff, Students, members of the public	Annually
Work with the City and County Councils to support the Zero Carbon Oxford Partnership programme	Members of the ZCOP Steering Group Lead the 'Sustainable travel sprint group' for ZCOP	Staff, Students, members of the public	Annually

Objective	Measures / Targets & KPI's	Target Group	Timescale/ Progress
Help to support Oxfordshire local transport plans	To shape Oxfordshire's Local Connectivity Plan and transport plans/strategies by being a key stakeholder in working groups, ensure changes are integrated into workstream planning, and communicated effectively.	Staff, Students, members of the public	Annually
Collaborate with public transport providers	Actively work with public transport providers (e.g. Oxford Bus Company, Stagecoach, Voi, Rail Companies etc) to provide bespoke travel offers for staff and students, working alongside them to raise the awareness/safety of the public transport (e.g. OBU sustainability fair, welcome week, open/applicant days) offering both local and further afield.	Staff & Students	Annually
Promote university forums or sustainable travel partnerships	Promote the University cycling group and other local groups and initiatives within the city (including cycle training) - annual campaigns, staff and student communication	Staff & Students	Annually
	Continue to offer the cycle to work scheme (and loan to those not eligible) – consider extending the loan timeframe/amount to make this more affordable.	Staff	Annually

3. Reducing carbon emissions

Baseline our emissions from travel and transport, reflecting recognised sector best practice and emerging guidance. REFER TO APPENDIX D for a full breakdown of Baseline data, targets and indicators	**Staff Commuting:** Baseline CO2e from staff commuting has been completed for 22/23 academic year, based on annual travel surveys. **Target: 60% total reduction in C02e from staff commuting by 2029.** - 2024/25 - Target 20% reduction - Staff 3,696 (baseline 4,620 CO2e) - 2026/27 - Target 20% reduction - Staff 2,772 CO2e - 2029/29 - Target 20% reduction - Staff 1,848 CO2e	Staff	AY 2024/25
	Staff Business Travel: Baseline CO2e from Business Travel (including expenses) for AY 2024/25 with short and medium targets implemented to deliver the aspiration of net zero by 2040	Staff	AY 2024/25
	Student Travel: (1) Out of term - Baseline CO2e for 24/25AY (2) Placements - Baseline CO2e for 24/25 AY. (3) Field Trips - Baseline CO2e for 24/25 AY. (4) **In term - Target: 60% total reduction in C02e from student commuting by 2029.** - 2024/25 - Target 20% reduction - Student 2,334 (baseline 2,917 CO2e) - 2026/27 - Target 20% reduction - Student 1,750 CO2e - 2029/29 - Target 20% reduction - Student 1,167 CO2e	Students	AY 2024/25

Objective	Measures / Targets & KPI's	Target Group	Timescale/ Progress
Develop and implement a suitably robust business travel policy, which supports the University's aspirations to reduce the environmental impacts of domestic and international trips. Identify initiatives to reduce the environmental impacts of student travel (i) at the start and end of the academic year, (ii) to a parental / family home term time and (iii) for placements.	Review current business travel policy / booking system with a view to strengthening, if required.	Staff	Dec 2024
	Continue to encourage use of online meeting facilities.	Staff	
	Raise awareness of the environmental impacts of business travel and encourage staff to consider whether a journey is necessary, especially air travel. Consider departmental CO2e budgeting for business travel.	Staff	AY 2024/25
	Promote cycle mileage expenses (currently 0.20p p/m) and public transport (expenses covered) for business travel	Staff	Dec 2024
	Incorporate car club option into business travel policy. Consider the benefits of a car club vehicle on Campus.	Staff	AY 2025/26
Identify initiatives to reduce the environmental impacts of student travel (i) at the start and end of the academic year, (ii) to a parental / family home during term time and (iii) for placements.	Offer Personal Journey Planning to placement students.	Students	AY 2026/27
	Promote student discounts on Co-wheels car club.	Students	Annually
	Support students who need to travel to 'home' at the end of a semester	Students	Annually
	Promote discounts available through Student Rail Card	Students	Annually

4. Integrate new technology to optimise efficiency

Objective	Measures / Targets & KPI's	Target Group	Timescale/ Progress
Explore the integration of technology systems to support journey planning	Work with travel technology companies to explore introducing systems/apps to help encourage students and staff make a modal shift towards sustainable transport and better plan their journeys to campus	Staff and Students	AY 2026/27
To improve parking payment technology; implementing SMART payment technology where possible.	To work in partnership with the university's parking contractor identify areas to implement Automatic Number Plate Recognition (ANPR) to improve enforcement, deliver cashless parking solutions (e.g. app/pay online) aiming to improve parking real time information/reporting and provide an enhanced permit experience.	Staff	AY 2024/25

5. Supporting Sustainable Infrastructure

Objective	Measures / Targets & KPI's	Target Group	Timescale/ Progress
Develop and deliver policies, infrastructure, services and incentives that improve campus	Develop a comprehensive electric vehicle charging strategy.	Staff	Summer 2024.

Objective	Measures / Targets & KPI's	Target Group	Timescale/ Progress
accessibility and reduce the environmental impacts of University-related commuting.	Undertake a Bike Hire feasibility study (to include e-bikes).	Staff & Students	AY 2025/26
	To be completed as part of the OCV masterplan, undertake an audit of cycle parking, changing facilities, lockers, drying facilities, with a view to improving quality / providing more, where required. This will be completed by an external transport consultant	Staff & Students	Following university approval of the OCV masterplan AY 2024 onwards
	Continue to offer the cycle to work scheme (and loan to those not eligible) – consider extending the loan timeframe/amount to make this more affordable. This is currently £3,000 (increased in 2023) to take account of e-bicycles.	Staff	Annually
	Run regular events including free - Bike Doctor sessions, - Bike Register security marking, - Second-hand bike sales, - Personal safety sessions, - Love to Ride promotion, - Cycle and e-scooter training.	Staff & Students	Annually
	Provide e-bike charging facilities.	Staff & Students	Following audit of current facilities in AY 2024/25
	Encourage Park & Pedal from Harcourt & Wheatley as an alternative to BROOKESBus	Staff	AY 2024/25
	Work with Voi to secure discounts on e-scooters	Staff	AY 2023/24
	Inclusive travel (i.e. free travel) via the BROOKESbus for all full time undergraduate students and students living in halls of residence booked through the university, meaning all campuses and halls are linked by a sustainable bus service	Students	AY 2023/24
	Continue to offer discounted bus travel through the BROOKESkey app and assessor to sustainable travel incentives (e.g discounted bicycle locks and lights)	Staff & Students	AY 2023/24
	Interest-free loans (up to £5,000) to cover cost of public transport – bus or rail	Staff	AY 2023/24

Objective	Measures / Targets & KPI's	Target Group	Timescale/ Progress
	Create a guide to staff and student ticket options to communicate the array of tickets (discounted and otherwise) available.	Staff & Students	AY 2023/24
	Move BROOKESbus services to 100% EV fleet	Staff, Students, local community	March 2024
	Continue to integrate the BROOKESbus services with local bus services (e.g. park and ride), giving staff and students greater access to local bus travel	Staff and Students	AY 2023/24
	Promote £2 single fair (while ongoing)	Staff & Students	AY 2023/24
	Inter-campus Park & Ride Scheme, giving staff free travel on BROOKESbus should they choose to only park at Wheatley or Harcourt, with a Headington permit.	Staff	AY 2023/24
	Consider offering subsidised city Park & Ride tickets.	Staff	To coincide with launch of new CPMS
	Review parking charges (annually) to better align with public transport options.	Staff	Aug 2024 & ongoing
	Review feasibility of introducing a formal car share matching scheme, with potential to link to rewards: - Promote car sharing, encouraging staff and students to search for a journey match. - Review offering a guaranteed ride home to those that car share to campus, in the event of an emergency. - with potential to link to rewards	Staff & Students	AY 2024/25
6. Engagement			
Student induction	To engage with students at applicant and/or open days to inform them and promote the sustainable transport offers available to OBU students.	Students	Annually
Staff induction	All staff are provided with induction training. As part of this training a section is dedicated to Sustainability, led by the university sustainability team. A dedicated section will include the staff travel offers available to staff with this training and before arriving at the university.	Staff	September 2024

Objective	Measures / Targets & KPI's	Target Group	Timescale/ Progress
Engage staff, students and visitors in travel and transport, by raising awareness of, and promoting, the benefits of more sustainable travel options.	Personalised Journey Planning.	Staff & Students	Annually
	Develop a Travel Information Guide for incoming students and new staff.	Students	September 2024
	Deliver regular events and promotions – tied into sustainability, health and wellbeing, cost of living.	Staff & Students	Annually
	Work with the City and County Councils to promote forthcoming initiatives	Staff & Students	Annually
	Consider procuring sustainable travel reward software (e.g. Better Points, see.sense) as a means to incentivise active travel, particularly.	Staff & Students	AY 2024/25

7. Accessibility

To ensure all sustainable forms of transport/infrastructure are accessible to all students, staff and members of the public	Delivered by:- ● Parking - ensure all new EV charging facilities are delivered to PAS standard (currently PAS 1899:2022). ● Parking - Conduct regular review of disabled/accessible bays to ensure provision meets demand. ● Campus Infrastructure - working with estate and campus services colleagues conduct audits on campus accessibility	Staff, Students & Members of the Public	AY 2024/25

8. Annual review

Develop SMART targets and KPIs that capture progress in reducing CO2e from University travel.	Refer to objective 3	Staff & Students	Annually from 2024

BASELINE, TARGETS AND INDICATORS

This section confirms the University's approach to setting SMART targets and KPIs against which the success of the STP will be assessed, as outlined in the in Table 1.

Whilst previously, targets have focused on reducing the proportion of commuting trips by single occupancy car, from a sustainability perspective a key outcome of the COVID-19 pandemic has been a reduction in the number of commuting trips people typically make, with greater emphasis on flexible / agile working. Moreover, the OCV and more stringent approach to car park permit eligibility that this encompasses will force a step-change in travel patterns that the Travel Plan actions will complement.

Appendix D, provides a full overview of the University's targets during this planning period.

MONITORING, REPORTING & GOVERNANCE

It is imperative that robust monitoring mechanisms are put in place to track progress against the Travel Plan targets and to allow the University to accurately report on its Scope 3 emissions from transport.

Monitoring:

Reflecting the baseline data that has informed this document and the targets the University is seeking to achieve through the pro-active implementation of the measure in this Travel Plan, the following monitoring mechanisms will be employed:

1. **Compliance**
   - Work with the local transport policy authority to reduce the reliance on car usage, engage with the Environmental Association for Universities and Colleges (EAUC) to share best practice, and adhere to planning policy to promote sustainable/active travel
2. **Partnership with local transport providers to support transport options**
   - Encourage engage through Oxford's ZCOP partnership and work closely with public transport to deliver bespoke offers for our staff and students, monitoring the take up of offers
3. **Reducing carbon emissions**
   - CO_2e from commuting, gathered from annual staff and student travel surveys, organised by Estates & Campus Services.
   - CO_2e from business travel, inc. field trips, (data collated by procurement).
   - CO_2e from placement travel, estimated through a combination of annual travel survey and input from course leads.
   - CO_2e from student travel to/from 'home', captured through enrolment process and analysed by Estates & Campus Services inline with EAUC methodology.
4. **Integrate new technology to optimise efficiency**
   - Working with providers we will introduce new technology (such as ANPR) to better understand travel patterns and encourage a modal shift.
5. **Supporting Sustainable Infrastructure**
   - Recording uptake of initiatives (e.g. Dr. Bike, Cycle2Work scheme, ticketing deals / loans), from finance.

