2020 - 2025

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Integrated Sustainable Travel Plan

Durham University

SYSTRA

2020 - 2025

Integrated Sustainable Travel Plan

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Foreword

Durham University is one of the world's great universities and one of the most distinctive. We are located in a high-quality environment and are committed to maintaining, and wherever possible, improving the quality of our environment, both for the people who live, work and study in the University and for the wider community. This commitment is reflected in our policies, which seek to make us one of the most environmentally sustainable universities in the UK. The University is also a signatory of the United Nation's Sustainable Development Goals (SDGs) Accord and the proposals in the Integrated Sustainable Travel Plan directly support the following SDGs, Good Health and Well-Being, Sustainable Cities and Communities and Climate Action. To help us achieve this we will ensure all members of our University community are fully aware of their environmental and social impacts, personal and collective, and encourage them all to develop a sustainable approach to their work and lifestyle. The University is therefore committed to helping all staff and students, working with local communities, to live more sustainably, with respect to the environment and society.

We are committed to being closely engaged with local and regional stakeholders in the public, private and voluntary sectors, as well as local residents, thus fulfilling an important role within Durham, Stockton and the wider North East. We will also take full advantage of our environmental sustainability expertise through local, national and international partnerships, and look forward to further collaboration with colleagues in the public sector and industry to promote and assist the right travel choices.

Durham University's Strategy 2017-2027 forecasts a growth of around 550 staff and 4,000 students from a base of around 4,000 staff and 16,500 student. Many of our employees feel they have no option but to drive to work, but for only a small minority is driving required to undertake their work. The scale of the climate challenge is such that switching to electric vehicles will not be enough to reduce emissions. Our society must achieve a significant reduction in emissions through reducing the need to travel and shifting journeys to public transport, cycling and walking. The good news is that there are many employees and students who can realistically travel by sustainable modes of transport. This Plan will bring forward measures that will open up sustainable travel options to more of our employees and students.

Key areas which have contributed to the development this Plan include the University's Estate Masterplan (EMP) 2017-2027; the forecasted growth of employees and students within the University Strategy; changes in Government Legislations; the Intergovernmental Panel on Climate Change's (IPCC) report on global warming and fiscal policy relating to the 2035 deadline to cease the production of all fossil fuelled vehicles. In addition, this Integrated Sustainable Travel Plan (ISTP) is also linked to the University's Environmental Sustainability Vision, Policy and Strategy.

The University also needs to play a strong part in assisting to reduce congestion and air pollution and improve air quality, cycling and pedestrian safety for our students, employees and local residents in and around Durham City. Therefore, it is in the interests of all our employees, students, the University and Durham City, that we will aim to do what we can to help people out of their cars wherever possible: to walk, cycle or use public transport whenever feasible.

The first aim of this Integrated Sustainable Travel Plan 2020-2025 is to 'actively promote the health and well-being benefits of all forms of sustainable travel and encourage their use'. This will enable opportunities to help employees, visitors and students improve their health and well-being, reduce the number of trips to work and reduce both local and national carbon emissions and pollutants from their travel. Where cars must be used, we will encourage car-sharing and the use of pool cars. In-turn, this will reduce individual and collective carbon footprints.

Our Estate Masterplan also provides a guide as to how we could develop our Estate over the long-term to assist with this growth and changes in travel and working behaviours.

It is noted that the current situation the University and the nation are experiencing with regards to Covid-19, it is recognised that working patterns and travel to the University are going to look very different.

I would like to thank members of the Integrated Sustainable Travel Plan Steering Group - a subgroup of our Environmental Sustainability Strategic Planning Group – for preparing this Plan.

Challenging times lie ahead for everyone, but we all have a part to play in both assisting the University to achieve the aims of this Plan, while aiding the reduction of our carbon emissions and tackling the global climate crisis. It is in all our interests to do so.

Professor Stuart Corbridge
Vice Chancellor and Warden

Executive Summary

Durham University's Integrated Sustainable Travel Plan (ISTP) sets out the key benefits for those using sustainable travel who work, live and study at the University; for the University itself; for the local community; for the local economy and for the environment. These are the three pillars of sustainability and throughout this ISTP we refer to the three most relevant SDGs, Good Health and Well-Being (SDG3), Sustainable Cities and Communities (SDG11) and of course Climate Action (SDG13).

This ISTP also includes a set of aims, objectives and actions, delivered and designed by the University, to encourage and enable sustainable travel for employees, students and visitors to aid achievement of its targets. The top aim of the ISTP is to 'actively promote the health and well-being (SDG3) benefits of all forms of sustainable travel (SDG13) and encourage their use' and sets out our commitment to reduce the use of private cars, making the best use of existing facilities, managing travel demands and promoting the use of more sustainable modes of travel. In turn, this will also reduce both local and national carbon emissions and pollutants (SDG3 & SDG11) from our travel and create a smart, sustainable approach to the University Strategy and Estate Master Plan.

The 2019 employee Mode of Travel Plan Survey showed that 59.7% of those who responded (402) drove alone and 13.9% car shared. This is an increase in solo-car occupancy, and a decrease in car sharing from the 2018 employees' survey. As of February 2020, there were over 4,856 permits in circulation (number of contracted employees is 4,587) vying for 2,108 parking spaces. This equates to approximately one parking space for every two permits.

This ISTP sets out our measures and initiatives to assist and encourage employees, students and visitors to change their mode of travel. We will encourage car-sharing by introducing a new car sharing policy and trial two hybrid pool cars for use by employees. We will continue to work with local bus companies and incentivise bus travel for employees and students. We will introduce a business travel hierarchy to aid the reduction of business travel and associated carbon emissions. We will encourage members to walk across the University Estate by promoting new and existing footpaths and installing new way-finder signage.

The University will introduce a new Car Park Management Plan and Vehicle Parking Policy to manage the demand for car parking, facilitate modal shift and reduce single-occupancy vehicle use from 59.7% to 38% by 2025. This is also an important area to reflect the implementation of projects within the Estate Masterplan, which will result in a reduction of car parking spaces.

The success of the ISTP will be measured with the aid of annual travel surveys to both employees and students to review whether or not we are reaching our targets.

The benefits achieved from the successful implementation of the ISTP's aims and objectives and controlling the demand for car parking will demonstrably improve health and well-being as employees and students embrace alternative and active travel, becoming fitter and healthier.

The implementation of the ISTP will assist in reducing the University's carbon emissions and pollutants from our travel, aiding the reduction of both congestion and air pollution within Durham City.

The recommendations within this ISTP are therefore an essential asset, not only to employees and students, but to the City, local residents and the battle against climate change.

1. Introduction

Background

Durham University is committed to promoting and encouraging sustainable and healthier journey choices for employees, students and visitors travelling to and from its sites.

Durham University's ISTP consists of a set of actions delivered and designed by the University to encourage sustainable travel for employees, students and visitors. SYSTRA has been commissioned by Durham University to update the ISTP and to review progress to achieving targets set out in previous Travel Plans – this document is the 'Durham University Integrated Sustainable Travel Plan 2020-2025'.

The Durham University ISTP has been in operation since 2009. The Travel Plan is an iterative document, which has been updated several times to review progress and implement measures to encourage the use of sustainable forms of transport. The last Travel Plan was updated in 2014.

Durham County Council has an objective to be 60% carbon neutral by 2030 and fully carbon neutral by 2050 for County Durham. As Durham University is a significant contributor to carbon emission within the County, it is vital the university works to reduce its carbon emissions. To support this, the ISTP focuses on enhancing access to alternative modes of transport to the private car and increasing sustainable travel initiatives. Employees, students and visitors will be encouraged to increase their active travel to the University.

The ISTP is the overall responsibility of the Director of Estates and Facilities and will be regularly reviewed by the Integrated Sustainable Travel Plan Steering Group (ISTPSG).

Durham University

Founded in 1832, Durham University has significantly grown in size and reputation. The University Estate situated in Durham City is spread across three contrasting character zones: its Historic City, Hill Colleges and Parkland. Each of these character zones are shown in Figure 1 and Figure 2. Note, there are other locations where some measures will be implemented but the ISTP is currently centred on the critical mass at Durham City Centre.

Durham University's Strategy 2017-2027 forecasts a growth of around 550 employees and 4,000 students from a base of around 4,000 employees and 16,500 students. The University generates £1.1 billion a year to the UK economy and supports 13,660 jobs – including £400.2 million and 6,670 jobs in County Durham itself (Durham University, 2016).

The University also plays a crucial role in the tourism sector, attracting approximately 230,000 people to its visitor attractions in 2014/15, including Palace Green Library, the Oriental Museum and the Botanic Garden (Durham University, 2016).