- ○ As part of the OCV we will work to introduce systems and infrastructure (e.g. EV charging platforms) to support the shift towards electric cars, monitoring their take up.
6. **Engagement**
   - ○ Ensuring all staff have an awareness of their sustainable/active travel choices through staff induction and personalised travel plans. Monitoring the effectiveness through annual travel surveys. **Accessibility**
   - ○ Ensuring that all new infrastructure is delivered in accordance with accessibility guidelines (e.g current PAS 1899:2022).
7. **Annual review -**
   - ○ University wide travel surveys to monitor travel patterns and behaviours, associated with the measures outlined in the action plan (noted above)
   - ○ Recording uptake of initiatives (e.g. Dr. Bike, Cycle2Work scheme, ticketing deals / loans), from finance

Reporting:

A biennial monitoring report will be prepared to illustrate progress towards targets; this will include commentary on any changes to policies, infrastructure, services, technologies etc that impact on the overarching strategy or STP. It will include an updated version of table 1..

Governance:

The University has had senior level management support for its travel plan for many years. Indeed, the University has committed significant financial investment to date to encourage sustainable travel (most notably to the BROOKESBus).

All our sustainability strategies are signed-off by the Vice-Chancellor's Group (the primary executive body of the University). In 2021, we established the Travel Advisory Group (TAG), involving University-wide stakeholders. The purpose of TAG is to 'inform and influence the development and implementation of a fully integrated 'Sustainable Travel Strategy', which contributes to the Oxford Brookes University 2035 strategy vision and which underpins and enables the potential for a 'Oxford Campus Vision' be effectively realised.' TAG have been fully consulted throughout the development of this STP.

Budget:

The budget to deliver the Sustainable Travel Strategy and plan sits with the Sustainability Team. This is reviewed and approved annually, as part of the University's financial planning round. In ratifying this STP, the University commits itself to providing the budget required to deliver it in full.

Appendices:

APPENDIX A

POLICY DRIVERS

The **2030 Agenda for Sustainable Development**, adopted by all United Nations Member States in 2015, has at its heart 17 Sustainable Development Goals, which are described as 'an urgent call for action by all countries to end poverty and deprivation with strategies that improve health and education, reduce inequality, and spur economic growth – all while tackling climate change.'

Specifically, goal 11 – To make cities and human settlements inclusive, safe, resilient and sustainable – acknowledges the role of sustainable transport, with Target 11.2 is worded as follows:

'By 2030 aim to provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.'

At a national level, in 2021, the DfT published its vision for reducing the environmental impact of travel. '**Decarbonising Transport; A Better, Greener Britain**' presents a clear vision for how transport must become cleaner – both in terms of the need to travel and also through the decarbonisation of individual modes of travel. This vision includes ambitious aspirations to reduce congestion through increasing vehicle occupation levels, supporting micro mobility initiatives (e-scooters and e-bikes) and the promotion of active travel and public transport use.

Broader aspirations to achieve 'Net Zero' at a national level are fundamental to the UK's transport strategy and policy direction over the coming years. The government's '**Net Zero Strategy: Build Back Greener**' (2021) outlines the considerable contribution that transport makes to our current carbon footprint. The strategy commits to a range of key initiatives, with those of most relevance being:

- Significant funding for zero emission vehicle grants and charging infrastructure.
- The Automotive Transformation Fund (STF) to support the electrification of UK vehicles.
- £2 billion investment in cycling and walking infrastructure.
- £3 billion investment in integrated bus networks.

More locally, a series of policy / strategy documents have been published since the previous Travel Plan was prepared, with implications for the University:

Transport is the second largest contributor to Oxford's emissions and accounted for 171 ktCO2e in 2018, with private cars being the main source of emissions. **The Zero Carbon Oxford Partnership** has developed a transport roadmap for the City to achieve Net Zero by 2040 (10 years ahead of the national government target); 21 business leaders from Oxford's universities (including Brookes), institutions and large businesses, have committed to collaborate on achieving this, with targets for a reduction in emissions from transport as follows: 2025: -34%, 2030: -70%, 2035: -84%, 2040: -92%

The strategy for decarbonising transport involves the rapid electrification of vehicles, the use of hydrogen and biofuels for HGVs, modal shift from private cars towards increased public transport-use, cycling, walking, work-from-home, and car sharing.

Oxfordshire County Council (OCC) launched its **Local Transport & Connectivity Plan** (LTCP) in July 2022, covering the period to 2050. The LTCP *outlines a clear vision to deliver a net-zero Oxfordshire transport and travel system that enables the county to thrive whilst protecting the environment and making Oxfordshire a better place to live for all residents. We (OCC) plan to achieve this by reducing the need to travel, discouraging individual private vehicle journeys and making walking, cycling, public and shared transport the natural first choice.*

The LTCP (and the **Central Oxfordshire Travel Plan**, which supports it) commits OCC to the following targets:

By 2030 the targets are to:

- Replace or remove 1 out of every 4 current car trips in Oxfordshire.
- Increase the number of cycle trips in Oxfordshire from 600,000 to 1 million cycle trips per week (delivered through the OCC **Active Travel Strategy**).
- Reduce road fatalities or life changing injuries by 50%.

By 2040 the targets are to:

- Deliver a net-zero transport network.
- Replace or remove an additional 1 out of 3 car trips in Oxfordshire.

By 2050 the targets are to:

- Deliver a transport network that contributes to a climate positive future.
- Have zero, or as close as possible, road fatalities or life-changing injuries.

The **Connecting Oxford** initiative is a partnership between OCC and Oxford City Council (OCiC), which is seeking to deliver a series of measures to reduce traffic volumes and improve connectivity (particularly in the 'eastern arc' of the city (within which Brookes is located). Specifically, this includes the following:

- A Workplace Parking Levy (WPL) – placing a charge (£600/space) on organisations with more than 10 commuter parking spaces, with consultation expected during 2024.
- Traffic Filters – Using ANPR cameras to restrict access at certain times.
- Zero emissions zone – focused on the city centre, initially.

BROOKES STRATEGY ALIGNMENT

[The University Strategy](#) was published in 2021/22 and confirms the University's strategic direction to 2035; it confirms an overarching mission, together with guiding principles (confidence, enterprising creativity, connectedness, generosity of spirit and inclusivity) and exemplar behaviours beneath each of these. There is clear alignment between the Transport Strategy and Travel Plan and the University Strategy, as follows:

Guiding Principle	Exemplar Behaviour	Alignment
Enterprising Creativity	Environmental sustainability and value for money being central to your decision making.	The Transport Strategy & Travel Plan has environmental sustainability at its heart, but recognises the need to balance this with value for money and time constraints when it comes to travel.
Connectedness	Ensuring that colleagues/students/lecturers/ peers have all of the appropriate information that you should provide them, in order for them to make informed decisions.	A key element of the Travel Plan is raising awareness amongst staff and students in order that they can make informed decisions about how they choose to travel.

The Oxford Campus Vision (OCV) sets out the Universities intentions to decant its teaching functions at Wheatley & Harcourt Hill, to Headington, with the current programme suggesting this will extend beyond 2025. The realisation of the OCV has significant implications for travel and transport at Brookes; notably it will result in around a 65% reduction in car parking at the University, thereby necessitating a transformational approach to travel planning that not only promotes sustainable alternatives to car travel, but encourages them as the 'natural' choice, by making them as convenient and cost-effective as possible (alongside restrictions on car parking).

APPENDIX B - CAMPUS ACCESSIBILITY OVERVIEW

This appendix describes the existing infrastructure that will facilitate and encourage students, staff, and visitors to walk, cycle or use public transport, rather than to travel by car.

ACTIVE TRAVEL OPTIONS

The Institution for Highways & Transportation (IHT) offers guidance on walking distance by journey purpose, as shown in **Figure 1**, below.

Figure 1: Walking Distances by Journey Type

Criteria	Commuting / School	Town Centre	Elsewhere
Desirable	500m	200m	400m
Acceptable	1000m	400m	800m
Preferred Maximum	2000m	800m	1200m

(Source: IHT)

A 2km walking catchment illustrates the preferred maximum walking distance for 'commuting / school'.

Similarly, cycling can be a substitute for shorter car trips, as well as forming part of longer journeys by public transport. Cycling, therefore, plays an important role in reducing the need to travel by car.

HEADINGTON CAMPUS

Pedestrian

Highlighted in **Figure 2**, the preferred maximum walking distance for 'commuting /school' is 2km. In the context of the Headington Campus, this encompasses Headington, East Oxford, parts of Northway, New Marston and Oxford city centre. This catchment is illustrated in **Figure 3**.

Figure 2: 2km Walking Catchment (Source: Open Street Map)
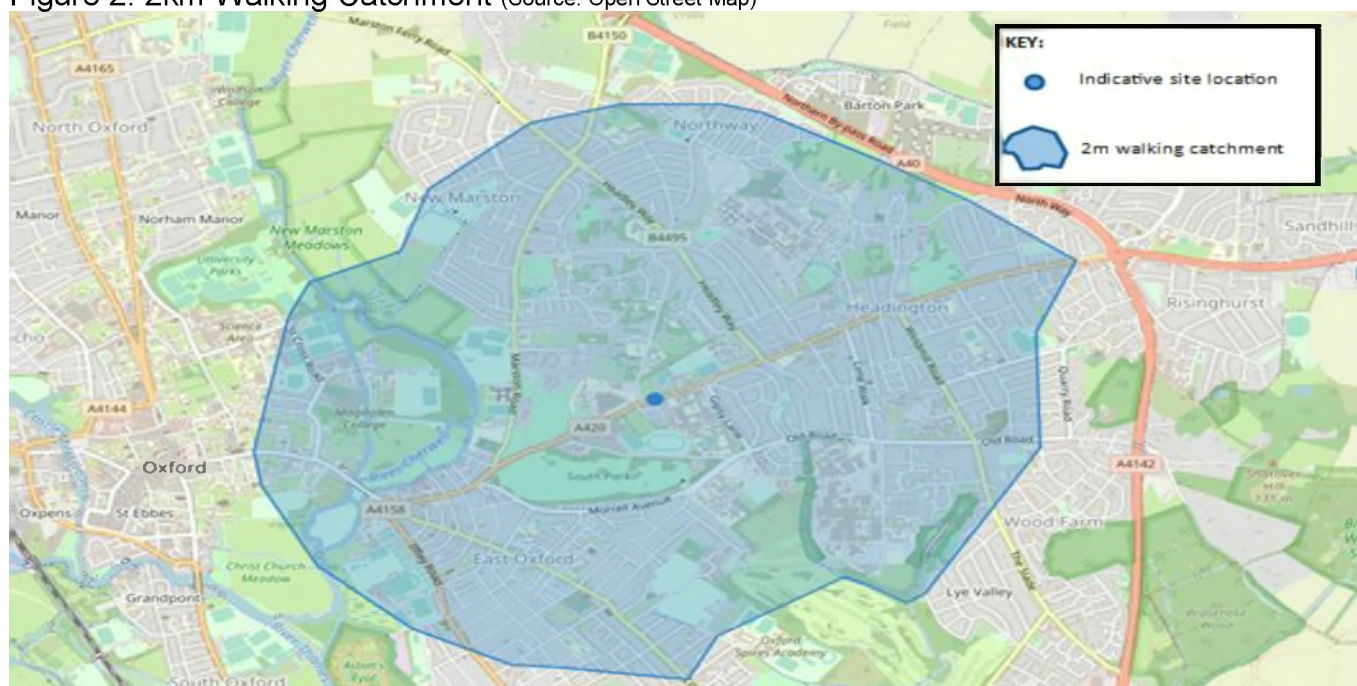
Headington Campus, which takes access from Headington Road and Gipsy Lane, is well connected to the wider pedestrian network. Headington Road, which runs broadly east-west, has

wide footways along its length, along with street lighting and a number of pedestrian crossing facilities in the vicinity of the site, extending west towards Oxford City Centre.