Durham University's Estate Masterplan (EMP) provides a guide to how the University could develop the Estate over the long-term. The EMP also shows how the various elements of the campus, buildings and spaces can be connected and integrated within various localities in Durham City to create a better balanced community and to conserve and enhance heritage assets. This ISTP has been developed while considering the estate aspirations of Durham University as set out in the EMP.

Notably, in 2019, Durham University reduced the number of onsite car parking spaces as a result of the implementation of the EMP. Further space reduction is expected in 2020 (see Appendix 1).

In addition, as part of the EMP Infrastructure Improvements Project, a new car park will be installed on Upper Mountjoy with the addition of up to 215 parking spaces, reducing the loss of parking spaces at 2022 to approx. 73. Given the forecasted growth in the University's Strategy 2017-2020 of 550 academic staff, there will inevitably still be an impact on the demand for parking or, preferably, alternative means of transport. Also included within the Project is a new cycle path and improvements to footpaths along Stockton Road to enable increased use of alternative travel modes and connectivity across the University.

To mitigate the loss of parking spaces, as well as the growth within the University, the introduction of alternative travel initiatives and measures will assist with providing access to sustainable travel options for employees and students to encourage a change in the way they travel. This ISTP sets out the actions delivered and designed by the University to encourage sustainable travel for employees, students and visitors.

Figure 1. Durham University Location (Overview)

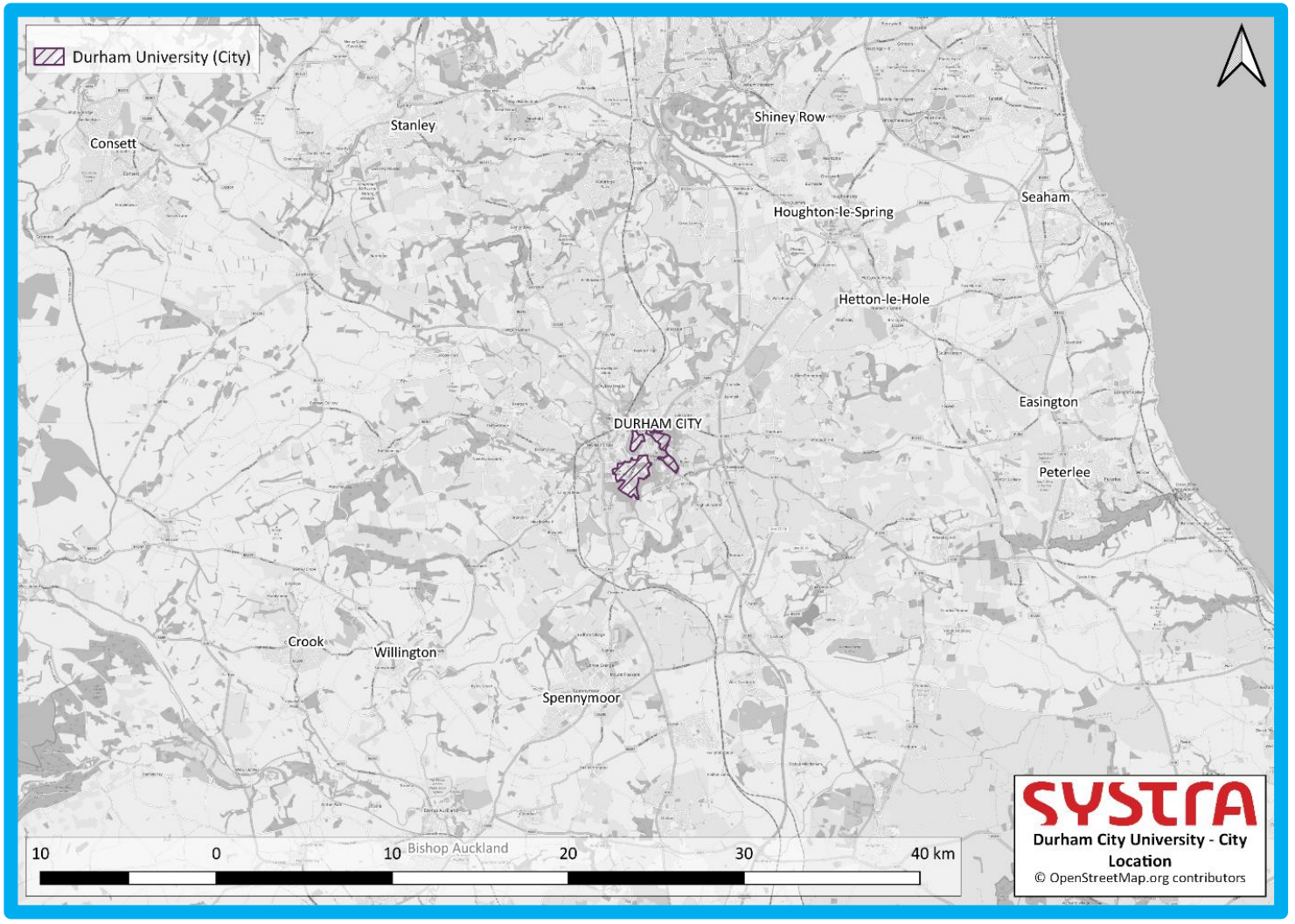
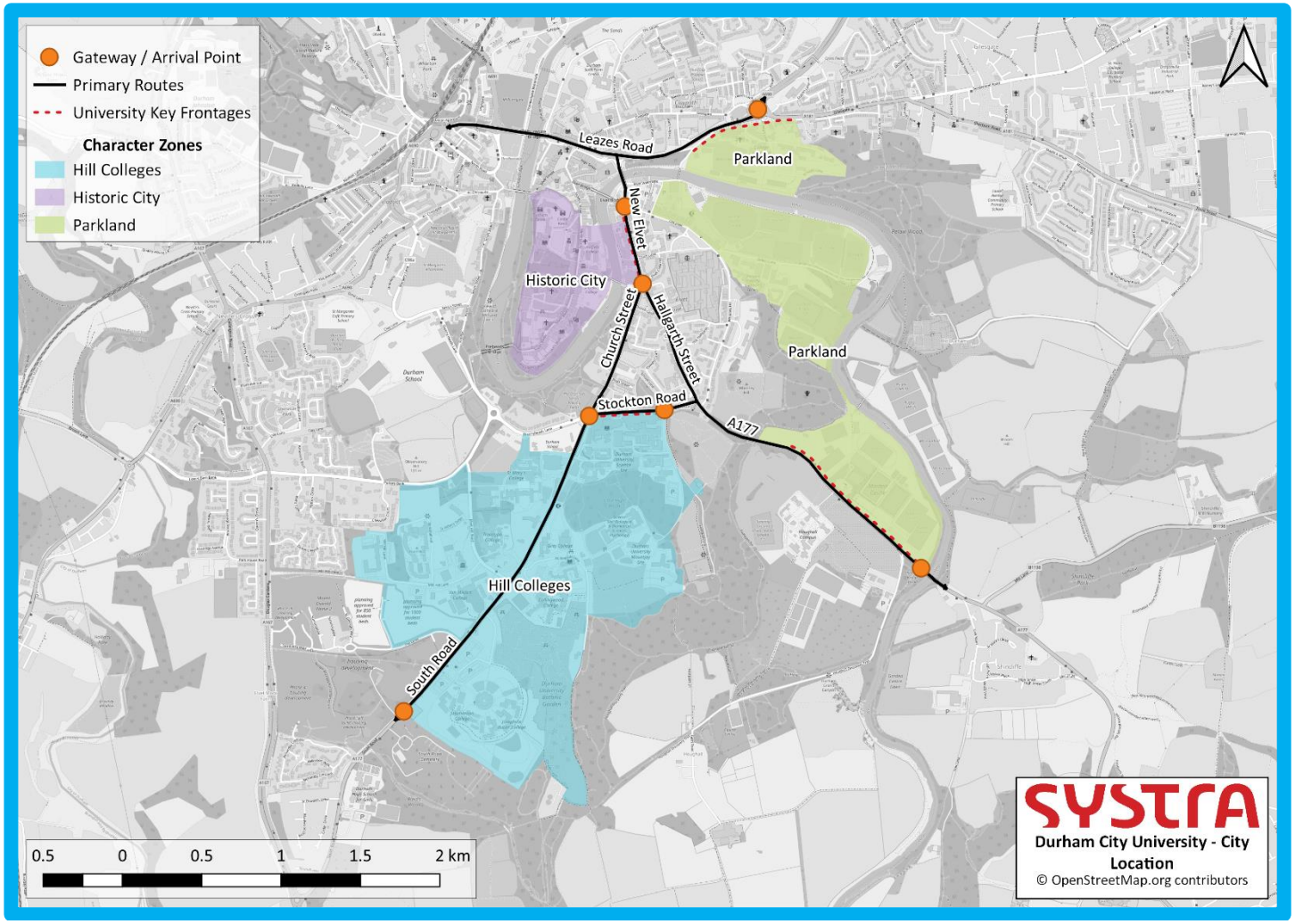


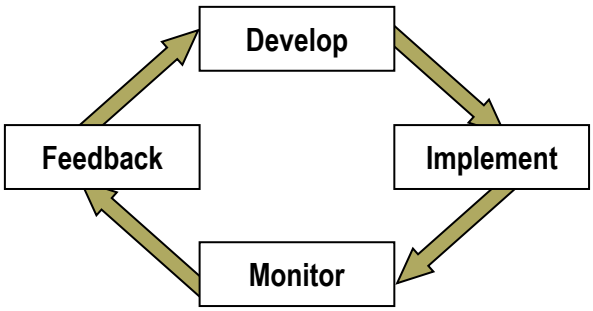
Figure 2. Durham University Location (Detailed)



Source: Based on the map provided in the 'Durham University Masterplan – Executive Summary)

Why an Integrated Sustainable Travel Plan?