The aforementioned pedestrian crossing facilities support movement north-south, across Headington Road, which gives access to surrounding residential areas such as Clive Booth Students Village (CBSV), which can be accessed by the use of Marston Road or John Garne Way via Cuckoo Lane/Pullens Lane. Cuckoo Lane is a public right of way and serves as the optimal pedestrian route to CBSV.

The following crossing facilities facilitate the key pedestrian movements to and through the Headington Campus:

- A wide pelican crossing on Headington Road, directly outside the Gipsy Lane site;

- An uncontrolled pedestrian crossing facility with central refuge is located to the west of Pullens Lane, on Headington Road; and

- Footbridge over Headington Road connecting Headington Hill Hall with Cheney Students Village (CSV), to the south of Headington Road.

Cycling

As mentioned, cycling plays an important role in reducing the need to travel by car. As well as the area encompassed in the walking catchment shown in **Figure 2**, the cycling catchment includes Oxford City Centre, Iffley, Littlemore, Cowley, Barton, Northway and areas to the north of Oxford City Centre. This demonstrates that staff / students living within this area can access the site by bike. **Figure 3**, below, illustrates the 5km cycle catchment from the Headington Campus.

Figure 3: 5km Cycling Catchment

(Source: Open Cycle Map)

A well-connected cycle network is available in Oxford and the surrounding areas, with both on-road and traffic cycle routes available. As can be seen in **Figure 3**, National Cycle Route 57 runs through Oxford, linking Oxford with Cricklade in Wiltshire and Welwyn Garden City in Hertfordshire. National Cycle Route 5, also shown in **Figure 3**, connects Oxford with Reading and Holyhead.

There are a large number of cycle parking spaces across the various sites which make up the Headington Campus, namely 666 cycle spaces at Gipsy Lane, 166 at Headington Hill, 158 at Marston Road and 72 at Cheney Sports.

Headington Road has advisory cycle lanes on the carriageway and advance stop lines for cyclists at signalised junctions. There is an existing pedestrian/cycle route leading from John Garne Way to Pullens Lane. Pullens Lane is already used as a key cycle route between the various sites which make up the Headington Campus, in addition to providing access to the Marston Lane site.

Marston Road has a southbound on-street cycle lane running from John Garne Way to the signalised junction with Headington Road. Advance stop lines to give priority to cyclists by waiting at the front of any queue, are provided at signalised junctions along Marston Road.

Public Transport

Bus Services
The Oxford Bus Company, in partnership with Oxford Brookes University, operate the BROOKESbus U1 and Us services, which have a fleet of 20 vehicles, providing up to 18 peak hour services.

Students and staff can apply for a BROOKESkey travel card that offers discounted travel on buses within Oxford operated by the Oxford Bus Company. For students in Oxford Brooks University (OBU) halls of residence, bus travel on these routes is free as part of their tenancy agreement.

The U5 is the only frequent bus service connecting the Gipsy Lane site and Marston Road site, however, the 700 bus passes along Headley Way (7-minute walking distance from the Marston Road site) and Gipsy Lane, but only operates during peak times. **Figure 4**, overleaf, provides an overview of the bus services serving the Headington Campus.

Figure 4: Bus Routes

(Source: Oxford Bus Company)

Headington is well served by a wide range of buses, which are summarised in **Figure 5**, below. Services operating along London Road provide links to a range of destinations including the city centre, rail station, Headington, Wheatley and beyond. There are a total of 6 bus stops surrounding the campus, accommodating a number of bus services.

Figure 5: Summary of Bus Services

Service		Approximate Daytime Frequency per Hour		
		Weekday	Saturday	Sunday
Headington Road				
8	Oxford City Centre – Headington – Barton	8	8	6
9	Oxford City Centre – Headington – Risinghurst	1	1	1
275	High Wycombe - Oxford City Centre	4 buses daily	No Service	No Service
280	Aylesbury – Oxford City Centre	4	4	1
400	Park & Ride service between Seacourt and Oxford and Thornhill and Oxford	4	4	3
U1	Wheatley – Headington – Oxford City Centre	4	45-minute headway	45-minute headway
U5	City Centre – Cowley – Headington – Harcourt Hill	3	45-minute headway	45-minute headway
X1	Oxford – Abingdon – Marcham – Wantage	1	1	1
X20	Aylesbury – Oxford	1	1	1
Gipsy Lane				
700	Thornhill Park & Ride – Headington Gipsy Lane Campus - Kidlington	2	No Service	No Service
Marston Road				
13/X3	Barton – JR Hospital – Oxford – Abingdon	6	6	2

(Source: Public Transport Operator Websites)

Figure 5 demonstrates that there are a range of services serving the Headington Campus, which staff and students can utilise for their journey to the site.

Train

Oxford rail station is located on Botley Road, approximately 4km from the Headington campus. From the Headington Campus, bus services U1, 280 and 400 can be used to access the train station within a 20-minute bus journey.

Oxford train station is served by First Great Western, Cross Country Trains and Chiltern Railways, connecting the city with a range of destinations, such as Reading, Birmingham, Swindon and London.

Travel by train is a realistic option for those who live further afield, within proximity of a station served by rail services connecting to Oxford. Staff/students could then travel from the train station to the Headington Campus by utilising one of the aforementioned bus services or incorporating cycling as part of the longer journey by public transport.

Park & Ride

There are five Park & Ride (P&R) facilities within Oxford. Currently, three of these sites provide a direct bus route to the Headington Campus (Thornhill, Parkway and Seacourt P&R). Given this, it could be expected that staff living further afield who drive near to one of these sites on their journey to work, could utilise P&R services, rather than driving all the way to the University.

HARCOURT CAMPUS

Pedestrians

A 2km walking catchment of the Harcourt Campus encompasses North Hinksey, Botley, West Oxford and parts of Dean Court. This catchment is illustrated in **Figure 6**, below.

Figure 6: 2km Walking Catchment
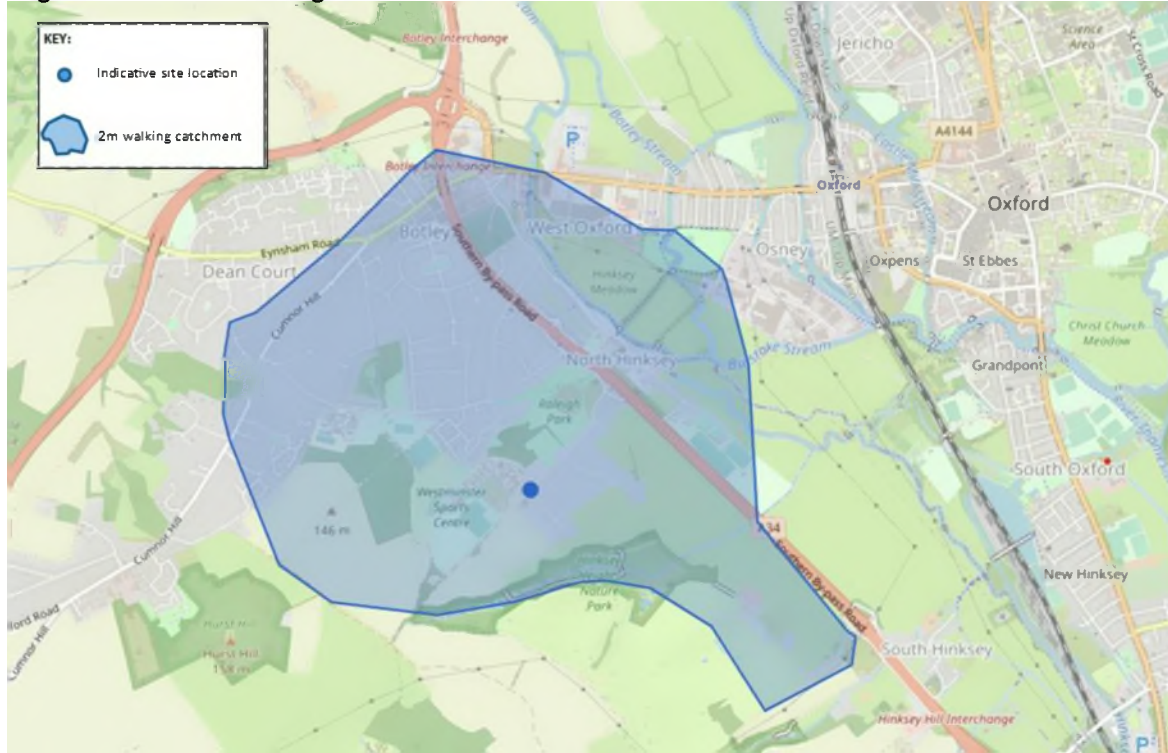
(Source: Open Street Map)

Harcourt Campus takes access from Harcourt Hill, to the southeast of the site. Bound by dwellings on the south side of the carriageway, Harcourt Hill benefits from a footway and street lighting, extending north from the site. Considering the residential nature of the area, and the footfall of students in and around the Campus, traffic calming measures in the form of speed humps and 'SLOW' road markings are in place along the length of Harcourt Hill.

To the northwest of the site, a footway extends north, onto Ruskin Close, which gives access to dwellings and the surrounding residential area.

Cycling

Figure 7, below, illustrates a 5km cycling catchment from the Harcourt Campus, which includes; Jericho, Osney, Botley, North/South Hinksey and the majority of Oxford City Centre.

Figure 7: 5km Cycling Catchment
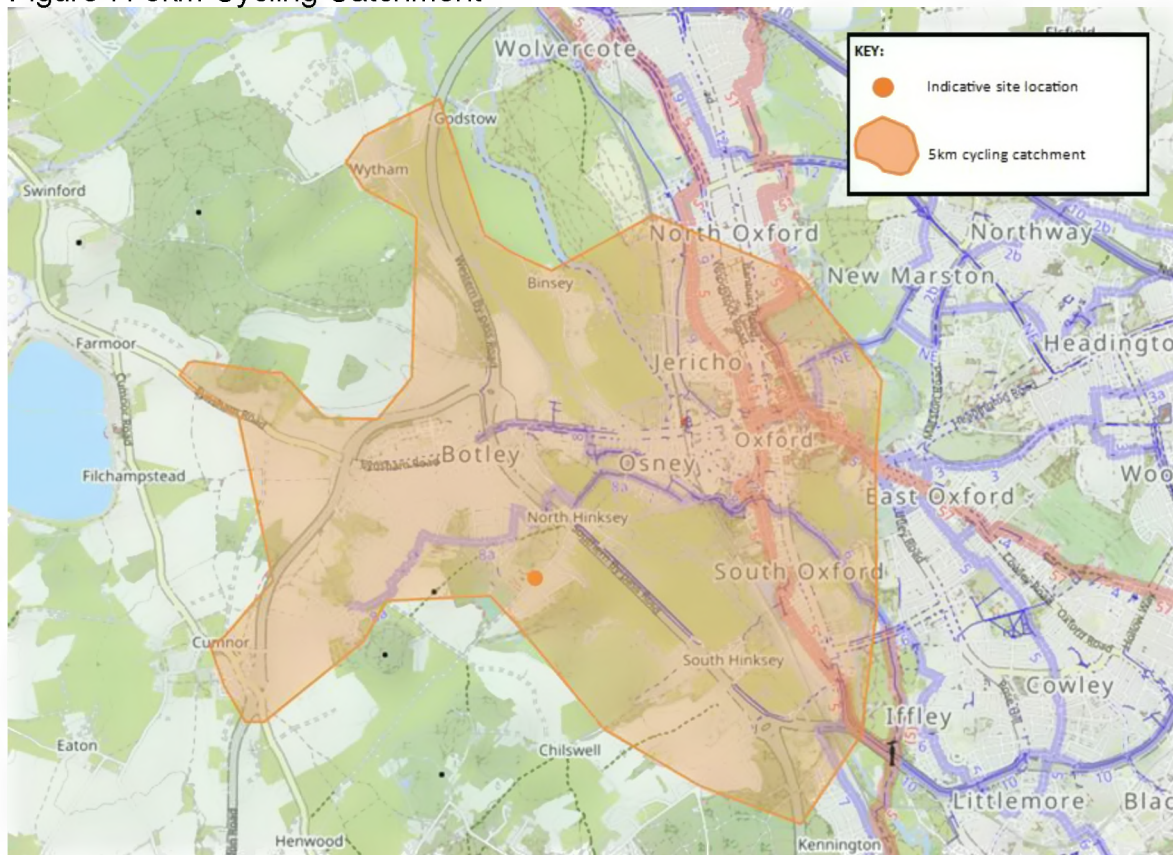
(Source: open Cycle Map)

Located to the southwest of Oxford City Centre, the 5km cycling catchment of the Harcourt Campus encompasses the National Cycle Network which extends across the area, including access to Route 5, 51 and 57. In the vicinity of the site, a number of bike friendly roads to the north of the site, including Yarnells Hill, support students and staff commuting to/from campus. Via Harcourt Hill, trails can be accessed in a 2 minute cycle, extending through Raleigh Park and northbound, towards Oxford City Centre. The A34 Southern Bypass Road has a dedicated cycle lane for southbound traffic.

The optimal cycle route into Oxford City Centre is via the B4044, approximately 1.9km (10 mins) north of the Harcourt Campus. Taking access from Westminster Way, the B4044 has advisory cycle lanes on the carriageway and advance stop lines at signalised junctions.

From the junction of Westminster Way / B4044, it Is a 2.1km (8 min) cycle to Oxford train station. This enabled staff and students commuting from further afield to integrate cycling into their wider public transport journey, instead of driving.

Public Transport

Bus Services

Applicable across every Campus, students and staff can apply for a BROOKESkey travel card that offers discounted travel on buses within Oxford operated by the Oxford Bus Company. For students

in Oxford Brooks University (OBU) halls of residence, bus travel on these routes is free as part of their tenancy agreement.

The BROOKESBus U1 service offers travel to and from the Harcourt Campus, with stops in Oxford, Headington, local park and rides and the Wheatley Campus. The U1 service, departing every 15 minutes from the bus layby on Stanton Road, connects staff and students with Oxford City Centre, from which they can access the bus/train station and other services. During 2023, the BROOKESBus fleet will transition to electric buses, bringing about a positive environmental impact, which will be captured in reporting on progress towards CO_2e targets.

Alternatively, the 4A City bus service can be accessed on Lime Road, to the north of the Harcourt Campus. The stops closest to the Campus comprise a flag, pole, shelter and timetable information.

Beneficial for those commuting from further afield, the Oxford Tube is an inter-city, direct motorway coach service from London. The service runs day and night, with alternative direct coach services including: Birmingham, Coventry, Leeds and Sheffield.

WHEATLEY CAMPUS

Pedestrian

Located to the east of Oxford City Centre and approximately 500m north of Wheatley, a 2km walking catchment of the Campus covers the entirety of Wheatley, Holton and parts of Littleworth. This catchment is illustrated in **Figure 8**, overleaf.

Figure 8: 2km Walking Catchment
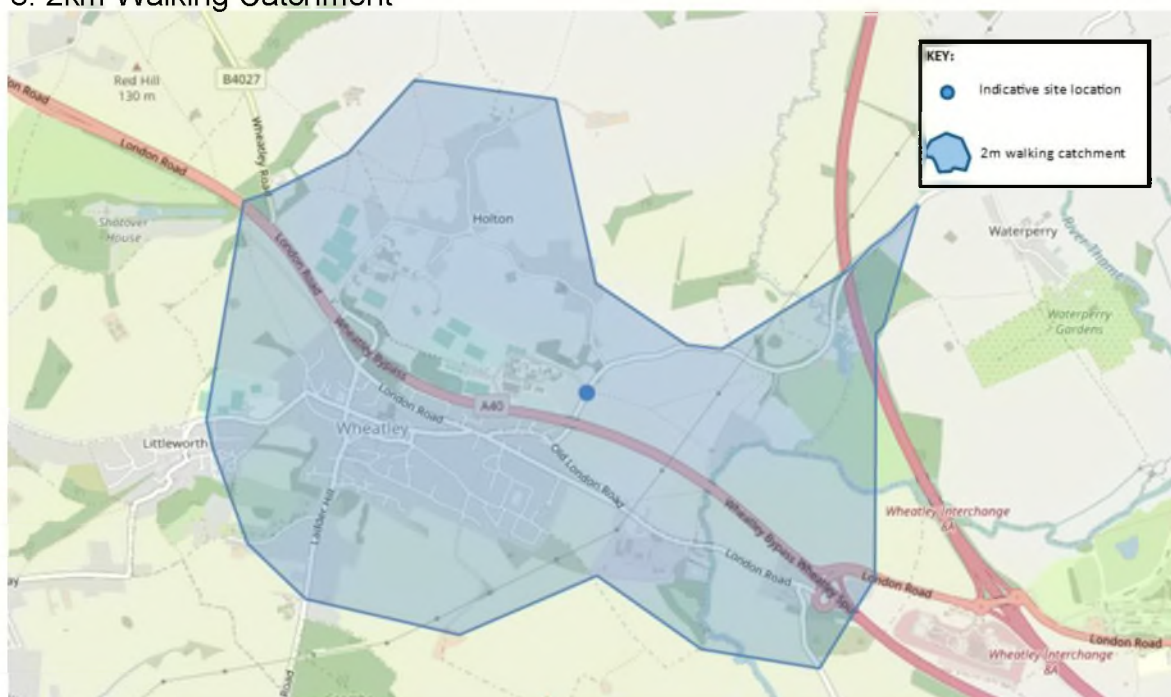
(Source: Open Street Map)

Taking vehicular access from College Close, to the east of the site, pedestrian access to the site is facilitated by a footway that runs along the southern boundary of the carriageway. Waterperry Road, which runs broadly north-south past the site, benefits from a footway along the western boundary of the carriageway, extending south, under the A40 and into Wheatley. Waterperry Road is bound by street lighting on the east side of the carriageway.

Cycling

Figure 9, overleaf, illustrates a 5km cycling catchment from the Wheatley Campus, which includes Wheatley, Horspath, Worminghall, Tiddington, Great Milton and Cuddesdon.

Figure 9: 5km Cycling Catchment
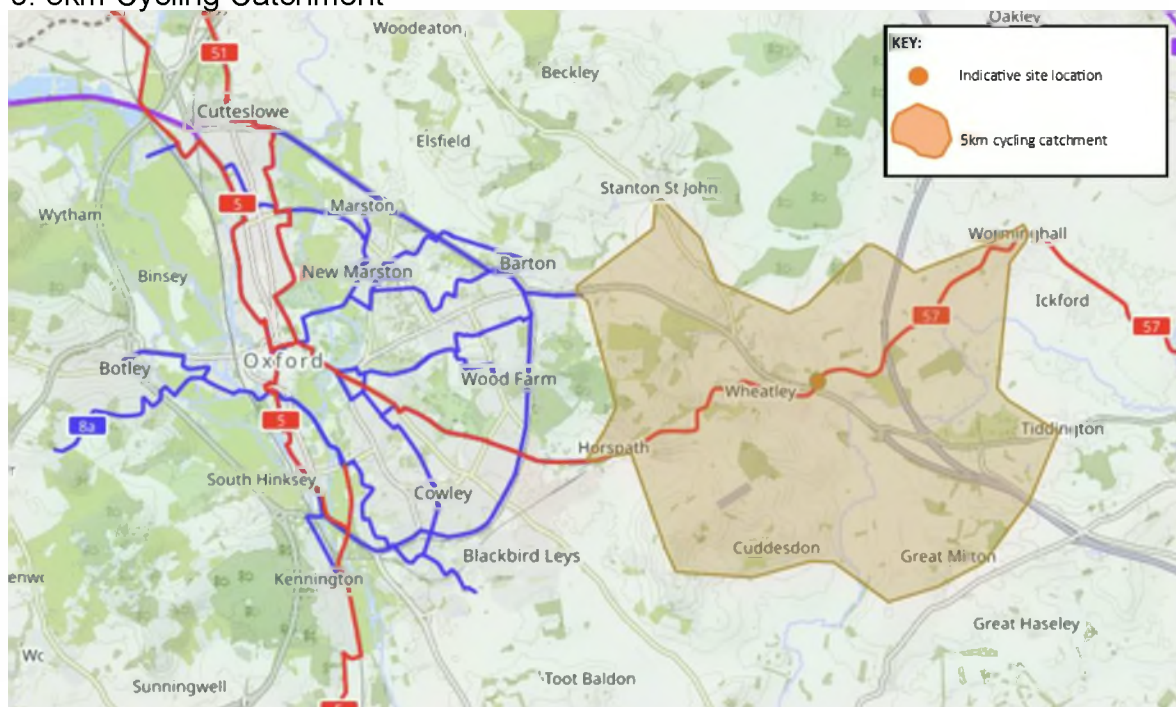
(Source: Open Cycle Map)

Highlighted in **Figure 9**, NCN Route 57 runs past the site and through Wheatley, into Oxford city centre. Largely on lightly trafficked country lanes, in the vicinity of the site, NCN Route 57 provides a signed route between Wiltshire and Hertfordshire.

Waterperry Road, to the east of the site, is a bike friendly road which extends south into Wheatley, which benefits from a lightly trafficked, bike friendly route east-west on Old London Road. Through the Campus, a bike friendly route west, onto Holloway Road, gives access to the A40 which benefits from a dedicated cycle lane. This route gives access to the associated Headington Campus and Oxford City Centre.

Public Transport

Bus Services

The BROOKESBusU1 service, which runs between the Harcourt Campus and Wheatley Campus, gives staff and students access to Seacourt and Thornhill Park & Ride, Headington Campus and Oxford City Centre. Departing in 15-minute intervals between the sites, this service is recommended due to the restricted levels of parking on Campus.

Bus stops located on Old London Road, approximately 500m south of the Campus, support the 400 bus service which runs between Wheatley Campus and Harcourt Campus. The stop closest to the Campus comprises a flag, pole, timetable information and bus cage markings, as the service operates every 15 minutes.

Approximately 1.1km south of the Campus, on London Road, bus stops are located on both sides of the carriageway and support a number of bus services, summarised in **Figure 10**, below.

Figure 10: Summary of Bus Services

Service		Approximate Daytime Frequency per Hour		
		Weekday	Saturday	Sunday
London Road				
	City Centre – Great Milton	1	1	1
	City Centre – High Wycombe	4 services per day	-	-
	Rail Station – Aylesbury	4	4	1
	City Centre – Aylesbury	1	1	1

(Source: Public Transport Operator Website)

Figure 10 highlights the accessibility to the Wheatley Campus by public transport to other University buildings, Oxford City Centre and other regional destinations such as Aylesbury and High Wycombe.

SUMMARY

It has been demonstrated that the 3 main OBU Campus' are readily accessible by sustainable modes of transport, whether that be through the use of public transport operators or the University run bus service which connects each campus with Oxford City Centre, removing the need to travel by car.