An Integrated Sustainable Travel Plan provides a coherent approach to transport management and is a long-term management strategy for an organisation and its various sites that seeks to deliver transport objectives through positive action and is articulated in a document that is regularly reviewed. (BSI, 2008). The basic process of an Integrated Sustainable Travel Plan is a circular one, as illustrated below.



The travel planning process finds ways to make the best possible use of transport infrastructure, minimising loss of time and economic damage thus reducing traffic congestion.

Transport management brings benefits to commuters, business travellers, businesses, users and residents, as well as supporting the urgent need to address climate change (SDG13), congestion and air pollution problems (SDG11 and SDG13 respectively).

Benefits

A number of benefits are expected for the people who work, live and study at the University; for the University itself; for the local community; for the local economy and for the environment. Table 1 outlines these key benefits.

Table 1. Key Travel Plan Benefits

Opportunities	Benefits
Improve health	• Improved employee morale, health and well-being. Individuals who choose to walk or cycle, embracing active travel, will become fitter and healthier, thus reducing many health issues. • Increased employee productivity through better health, a more pleasant environment and a reduction in sickness absence and stress. • Employers who demonstrate a commitment to improving travel and accessibility can have positive impact on working conditions and morale. • Improvements in air quality will have positive impacts on human health.
Improve Travel Options	• Better access creates more convenience and which in turn can generate time and cost savings. • Less space taken up by parking which can be re-allocated to other uses.
Improve the Environment	• Reducing vehicle trips to a destination will help to reduce carbon emissions, noise and congestion and improve the air quality within Durham City. • The global environment will also benefit from reduced carbon emissions, contributing to mitigating climate change. • For society as a whole, walking and cycling also means lower congestion, better air quality, and vibrant, attractive places and communities.
Better for the University	• Enhanced perception of the University as a 'good neighbour' by further confirmation to a strong commitment to environmental sustainability. • Reduced levels of car parking and a reduction in related costs. • Compliance with planning obligations. • More collaborative and productive relationships with local authorities and public transport providers following the implementation of the ISTP. • Better working environment for employees and more attractive living environment for resident students.

2. Policy

This section sets out relevant planning policies and guidelines, providing an overall spatial context for Durham University.

National Policy

The University notes the following national Government Policies: the Clean Growth Strategy (2017) (Department for Business, Energy and Industrial Strategy, 2017), the Climate Change Act 2008 (Climate Change Act, 2008), Bus Back Better: National Bus Strategy for England (2021), and fiscal policy relating to the 2035 deadline to cease the production of all fossil-fuelled vehicles.

Following on a campaign for Better Transport, there is considerable interest in how the National Planning Policy Framework 2019 (NPPF) is interpreted.

The NPPF superseded the Planning Policy Statements (PPS) that governed national policy and principles relating to specific aspects of the town planning framework. In replacing the previous guidance notes and remaining a material consideration in planning applications; the NPPF provides a framework for local communities and Authorities to develop relevant local development plans and strategies.

The NPPF has two key themes:

- Providing a greater level of integration and simplification of the planning policies governing new development nationally;
- Contribute to the achievement of sustainable development from an economic, social and environmental perspective.

One of the key changes relating to the NPPF is the necessity for sustainable development, which should be reflected in local development plans and frameworks to ensure that sustainable development and the needs of an area are identified and subsequently approved without delay.

The NPPF is based on a range of core planning principles, which are aimed at supporting the focus on sustainable plan-led development. Many of these core principles also formed part of the previous planning guidance notes.

Transport specific policies play a key role in supporting and achieving the core planning principles and are intrinsically linked to the objective of sustainable development. The NPPF specifically states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

The NPPF seeks to encourage solutions to support reductions in gas emissions and reducing congestion which should be enshrined in Local Plans, including:

- Supporting key interchange facilities;
- Provision of viable infrastructure to support sustainable development;
- Prioritise sustainable modes of transport and support development with good access to public transport; and

- Provide a balanced land-use approach encouraging mixed use development to reduce the need to travel.

The core planning principles above provide a framework to provide inclusive, accessible, well connected and sustainable development.

National Planning Practice Guidance (NPPG)

In March 2014 the Department for Communities and Local Government (DCLG) launched the planning practice guidance web-based resource. Included within the NPPG is "Travel plans, transport assessments and statements in decision-taking". NPPG outlines that Travel Plans, Transport Assessments and Statements can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase road capacity or provide new roads.

Local Policy

The County Durham Sustainable Community Strategy 2014-2030 is the overarching plan providing a vision for the future of County Durham, which incorporates the University. The strategy focuses on five priority themes including: Altogether wealthier, Altogether better for children and young people, Altogether healthier, Altogether safer and Altogether greener.

The County Durham Regeneration Statement 2012-2030 also provides useful context to the economic development of Durham City, where the University is located. The five aims of the regeneration statement are to create; vibrant and successful towns, sustainable neighbourhoods, competitive and successful people, a thriving city centre, and a top location for business.

County Durham Strategic Cycling and Walking Delivery Plan (2019-2029)

The County Durham Strategic Cycling and Walking Delivery Plan (2019-2029) (CDSCWDP) aims to make cycling and walking part of Durham's culture and to make both cycling and walking safe, affordable and enjoyable modes of transport for everyone.

The plan aims to provide high quality networks for users, along with managing and protecting both current and existing networks. It also aims to encourage greater levels of walking and cycling across all demographic groups in Durham.

The plan aims to achieve its targets through a series of 'building blocks' which build upon one another. The first building block is based upon gaining an understanding of the existing infrastructure, and designing new and implementing new infrastructure.

The second building block in the CDSCWDP is based around operating the networks, maintaining them and improving them based on feedback from users and data collected regarding usage levels of the infrastructure.

The third building block is to engage and inspire communities, schools and businesses, provision of training and education to the public. Additionally the third building block is promoting and motivating people to utilise the network and encouraging participation.

As part of the delivery plan, the County Council is aiming to produce a Local Cycling and Walking Infrastructure Plan (LCWIP) for Durham City during 2020, which will guide the development of the active travel network. Durham University is feeding into this process as a major stakeholder

Local County Durham Plan

The Local County Durham Plan (LCDP) presents a vision for potential housing, jobs and the environment until 2035. The plain aims to secure economic growth and investment in the county, address climate change and its impacts, enhance communities and housing, reduce the need to travel while providing and encouraging for modal shift, and protect and secure the natural and historic environment.

The LCDP aims to provide new homes near places of employment, reducing the need to travel and contributing to a reduction in congestion and climate change. This is coupled with safeguarding potential infrastructure routes, and the reopening of disused railways.

Durham City Sustainable Transport Delivery Plan (2019-2035)

The Delivery Plan provides a framework within which the future sustainable transport provision for the City can be delivered. The Plan also aims to initiate and address the City's transport challenges, as it aims to combine already ''world class'' sites such as the World Heritage site and the University with high quality, sustainable improved access routes whilst retaining the character of the City Centre.

The creation of space is a key initiative to support the sustainable transport users such as commuters and students, and can be achieved by a combination of reallocation of road space to sustainable modes, and catering for vehicles that do not need to be in the City Centre.

As part of the Delivery Plan, the University to City Centre corridor is a first priority area to be tackled, with a view to improve the area for pedestrians. Key features include; widening the footpaths on South Road and Church Street, measures to slow traffic speeds, remodelling junctions to provide priority to pedestrians and cyclists, removal of on street parking and new junctions with pedestrian stages.

The Delivery Plan also suggests the reallocation of some space within other areas of the city to make it more accessible for sustainable modes, including the potential provision of a Northern Relief Road which would not only increase cycling provision in this northern area of Durham, but additionally result in decreased traffic flows through the City Centre.

Car clubs are mentioned within the Delivery Plan as a potential method to increase levels of sustainable transport and encourage modal shift, as they allow for the gap to be bridged where public transport, walking or cycling are not suitable, and the Delivery Plan encourages the promotion of these and pool cars when considering new developments with parking policies.