APPENDIX C - TRAVEL PATTERNS AND TRENDS

CONTEXT

Key in developing this Travel Plan are the results of the 2022 staff and student travel survey, which sought to understand current travel patterns, and how these have changed over time (particularly given the step-change in travel patterns brought about by the pandemic). The survey also captured feedback on what might encourage more sustainable travel patterns and how those that already use public transport or active modes might be supported by the University.

The latest survey took place in May & June of 2022 and was completed by 50.2% of staff (1,114 returns) and 9.5% of students (1,375 returns). The key findings of the staff travel survey are summarised below; further detail is provided in the full Staff and Student Travel Survey Report (September 2022).

METHOD OF TRAVEL

Overall, 56% of staff commuting trips are made by car alone, although this proportion varies quite significantly between the different campus locations, with 82% of commuting trips to Wheatley made by car alone. The usual mode of commuter trips by staff respondents can be seen in **Figure 1**. Following this, **Figure 2** shows how the mode share has changed over time.

This illustrates that the proportion of staff travelling by car alone is at its highest level since recorded to date.

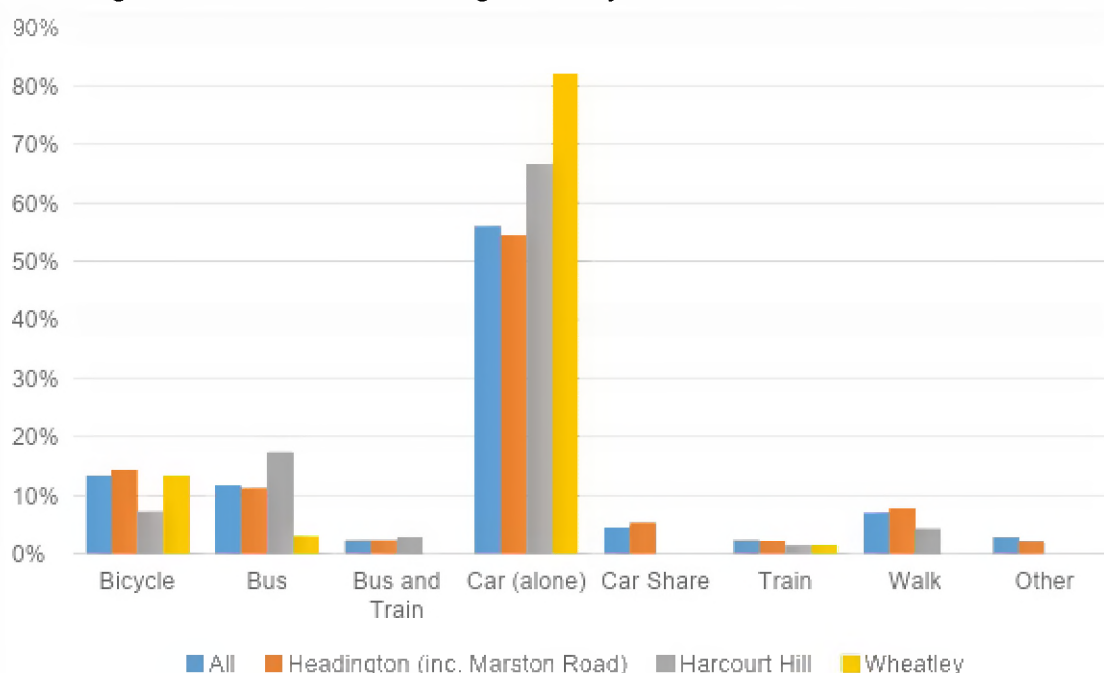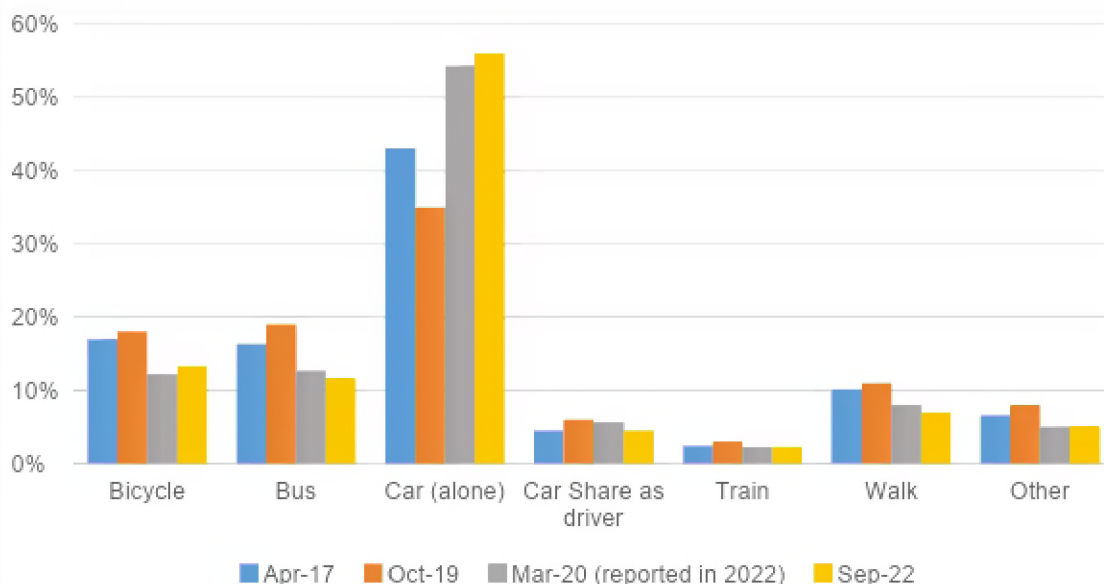Figure 1 – Usual Commuting Mode by Work Location – Staff

Figure 2 – Historic Trends in Mode Share - Staff

For student commuting trips, the car alone mode share is much lower than for staff, with 15% of all students usually commuting by car alone. This is reflective of the fact that students are not permitted to park on campus, unless a resident of University Halls at Harcourt or Wheatley, or under special circumstances (e.g. blue badge holders). Car use amongst students varies significantly between campuses, with 42% of student commuters to Harcourt choosing drive alone, compared with 8% at Headington. **Figure 3** shows the mode split for students, broken down by main campus location. As can be seen, Harcourt has the highest levels of car aloe trips, with Headington having the lowest. The proportion of students commuting by public transport is highest at Wheatley, whilst active travel modes are most popular at Headington.

Levels of bus and walking trips are much higher amongst students than staff, whilst a higher proportion of staff travel by train - this is likely a reflection of the home locations of students compared with staff.

Figure 3 – Usual Commuting Mode by Campus – Students
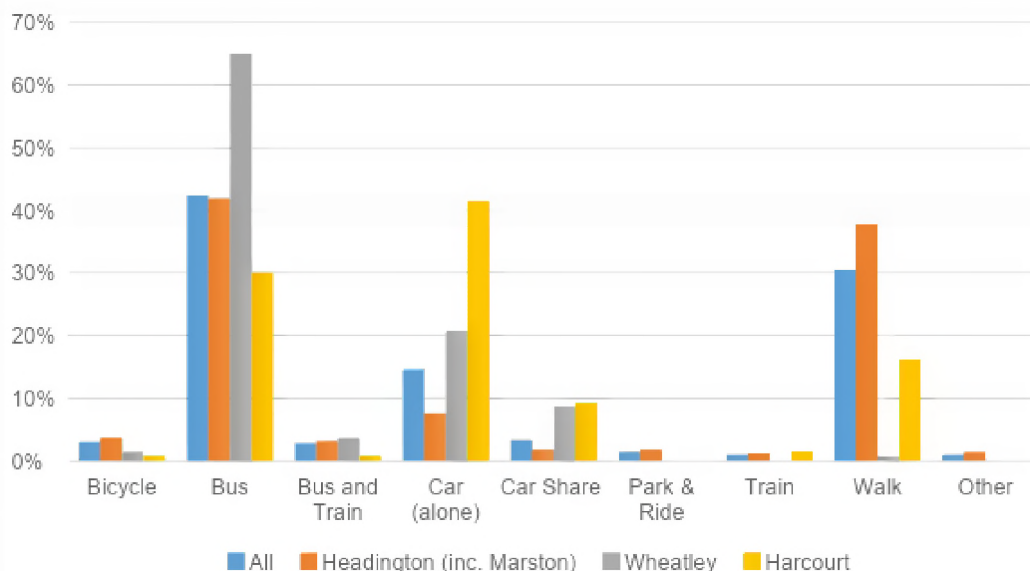
FREQUENCY OF TRAVEL

Whilst the proportion of staff travelling by car alone has increased since the previous survey this is set against a significant reduction in the number of days staff are typically travelling to campus.

Figure 4 shows the typical number of days on campus for staff in 2022, compared with before the pandemic; there has been a reduction in staff commuting to campus 5 days a week from 54% to just 17%. Conversely, just over 50% of staff now travel to campus between two and three days a week, compared with around 22% pre-pandemic.

Figure 4 – Number of Days on Campus - Staff

Prior to March 2020*		From September 2022**	
No.	%	No.	%
14	1.6%	172	15.7%
64	7.2%	300	27.3%
133	14.9%	252	23.0%
189	21.2%	96	8.7%
477	53.5%	184	16.8%
13	1.5%	87	7.9%
1	0.1%	7	0.6%
891	100%	1098	100%

*includes only those that worked for the University pre-pandemic ** all respondents

Figure 5 considers campus attendance by students, broken down by campus. Those based at the Harcourt campus generally attend more frequently than those at other campus locations. Most students travel to campus between three and four days a week.

Figure 5 – Number of Days on Campus, By Campus – Students

Days per week	All	Headington (inc. Marston)	Wheatley	Harcourt
More than 5	6%	7%	11%	2%
5	14%	13%	24%	6%
4	32%	35%	29%	17%
3	31%	31%	29%	31%
2	11%	9%	7%	28%
1	3%	3%	1%	4%
Less than 1	3%	2%	0%	13%

The comparison in **Figure 3.6** illustrates that students typically travel to campus more frequently than staff.

Figure 6 – Comparison of Frequency of Travel to Campus for Staff and Students
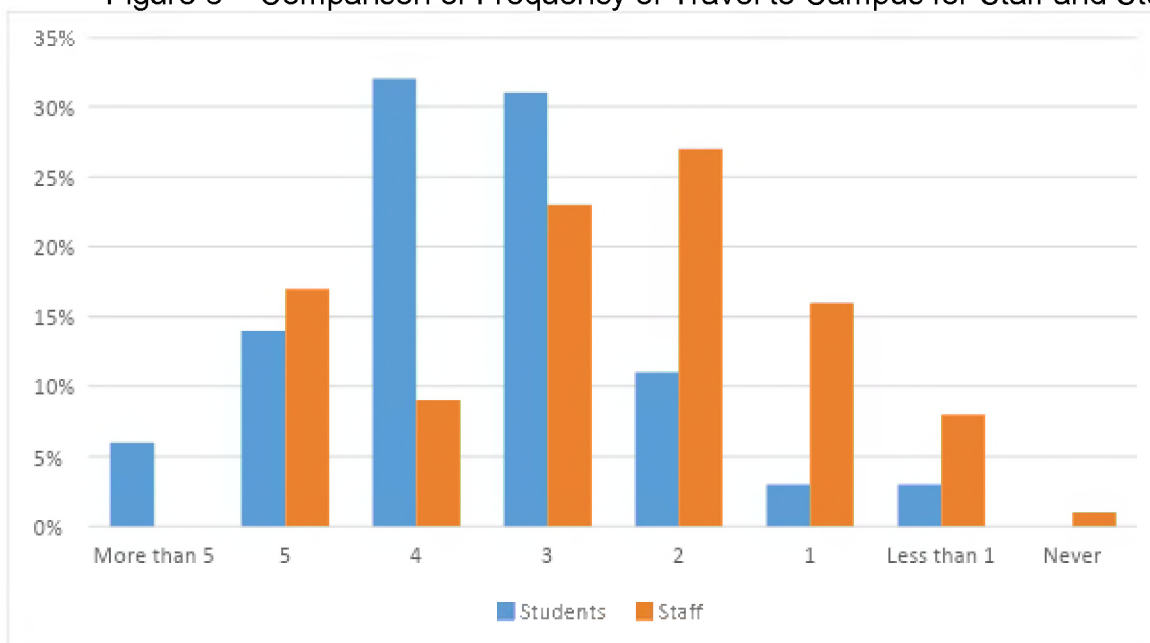
CAR DRIVERS

First, **Figure 7**, considers the proportion of staff and students who suggested they are car drivers who have a permit to park on campus. Almost all staff who suggested their usual mode of travel was driving (either alone or in a car share arrangement) have a permit to park on campus, whereas just over half of students who drive to campus do.

Figure 7 – Car Parking Permits for Staff and Student Drivers
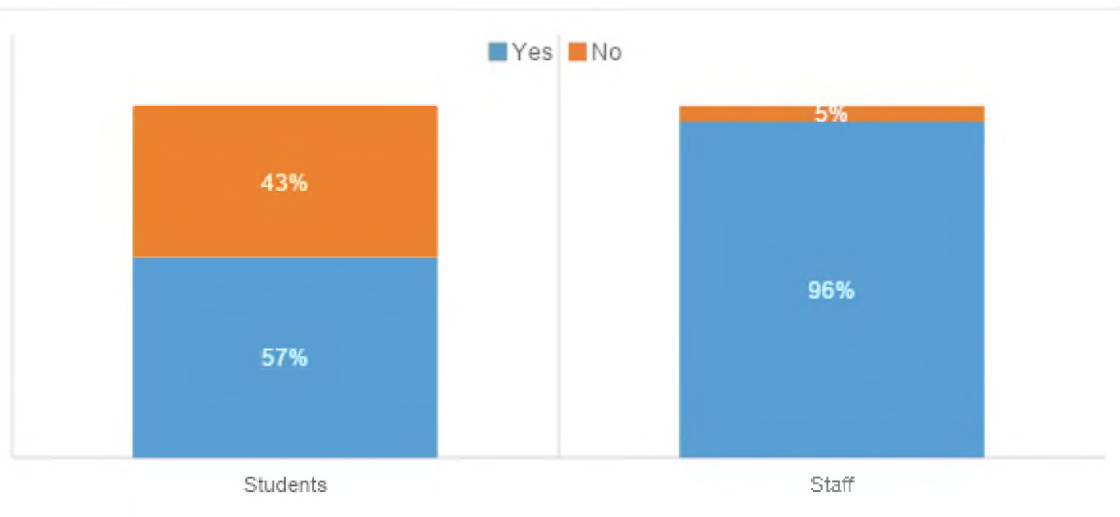
The proportion of students with a parking permit varies hugely between campuses, as can be seen in **Figure 8.** Those based at Wheatley and Harcourt are far more likely to have a parking permit than those at Headington.

Figure 8 – Student Parking Permits by Campus Location

Parking Permit	Headington (inc. Marston)		Wheatley		Harcourt	
	No.	%	No.	%	No.	%
YES	11	14%	25	86%	51	94%
NO	68	86%	4	14%	3	6%

The survey also sought to understand the reasons drivers choose to travel by car to campus. **Figure 9** and **Figure 10** show the responses from staff and students, respectively. Length of journey was the most commonly cited for both groups, and clearly has a big impact on mode choice. Reasons for travelling by car are much more varied among staff than students, but 'no practical alternative', 'journey time reliability' and 'flexibility' are common reasons among both groups.
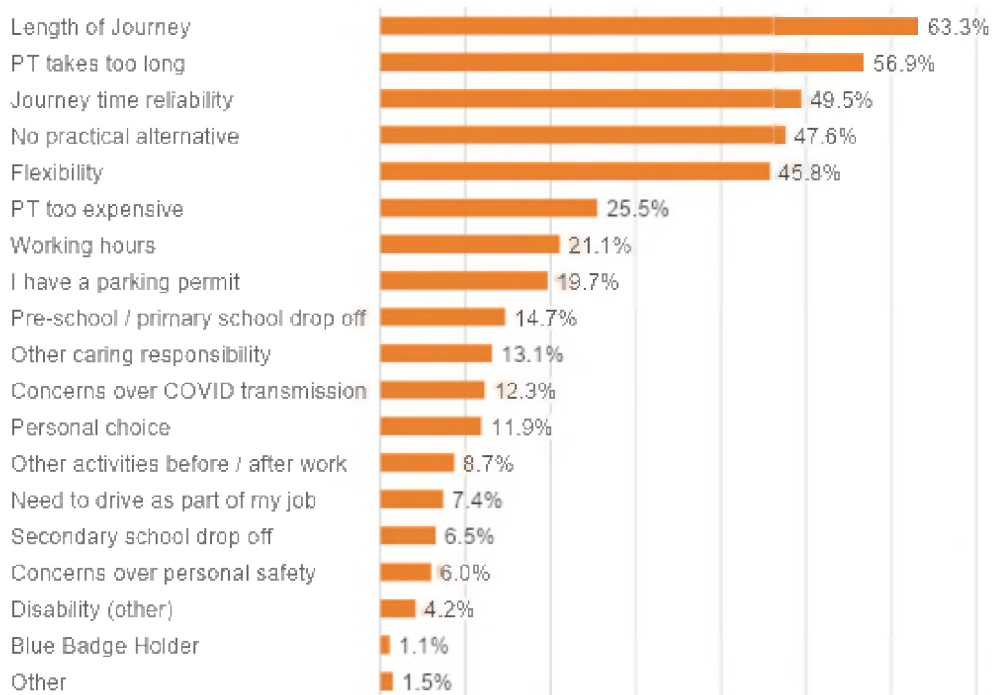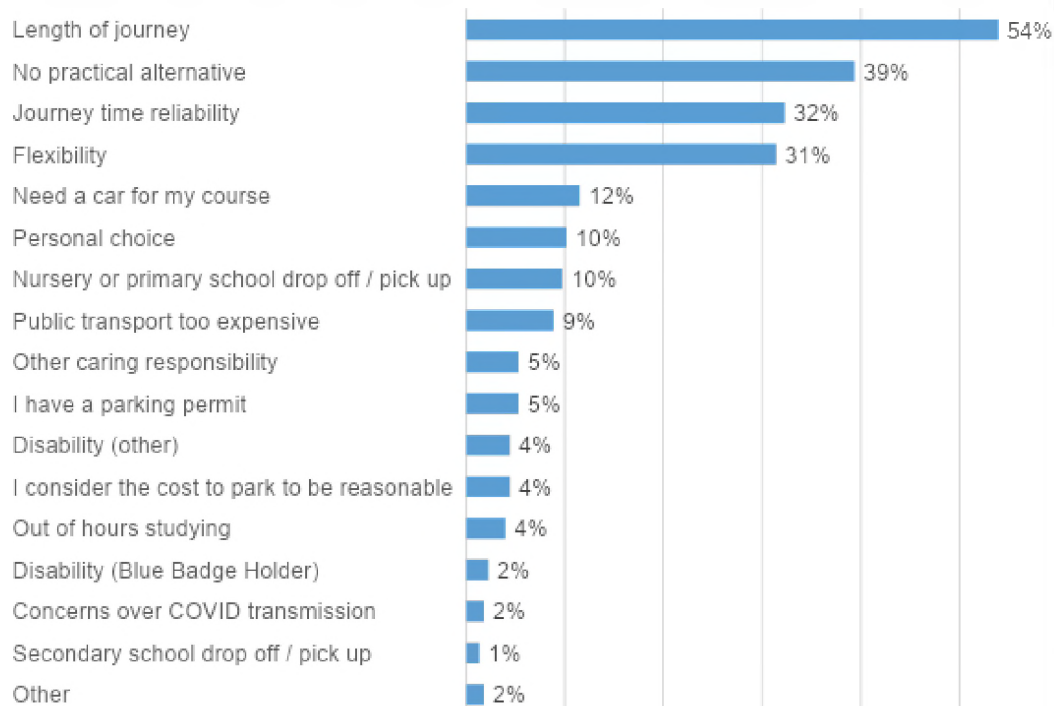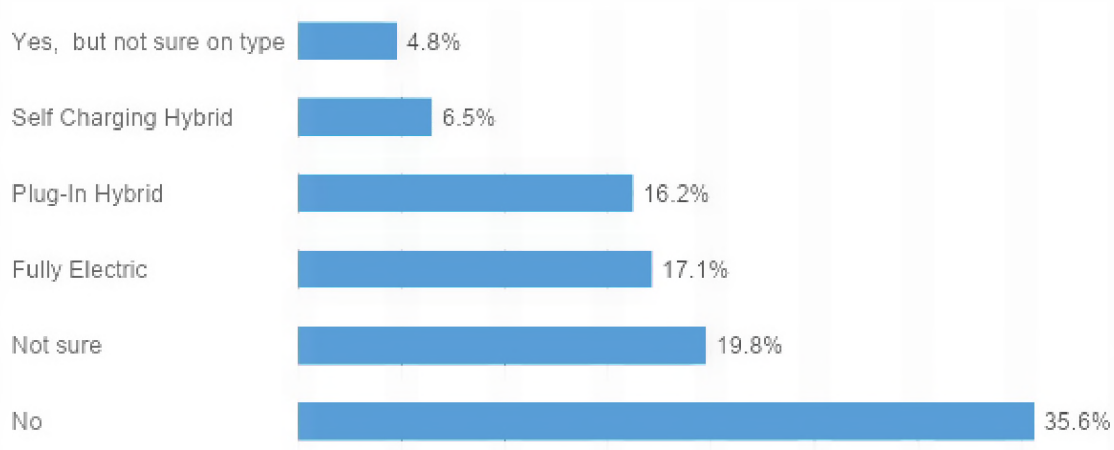
Figure 9 – Reason for Commuting by Car - Staff

Reason	Percentage
Length of Journey	63.3%
PT takes too long	56.9%
Journey time reliability	49.5%
No practical alternative	47.6%
Flexibility	45.8%
PT too expensive	25.5%
Working hours	21.1%
I have a parking permit	19.7%
Pre-school / primary school drop off	14.7%
Other caring responsibility	13.1%
Concerns over COVID transmission	12.3%
Personal choice	11.9%
Other activities before / after work	8.7%
Need to drive as part of my job	7.4%
Secondary school drop off	6.5%
Concerns over personal safety	6.0%
Disability (other)	4.2%
Blue Badge Holder	1.1%
Other	1.5%

Figure 10 – Reasons for Commuting by Car – Students

Reason	Percentage
Length of journey	54%
No practical alternative	39%
Journey time reliability	32%
Flexibility	31%
Need a car for my course	12%
Personal choice	10%
Nursery or primary school drop off / pick up	10%
Public transport too expensive	9%
Other caring responsibility	5%
I have a parking permit	5%
Disability (other)	4%
I consider the cost to park to be reasonable	4%
Out of hours studying	4%
Disability (Blue Badge Holder)	2%
Concerns over COVID transmission	2%
Secondary school drop off / pick up	1%
Other	2%

The survey confirmed that currently 3.2% of respondents drive a fully electric vehicle and 0.9% drive a plug-in hybrid. Car drivers (both alone and sharers) were asked if they are considering switching to an electric / hybrid vehicle in the next 3 years. **Figure 11** summarises the staff responses.