The Delivery Plan notes that for many commuters the choice of travelling by car is made easy by freely available car parking at major employers within the city, even when high quality alternatives are available. Freely available work place parking has its impact at the most critical times on Durham City's road networks.

The Delivery Plan additionally highlights that workplace travel plans, can reduce commuter car use by 15-20% and have a higher impact than individual measures would, and as such recommends these are continued with new planning applications being required to produce a workplace travel plan.

3. Aims and Objectives

Aims

Durham University recognises that the increase in road traffic, congestion and poor air quality arising from the continual growth in car use must be addressed.

The University is committed to reducing the use of private cars, making the best use of existing facilities, managing travel demands and promoting the use of more sustainable modes of transport, all aiding the improvement to health and well-being. The University is also dedicated to lowering its carbon emissions and carbon footprint. Aims and objectives are set out below to aid the achievement of our aspirations, responsibilities and commitments.

Durham University aims to :

- Actively promote the health and well-being benefits of all forms of sustainable travel and encourage their use;
- Discourage unnecessary travel through the implementation and promotion of alternatives;
- Reduce the carbon emissions arising from all transport connected to Durham University: journeys to work, business travel, and supply chain delivery; and
- Co-operate with key stakeholders and the wider community to further these aims.

Objectives

Figure 3 sets out the objectives of the ISTP. A separate Action Plan for each objective has been created to assist with the implementation of all measures (see Section 9).

Figure 3. ISTP Objectives

1) To reduce the proportion of single-occupancy car journeys to the University.

2) To increase the use of public transport, walking and cycling to the University.

3) To increase the use of low or zero-carbon vehicles as means of travel to the University.

4) To reduce business travel carbon emissions.

5) To reduce the carbon impact of services and deliveries to the University.

4. Current Conditions

Introduction

This section outlines the current accessibility of the University by walking, cycling, public transport and car. Information obtained for the site assessment was desk-based research.

Please note, given the large scale of the University campus, only the main primary routes into Durham have been considered including: Leazes Road, A177, South Road and Stockton Road.

Pedestrians

Walking offers the connection between cycling, public transport and highway transport. This means that having safe, visually attractive and well-functioning pedestrian infrastructure is an important foundation to sustainable travel.

Walking as a mode of transport is expense free and is the most sustainable form of transport. Walking also proves a range of daily living improvements including: health, safety, access to services, improved mental well-being and sense of community.

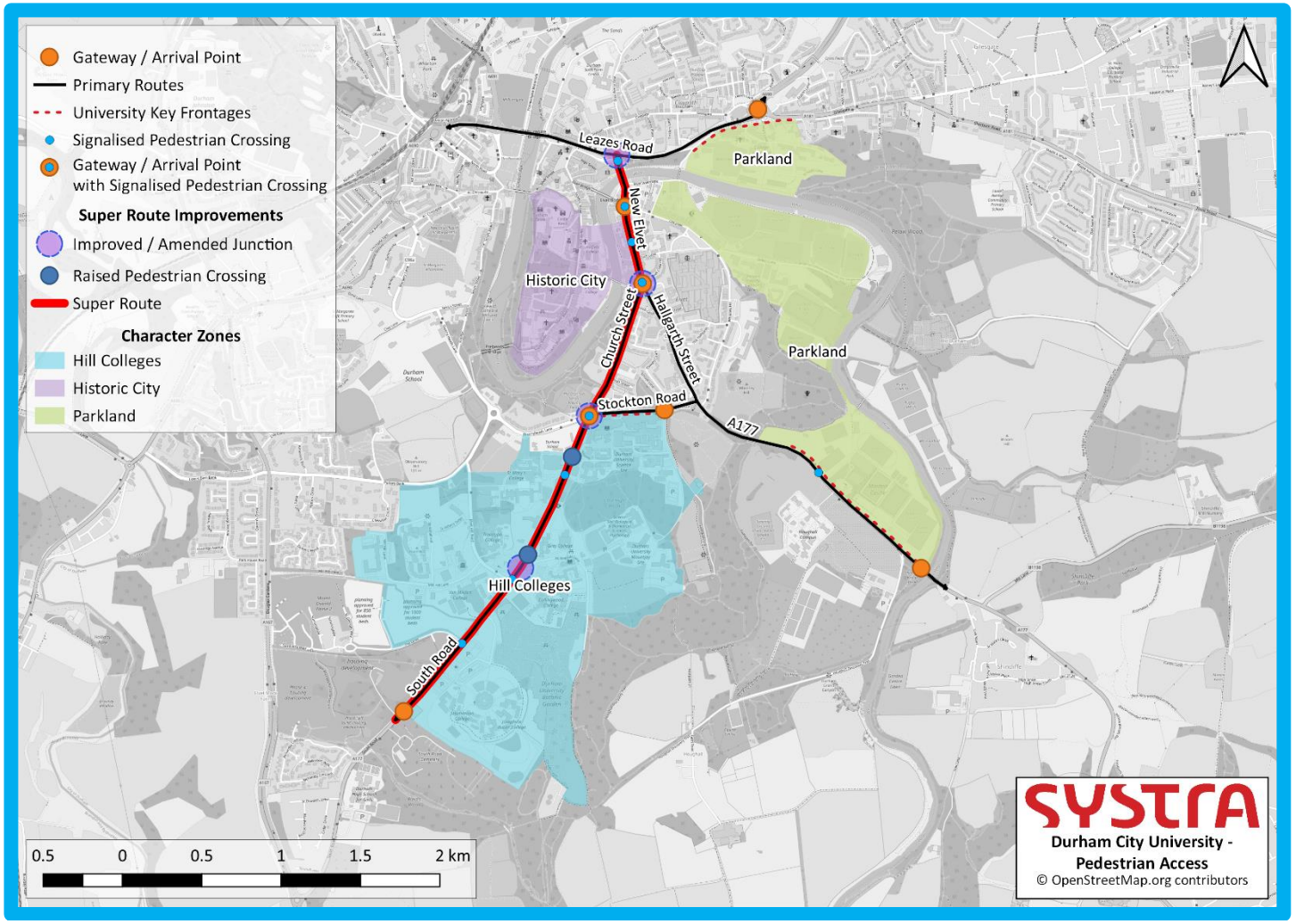
The City Centre location of the Durham University campus offers significant opportunities to students and employees to use walking as a mode of transport. The University 'character zones' in Figure 2 show the different cluster areas of Durham University. Approximate walking distances to Market Square in Durham City Centre are: 540m from Historic City, 1.4km from Hill Colleges and 1.6km from the East Durham Estate.

Access to the University via signalised pedestrian crossings is shown in Figure 4.

At this stage, a detailed site audit has not been undertaken to determine the quality of existing infrastructure such as: footpath widths / condition, wayfinding, crossing facilities or design lines. It is highlighted that footways (especially on South Road) are sometimes narrow and observations suggest they are not wide enough. The signalised junction on South Road also appeared to be vehicle orientated.

Durham University is undertaking an £8,000,000 infrastructure project known as 'Super Route', which will improve walking and cycling paths across the Science Site and Hill Colleges, which will help alleviate the concerns expressed.

Figure 4. Pedestrian Access



Cyclists

Cycling is considered a feasible means of transport over short to medium distances. It is influenced by many of the same factors as walking but will also be influenced by route conditions, traffic levels and bike security when locked in a parking location.

Figure 5 shows the current cycling routes in Durham City Centre are near to the River Wear, with an extensive network of cycle routes towards the Gilesgate area and the East Durham Estate. National Cycle Route 14 provides a connection to and from Leazes Road and the East Durham Estate. Notably, the topography of Durham can be undulating so it may be a challenge to some cyclists.