Figure 11 – Staff Future Uptake of EVs (Lone Drivers and Car Share Drivers)

Yes, but not sure on type	4.8%
Self Charging Hybrid	6.5%
Plug-In Hybrid	16.2%
Fully Electric	17.1%
Not sure	19.8%
No	35.6%

The survey also asked students the same question, 2.6% of student drivers currently own a fully electric vehicle, 1.3% use a self-charging hybrid and 0.9% have a plug-in hybrid.

While intentions to switch is lower among students, 12% of students intend to purchase a plug-in vehicle. 14% are unsure which type of electric or hybrid vehicle but do intend to switch within the next three years.

OCCASIONAL MODE USE

Many people don't use the same mode of travel for their commute every day, with use of alternative modes dependent upon factors such as weather and caring responsibilities. **Figure 12** (staff) and **Figure 13** (students), show both overall results and results from those who typically travel by car alone. In both groups, those who typically drive alone are less likely to use alternative modes than the overall population.

Figure 12 – Staff Occasional Use of Alternative Modes (overall and for those typically travelling by car alone)
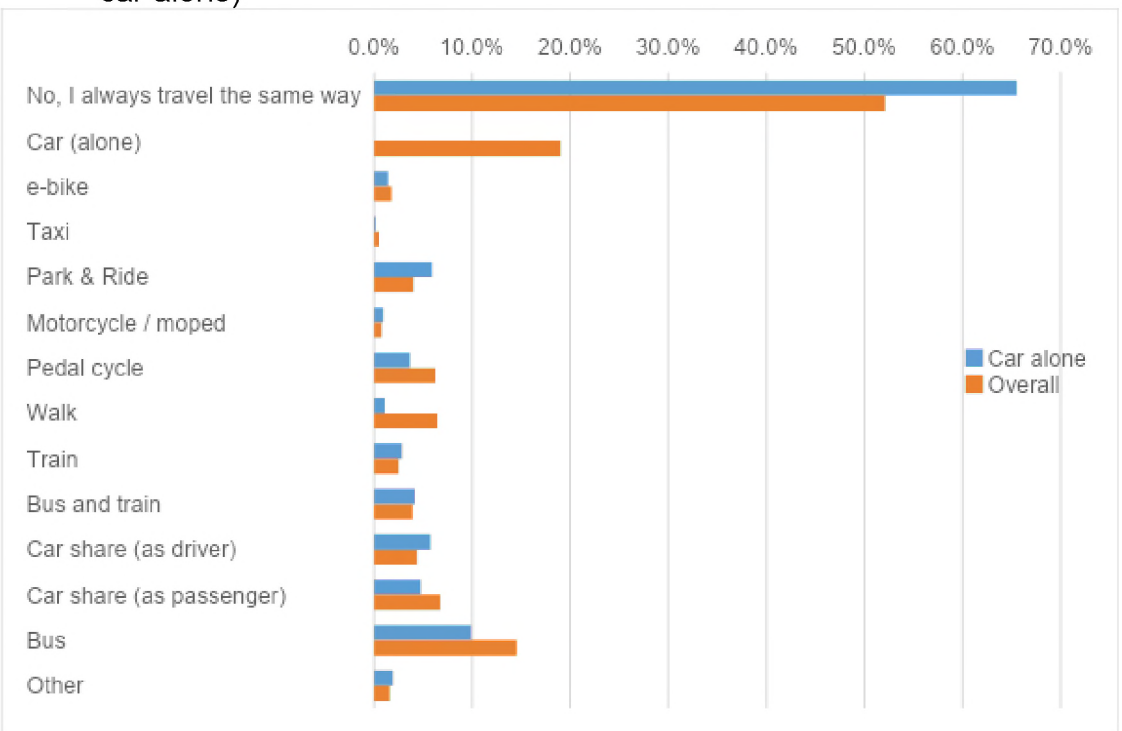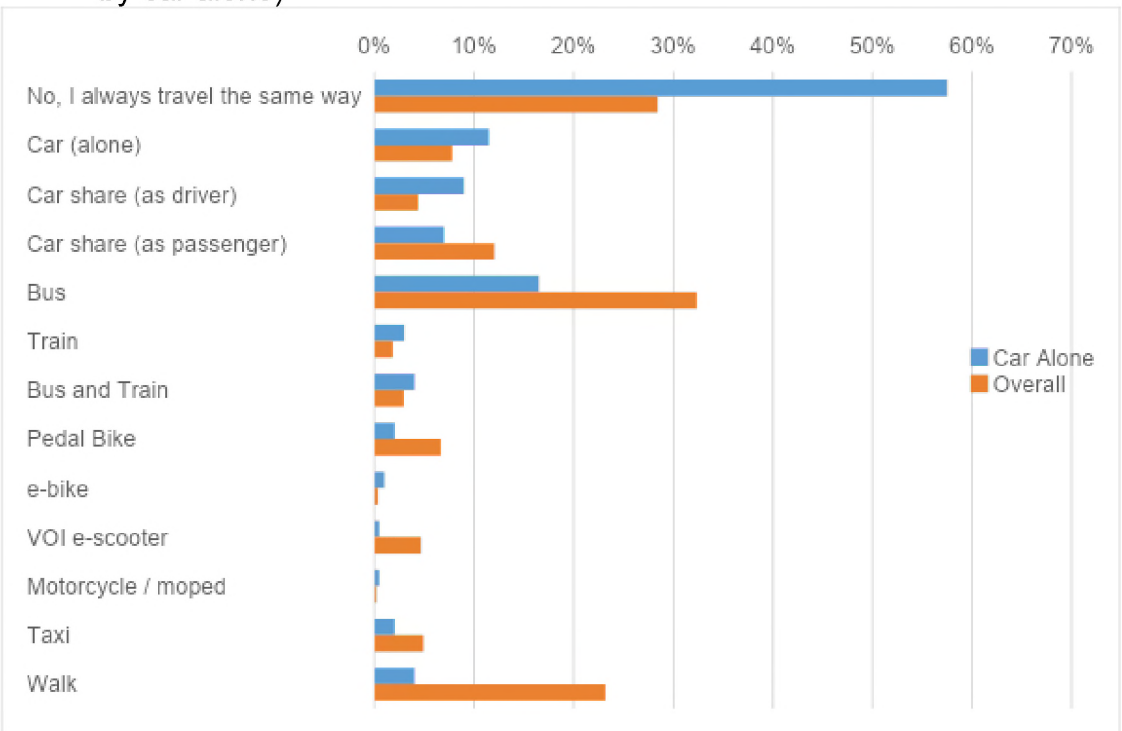

Figure 13 – Student Occasional Use of Alternative Modes (overall and for those typically travelling by car alone)

Measures to Encourage More Sustainable Travel

Encouraging a shift to more sustainable modes (and supporting those that already travel sustainably) will play a key part in reducing demand for car parking, alongside the more stringent restrictions / eligibility and moreover will contribute to the targets for a reduction in CO_2e. The survey asked both staff and student drivers about measures that might encourage them to car share, walk,

cycle or use public transport for their journeys to the University. Figures 3.14 to 3.17 summarise the popularity of initiatives / support.

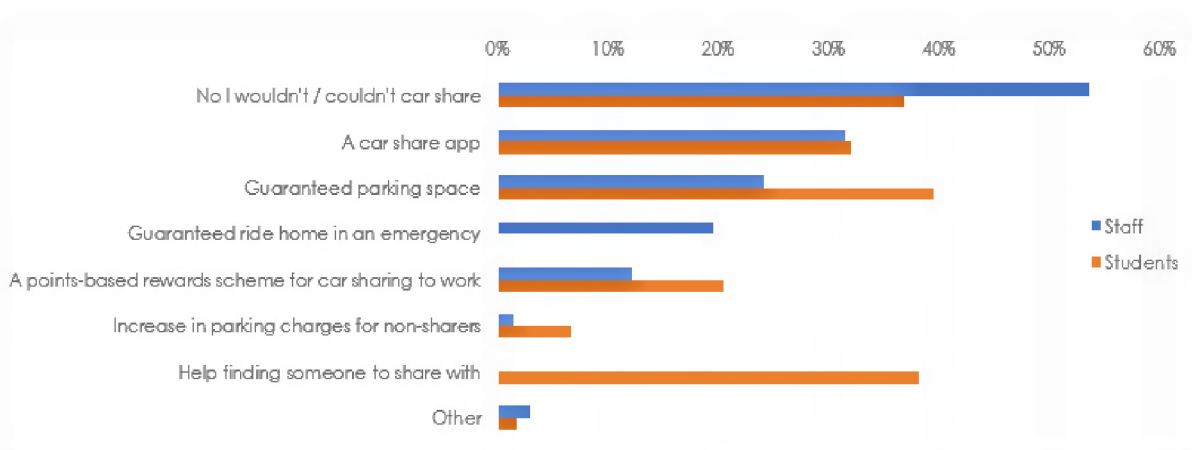Figure 14 – Encouraging Car Drivers to Car Share

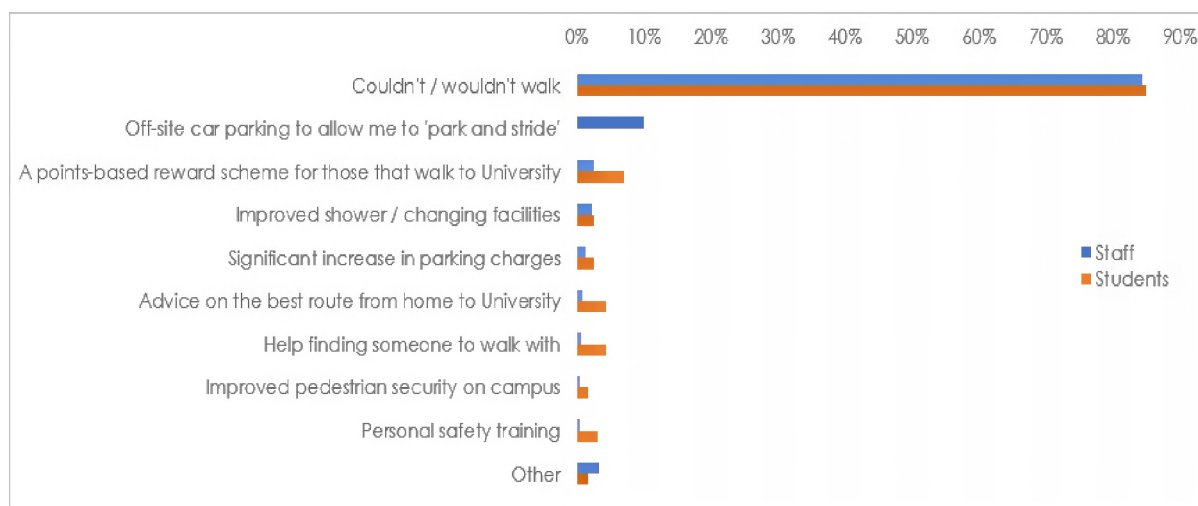Figure 15 – Encouraging Car Drivers to Walk