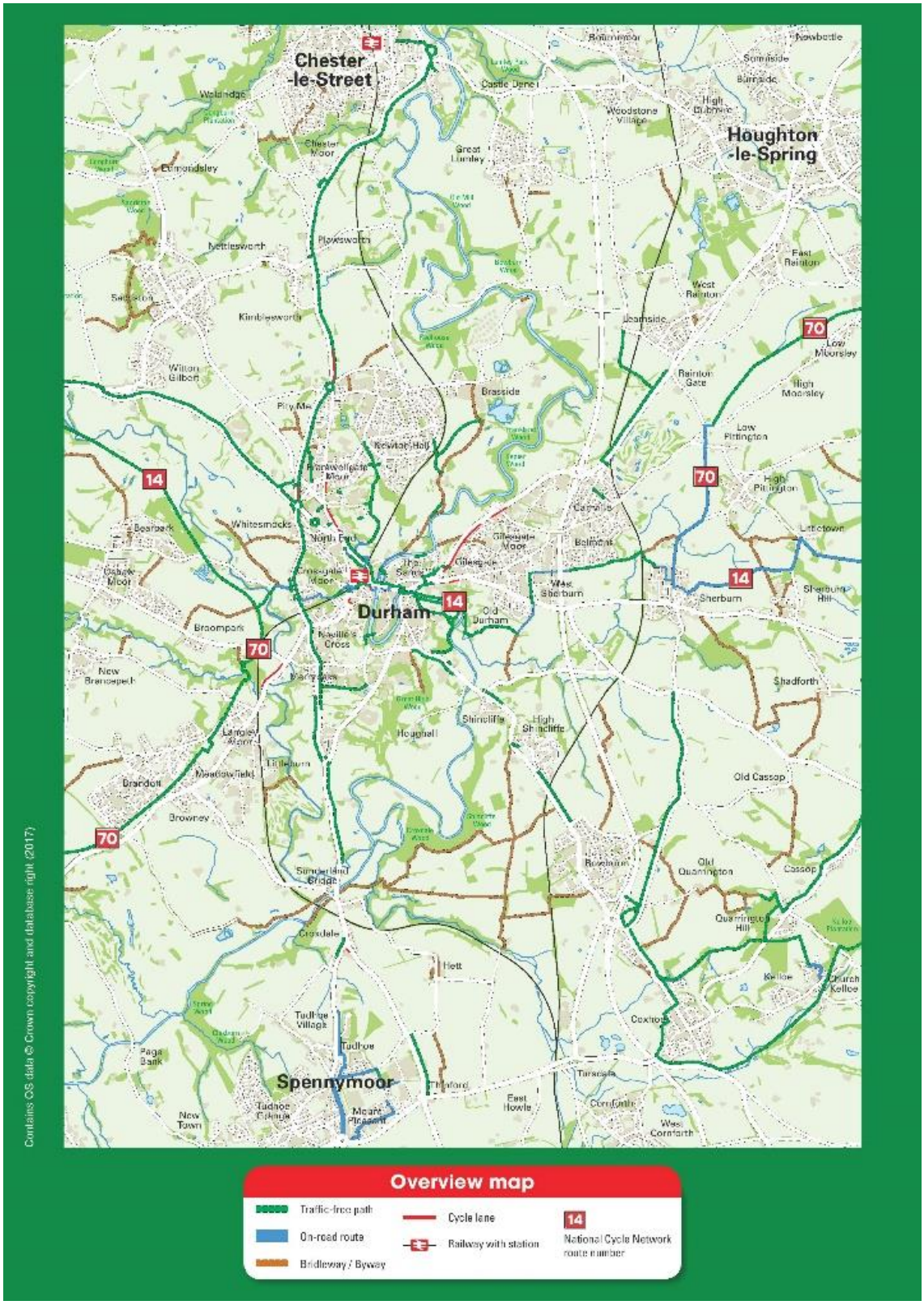
Leazes Road, running through the centre of Durham currently contains a cycle route, however there are limited routes around South Road where the majority of the Hill Colleges are located.

There are no dedicated on road cycle routes (other than in one-direction on the A177). Advanced stop lines were not observed at signalised crossings.

There are cycle parking facilities across the University Estate with greater provision around the Mountjoy Site as well as cycle stands and shelters outside specific departments, colleges and other key locations.

At this stage, a detailed site audit has not been undertake to determine the quality of existing cycle infrastructure such as: cycle parking facilities, wayfinding or cycle routes.

Figure 5. Cycle routes in Durham City Centre



Public Transport

Bus

The location of the bus stops within the vicinity of the University character zones are shown in Figure 6.

Guidance provided by the Institution of Highways and Transportation (IHT) in their document 'Planning for Public Transport in Developments' (1999) advises that bus stops should be located within 400m of a development for ease of accessibility. A paper titled 'How Far Do People Walk' prepared by Wakenshaw and Bunn analysed data from the National Travel Surveys and concluded that greater walking distances to bus stops is possible; 580m average walking distance (outside of London) and 800m 85th percentile distance.

The adopted road network around Durham City Centre is well served by scheduled bus services. There are seven arrival points within proximity to Durham University including the A177, South Road, Leazes Road and New Elvet. There are many other bus stops in other non-primary route streets, which provide great access into Durham for students and commuters.

There is a £1 daily bus ticket scheme, subsidised by the University, on Arriva services within the Durham District zone, to help promote bus use. The ticket allows unlimited travel for both employees and students on Arriva services each day upon production of a University ID card. This offer is available on the X12 through to Eldon Square bus station in Newcastle for students and to Barley Mow at Gateshead for employees.

Durham City Centre is served by three Park and Ride sites on the key routes into the City Centre, situated at Belmont, Sniperley and Howlands, which is shown in Figure 7. The Howlands Park and Ride runs down South Road, Church Street and New Elvet – giving more sustainable travel options to employees and students, without having to drive into and out of the City Centre of Durham. However, the Sniperley and Belmont sites at present do not pass near the Mountjoy site thus reducing direct access to the University.

Durham University has negotiated an arrangement with Durham County Council to utilise the Cathedral Bus Service (40B) during peak travel hours to provide transport between the railway station, the bus station, New Elvet and Upper Mountjoy (Science Site). This operates a few return journeys in each peak for the use of employees, students and visitors.

At this stage, a detailed site audit has not been undertake to determine the quality of existing bus infrastructure such as: bus shelters, crossing facilities or timetable information.

Figure 6. Bus Stops in Durham City centre

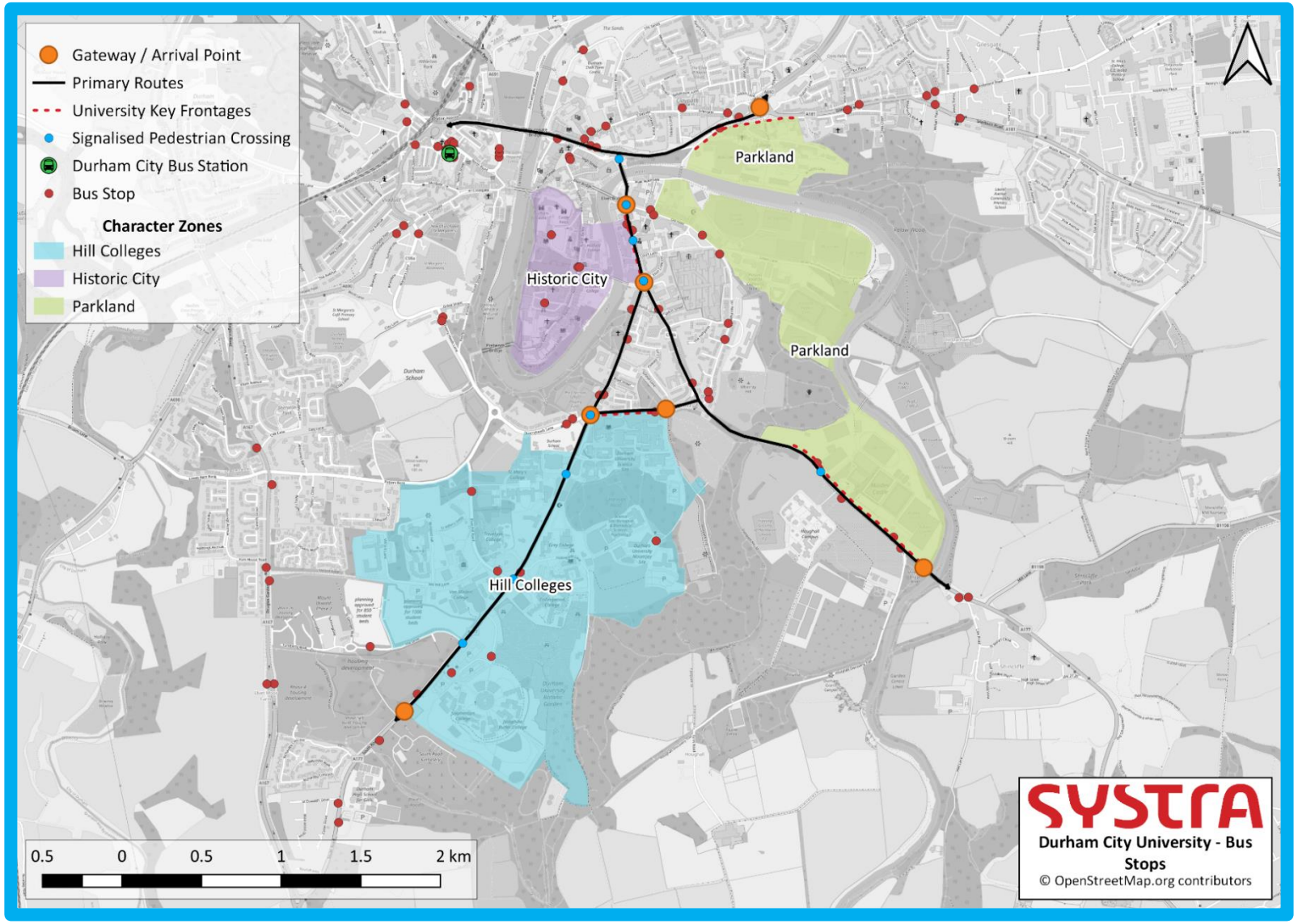
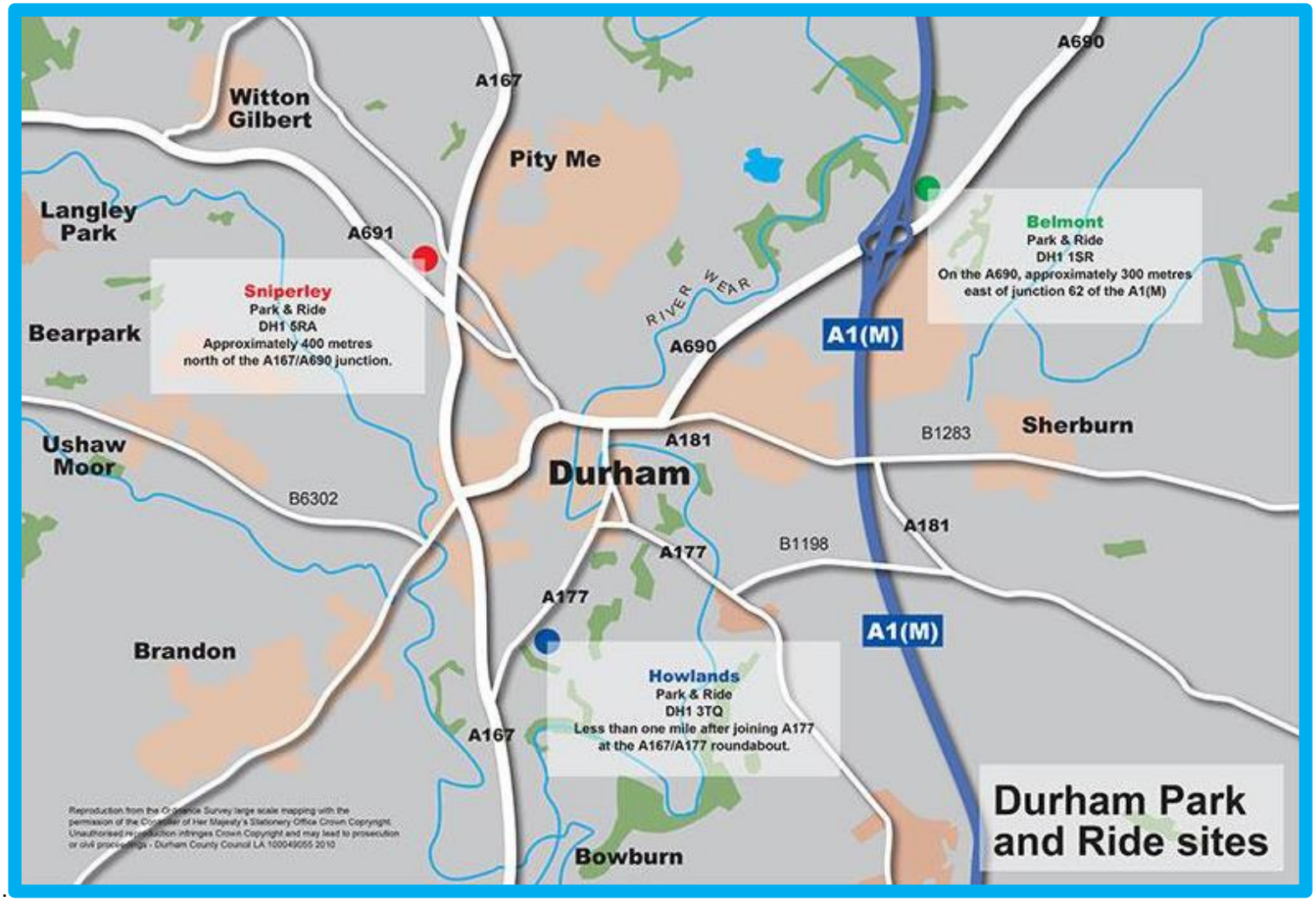


Figure 7. Park and Ride Sites in Durham City centre



Source: www.durham.gov.uk/parkandride

Rail

The railway station is located in the north-west of the City and is approximately 900m walk from the Historic City, 1.9km to Hill Colleges, and 1km to Leazes Road, School of Education. The railway station provides access for students and commuters who live outside the Durham City area. The location of the railway station in comparison to the University is shown in Figure 8.

Durham Railway Station provides regular regional services to and from Darlington, Newcastle and York and several services from Chester-le-Street, along with longer distance services including services to Scotland, Manchester and Liverpool, London and the South West.

During a typical morning peak hour there are nine scheduled departures from Durham, all of which have either previously called at, or will call at Newcastle to the north, and Darlington to the south providing a high level of connectivity on a regional level.

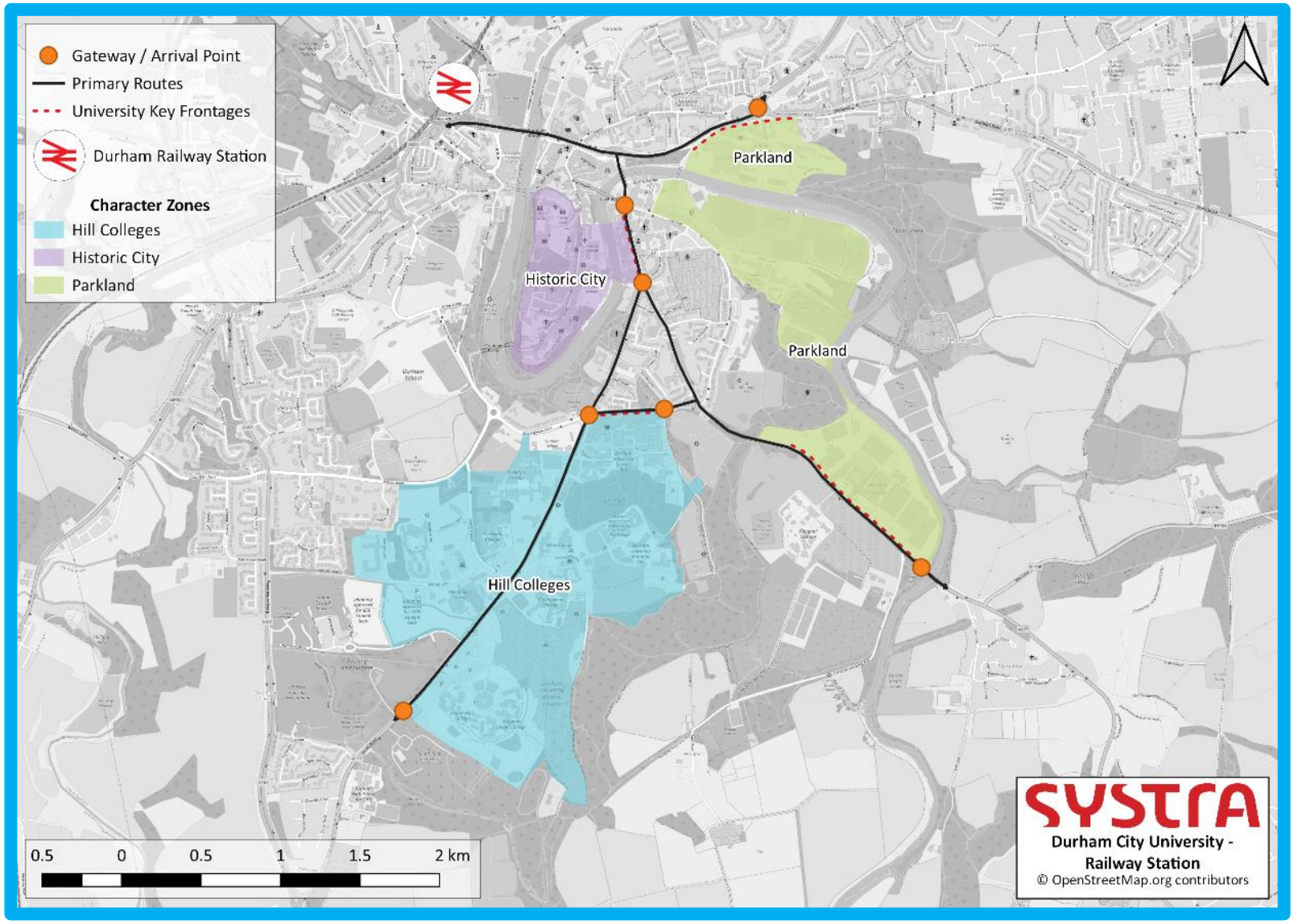
Additionally there is a morning peak service operated by Northern which has originated from Saltburn and operated via Middlesbrough providing a rail link from the Teesside area, and connections from the Durham coast.