Figure 16 – Encouraging Car Drivers to Cycle

Figure 16 – Encouraging Car Drivers to Cycle

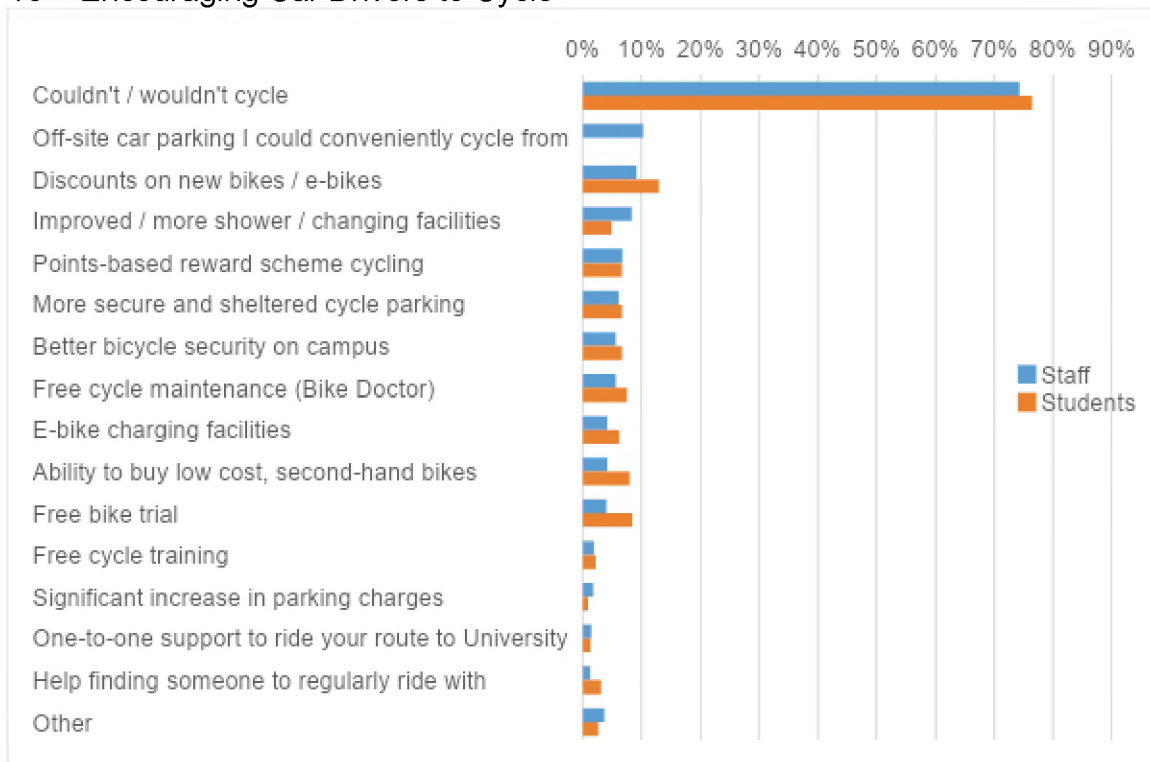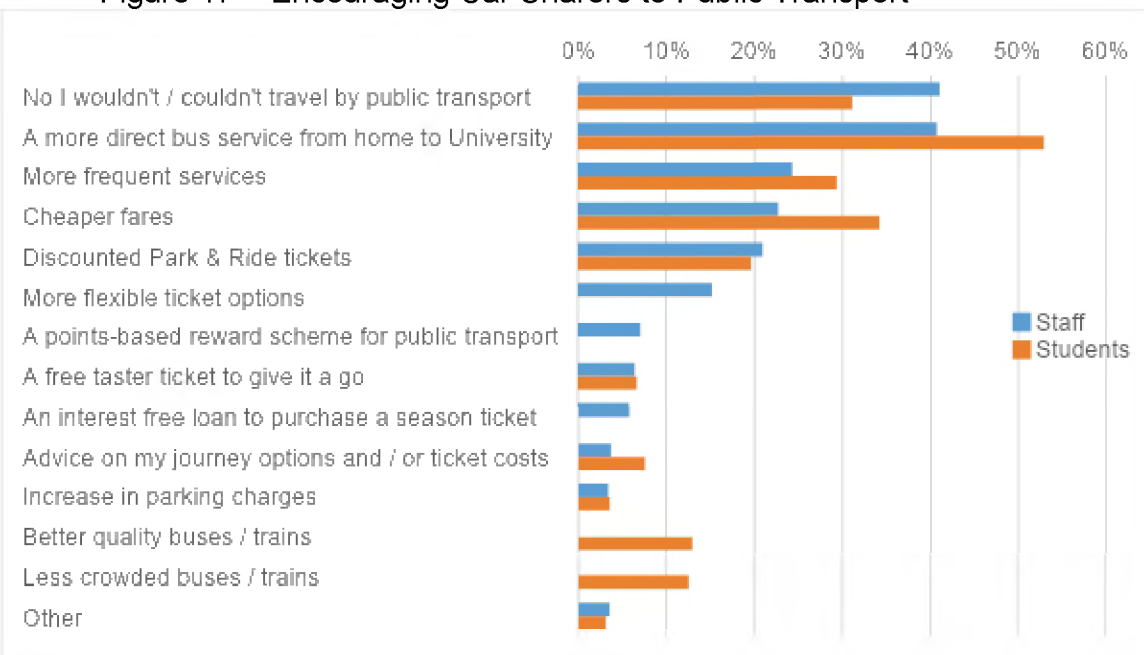## Figure 17 – Encouraging Car Sharers to Public Transport

Figure 17 – Encouraging Car Sharers to Public Transport

APPENDIX D: SUSTAINABLE TRAVEL PLAN: BASELINE, TARGETS AND INDICATORS

This section confirms the University's approach to setting SMART targets and KPIs against which the success of the STP will be assessed.

Whilst previously, targets have focused on reducing the proportion of commuting trips by single occupancy car, from a sustainability perspective a key outcome of the COVID-19 pandemic has been a reduction in the number of commuting trips people typically make, with greater emphasis on flexible / agile working. Moreover, the OCV and more stringent approach to car park permit eligibility that this encompasses will force a step-change in travel patterns that the Travel Plan actions will complement.

Baseline position

The University is actively monitoring its travel collating and / or reports on emissions from transport; for other areas, (such as student travel at the start and end of term) data isn't currently collected. A report, then refine, approach is to be taken, with RAG ratings to show data maturity in line with the sector.

Emissions from Commuting: (Status - data currently being captured)

Based on feedback to the staff and student survey, the 2022 baseline CO2e from commuting has been calculated for each campus. The average CO2e per head from commuting has then been calculated.

CO2e from Commuting, by Campus (2022/23)

Campus	Total CO2e (Kg) Staff	Total CO2e (Kg) Student
Headington (inc. Marston)	3,499,885.6	1,794,558.0
Harcourt	393,843.9	162,914.8
Wheatley	461,080.9	592,024.9
Swindon	264,884.1	367,918.9
Total	4,619,694.5	2,917,416.6

Total CO_2e from Commuting and Average Per Head (2022/23)

Mode	Total Annual CO2e (tonnes)	Headcount	CO2e (tonnes) per person p/a
Staff	4619.7	2,219	2.1
Students	2917.4	14,414	0.2
Total	7,537.1	16,633	-

Business Travel: (Status - Partial capture of data)

Business travel bookings (air and rail) are captured by the University's centralised booking system (managed by Diversity); the table below summarises the data for the previous academic year (2022/23).

Total CO2e from Centrally Booked Business Travel for Academic Year 2022/23

Mode	Data Source	Total Mileage	Total Journeys	CO2e (tonnes)
Air	Centrally Booked Travel	1,779,729.6	926	456.4
Rail		145,452.0	762	8.2
Total		1,925,185.6	1,688	464.6

Expensed business travel data was not available to inform the STPS and thus it is a priority to capture this moving forwards to ensure a more complete picture of emissions from business travel.

Field Trips: (Status - Partial capture of data)
Travel for field trips is captured through the University's provider 'StudyLink'; data for the 2022/23 academic year has been collated and this indicates that there were 22 trips, accommodating 772 people. Whilst the total CO2e from these trips has been reported by StudyLink as **62.8t of CO2e**, some of the information that feeds into the calculations (such as mode of travel) is incomplete and requires improved accuracy in future academic year.

Student Travel to / from Oxford (Status - data not currently being captured)
To date the University has not captured data on student travel to / from Oxford at the start / end of the academic year, or trips to 'home' during term time. These trips are likely to generate a significant proportion of the University's total CO2e, particularly from international students.

The first step in this process is to compile existing data, reflecting the recently published EAUC recognised methodology.

Placement Trips (Status - data not currently being captured)
Again, the University does not currently hold data on student travel to / from placements; whilst comparatively, this is likely to make a minimal contribution to overall CO2e from transport, to provide a complete picture of emissions, data should be collected moving forwards.

Targets & Indicators

Commuting
It is the University's intention to reduce the average CO2e from commuting by 60% by academic year 2028/29 for staff and students (with interim estimates at 2024 and 2026). Annual travel surveys would be used to track progress.

Intended Reduction in CO2e from Commuting (2022/23 to 2028/29)

Group	2022/23 Baseline	2024/25	2026/27	2028/29	Overall Reduction (%)	Equivalent CO2e Saving (tonnes)
Staff	4,619.7	3,695.8	2,771.8	1,847.9	60%	2,771.8

Group	2022/23 Baseline	2024/25	2026/27	2028/29	Overall Reduction (%)	Equivalent CO2e Saving (tonnes)
Students	2,917.4	2,333.9	1,750.4	1,167.0		1,750.4
Total Saving (Based on Current Headcount)						4,522.2

The targets above, will be delivered by a range of mitigation measures, as detailed in Table 1. In particular, the University will work closely with the local transport authority to align our transport strategies, reducing the need to commute in Oxford. From 2023, we introduced an electric bus fleet, powered by renewable sources, which will dramatically reduce the carbon from our students and staff travel.

We will also work with other public transport providers, such as Voi, to help encourage a modal shift away from the car towards sustainable transport but also promote the benefits and safety of this form of transport.

As part of the introduction of the Workplace Parking Levy, anticipated to be introduced in Oxford in 2026, and the work that has taken place as part of the Bus Service Improvement Plan, the University will work closely with the local authority to ensure staff and students benefit from these new transport policies.

Other Targets

As suggested, accurate data on business travel collated to date relates to centrally booked business travel only. Similarly, data on student travel at the start / end of the academic year, placement and field trips is either lacking or incomplete.

Targets will thus be set as part of the annual STPS review, basedlined against the AY of 24/25, once data on these areas has been captured. It is likely that these targets will need to be informed and supported by University policy directives that consider (in further depth) how these trips might be made less frequently, to different destinations or by alternative modes of transport.

Others in the HE sector are increasingly looking to strengthen their policies on business travel and field trips, particularly, as well as embracing the concept of a 'sticky campus' where students are encouraged to make fewer trips to a non-term time address throughout their degree.

Supplementary Indicators

Whilst the overarching targets for this Travel Plan period relate to reductions in carbon emissions; these will be supplemented by other key performance indicators including:

- Mode share of commuting trips to campus; and
- Frequency of trips to campus.

The overall aim would be to reduce the proportion of trips to campus made by car alone, whilst simultaneously reducing the frequency of travel to campus (albeit accepting that there will always be a need for some trips to campus, whether for teaching or support services). These will be measured through annual staff and student travel surveys.

2021/22 Commuting Mode Share - Staff & Students

Mode	Staff	Students
Public Transport (inc. Park & Ride)	16.8%	47.5%
Bike / E-Bike	13.4%	3.0%
Walk	7.0%	30.5%
Car Alone	56.0%	14.6%
Car Share	4.5%	3.3%
Other	2.3%	1.1%

2021/22 - Baseline Commuting Frequency - Staff

Days	Baseline
1 day	15.7%
2 days	27.3%
3 days	23.0%
4 days	8.7%
5 days	16.8%
Infrequently	7.9%
Never	0.6%

Alistair Fitt, Vice-Chancellor

24th June 2024