A bus stop for the 40B bus service to the Upper Mountjoy site at the University is situated in the railway station car park.

Cycle parking is available at Durham Station.

Taxi ranks are also available at Durham Station.

Figure 8. Location of Railway station in Durham City centre



Surrounding Highway Network

A177 South Road

South Road runs in north-south direction through the Hill Colleges character zone. To the south it joins the A167 Darlington Road via a three-arm roundabout. To the north it joins Quarryheads Lane and Church Street Head via a signalised crossroads. South Road is a single carriageway and is subject to a 30mph speed limit. Double yellow lines are present to enforce no waiting at any time.

Footways are present on both sides of the carriageway. This footway does not have a verge to separate pedestrians from traffic. Street lighting is intermittent. Pedestrians cross at Quarryheads Lane and Church Street Head via a signalised crossroads. Dropped kerbs and tactile paving is present. Bus stops are located along this road as well as street lighting.

Stockton Road

Stockton Road runs in a west-east direction along the northern edge of Hill Colleges character zone. To the west it joins Quarryheads Lane / Church Street Head / South Road via a signalised crossroads. To the east it joins Hallgarth Street / A177 three-arm roundabout. There is one lane eastbound and two-lane westbound. It is subject to a 30mph speed limit and double yellow lines are present to enforce no waiting at any time.

Footways are present on both sides of the carriageway, with the northern footway separated from traffic with a grass verge. Street lighting is present. Bus stops are located on this road.

A177

From the Hallgarth Street / A177 / Stockton Road three-arm roundabout, the A177 continues in a south-easterly direction away from Durham City Centre, alongside parts of Parkland character zone. It is a single carriageway and subject to a 40mph speed limit. There is an on-road cycle route northbound. Bus stops and street lighting are located along this road.

Church Street

Church Street runs in a north-south direction to from the Quarryheads Lane / Church Street Head / South Road signalised crossroads to Durham City Centre. This is a single carriageway, subject to 30mph. On-street parking is present intermittently. Bus stops are also located on this road as well as street lighting.

Footways are present on both sides of the carriageway.

Hallgarth Street

Hallgarth Street runs in a north-south direction from Hallgarth Street / A177 / Stockton Road three-arm roundabout to Durham City Centre. This is a single carriageway, subject to 30mph. On-street parking is present on both sides of the road for most of its length. At its northern most point, it joins New Elvet via a signalised junction.

Footways and street lighting are present on both sides of the carriageway.

New Elvet

Church Street becomes New Elvet after a signalised junction. New Elvet is a single carriageway, unless on an approach to a junction when it widens to two lanes, and is subject to a 30mph speed limit. When there is no designated on-street parking, double yellow lines are present to enforce no waiting at any time.

Footways are present on both sides of the carriageway. Bus stops are located on this road as well as street lighting.

A690 Leazes Road

New Elvet joins Leazes Road via a signalised roundabout. The A690 is a dual carriageway which runs in an east-west direction. It is a primary route, providing connections to the A167 in the west and the A1(M) in the east. Bus stops are located along this road as well as street lighting.

Parking

Parking at Durham University is restricted and permits are required for both cars and motorcycles.

At present the University does not charge for parking but reserves the right to charge for parking in the future.

Car owners must park in authorised areas, otherwise a parking charge notice may be issued to the registered keeper of the vehicle (£70 reduced to £35 if paid within 14 days). Vehicles not displaying a valid university car parking permit are also subject to a legally enforceable parking charge notice.

In addition to university parking, there are car parks in Durham City Centre, including Prince Bishops, Sidegate, the River walk and Walkergate. The capacity at Prince Bishops is 400 vehicles and at Walkergate is 500 vehicles.

There is also extensive parking in surrounding streets. At this stage, a detailed audit of on street parking has not been undertaken to determine the capacity or whether it is subject to any restrictions.

Sustainable Workplace Travel Plans

Since the ISTP was initially published, the University has opened new sites. Two of these buildings were not in the initial scope of this plan. In each case, a Sustainable Workplace Travel Plan has been developed to assist staff, students and visitors to travel to and from them, prioritising active and sustainable travel modes.

The respective sites are:

- Waterside (the new Business School building), Riverside Plance, Durham, DH1 1SL
- Boldon Houe (the new Professional Services hub), Wheatlands Way, Pity Me, Durham, DH1 5FA

The travel plans can be found on the Sharepoint accessible to all university members.

5. Travel survey results 2019

The University reviews its travel plan on a regular basis to ensure it is meeting targets and to identify how improvements can be made to achieve the objectives of the ISTP.

A key part of this review is gathering travel survey data annually about employees' and students' travel habits to and from the University.

Some of the key findings are summarised in the following section.

Employee survey results

The survey was undertaken in 2019 and was responded to by 402 participants (160 male, 218 female, 12 prefer not to say and <5 other).

The survey was completed by 22 people who have a physical disability that affects their choice of transport, and 380 who did not.

Mode Split

Figure 9 shows the usual mode of travel for employees. The most used mode is car driving alone with almost 60% of employees using this method to drive to work. Almost 14% car share to work. Public transport also accounts for 14% (including bus and train). 12.5% of respondents used 'active travel' modes, meaning they walked or cycled to work.

Figure 9. Mode of travel employees usually use when commuting from their address

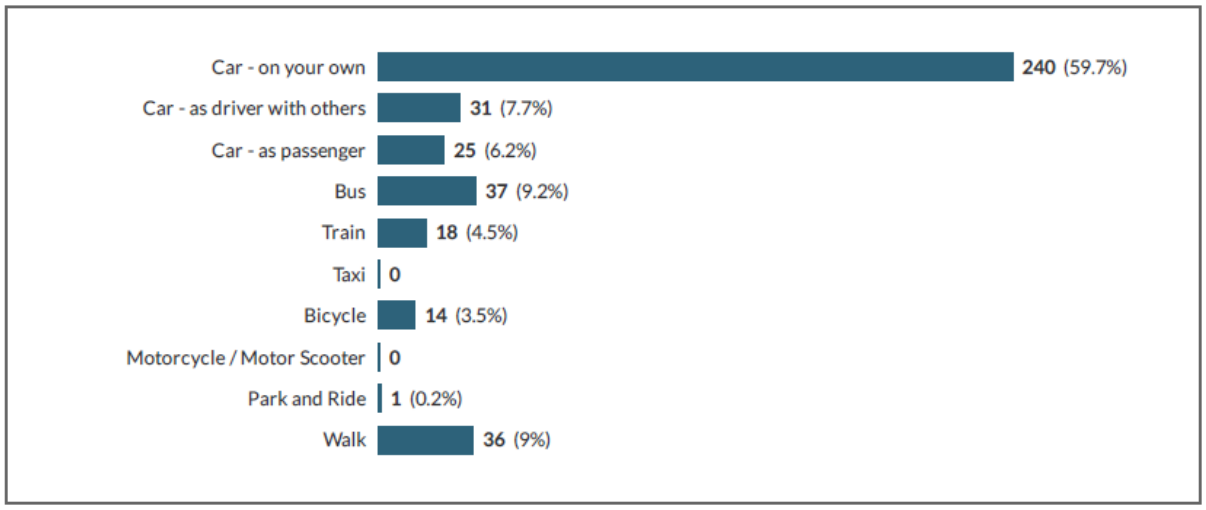
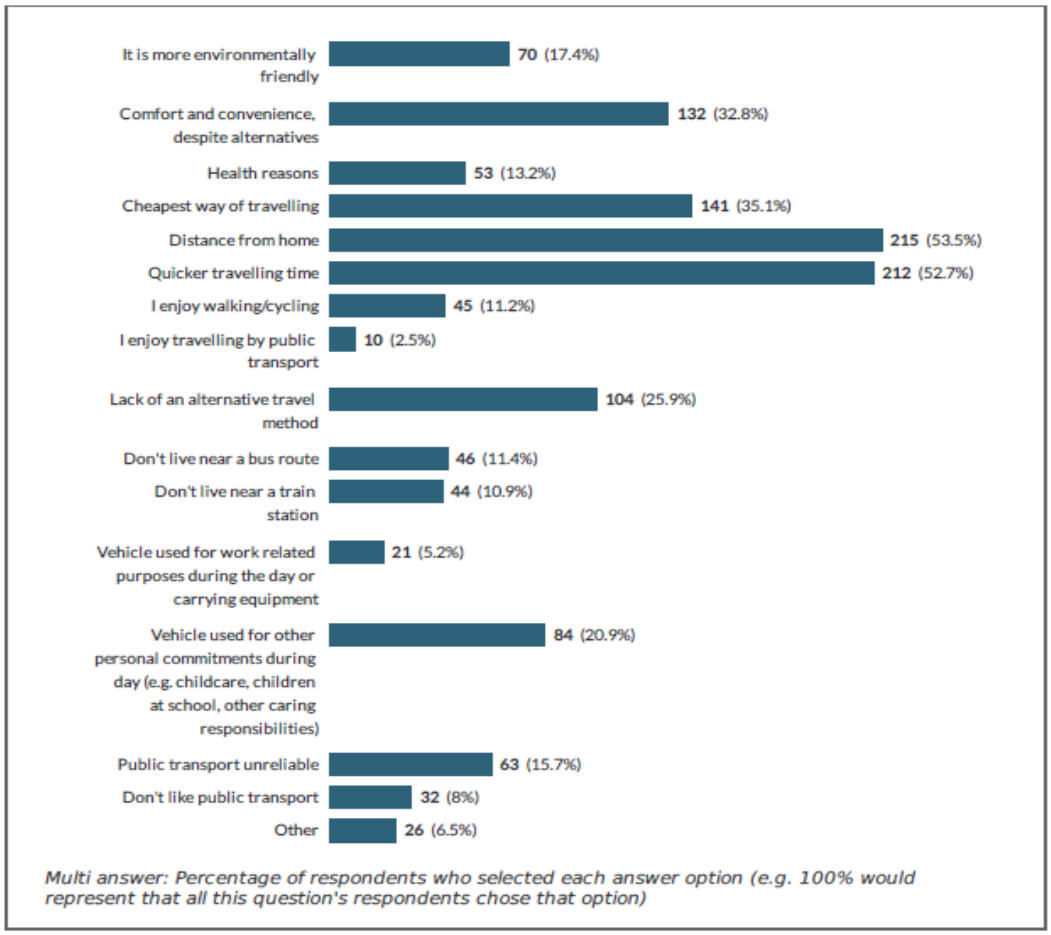


Figure 10 shows that top five reasons people use their chosen method of transport to/from the University are:

- quicker travelling time
- distance from home
- cheapest way of travelling
- comfort and convenience, despite alternatives; or
- lack of alternatives.

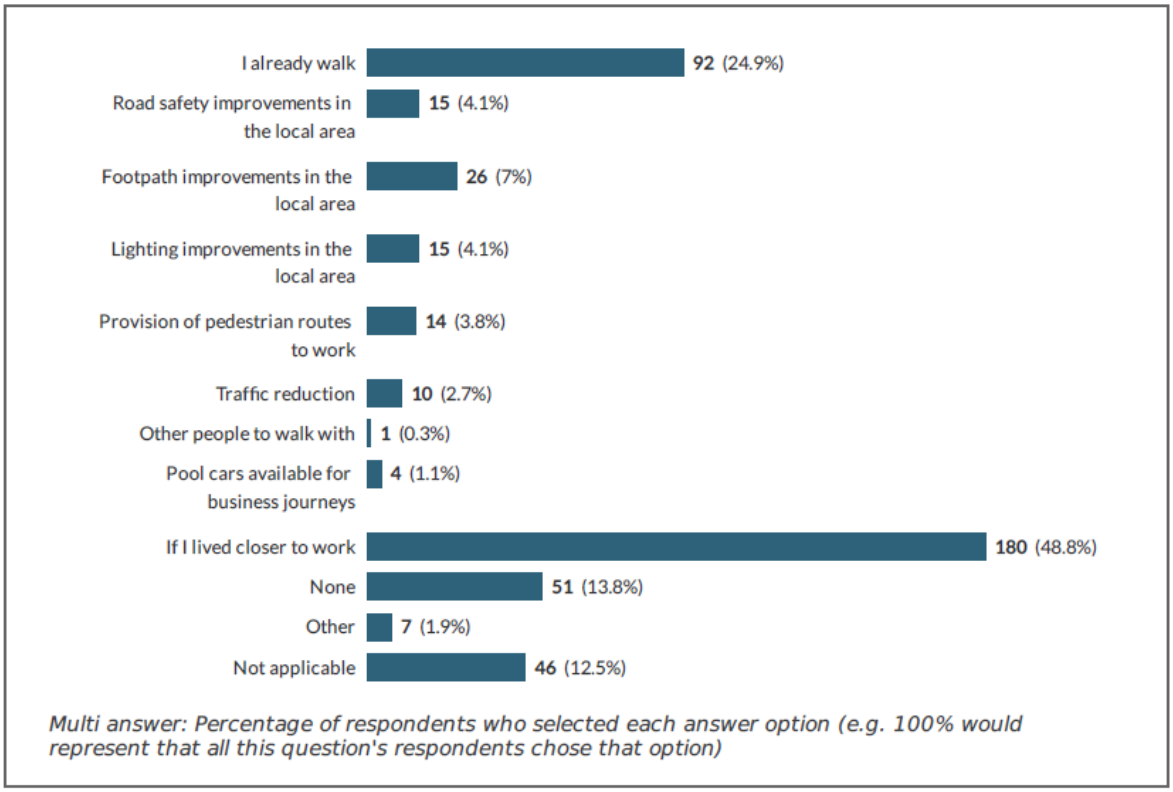
Figure 10. Reasons for using the mode of travel (employees)



Encouraging alternatives to the car (walking)

Figure 11 shows that a large number of respondents walk to work if they lived close, with 48.8% indicating this is the case. While nothing else scored as highly, there was an expression that improvements to walking infrastructure would contribute to increased uptake in walking to and from work.

Figure 11. Measures to encourage employees to walk more



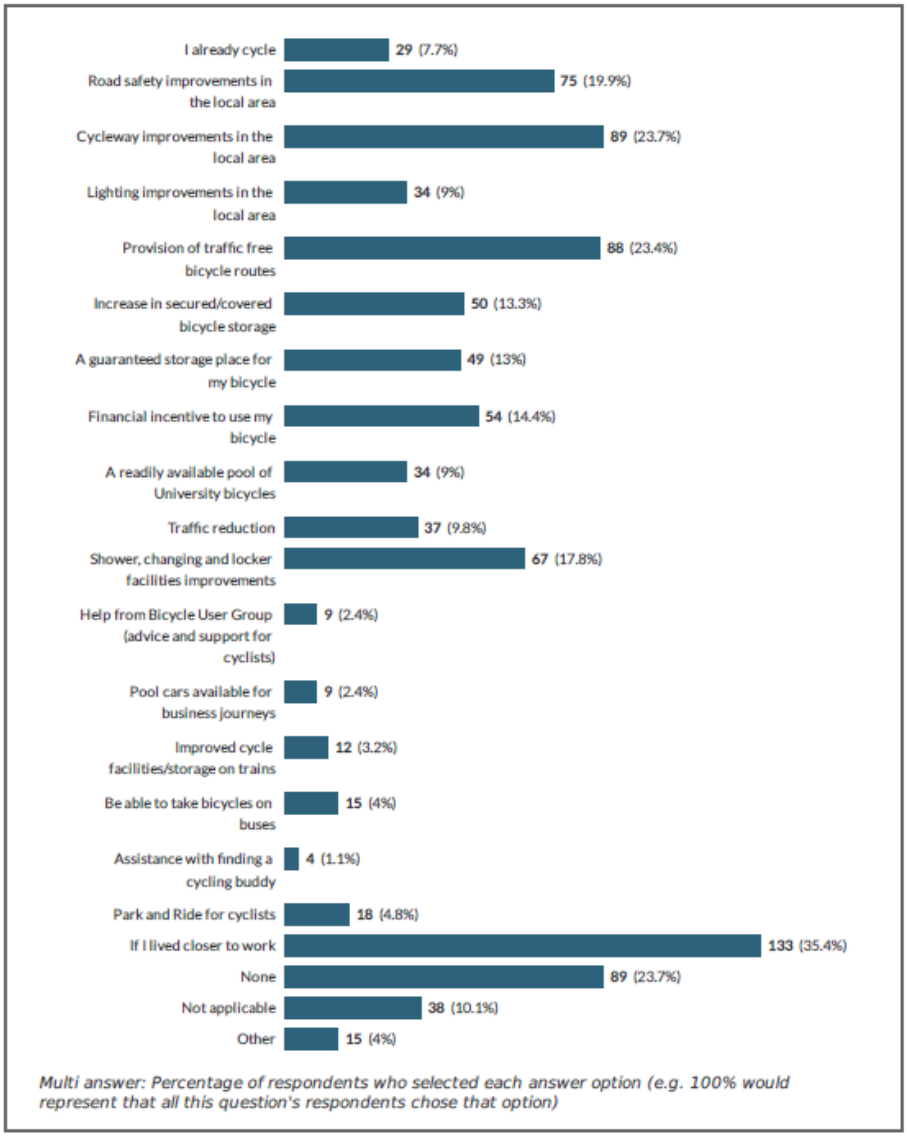
Encouraging alternatives to the car (cycling)

Figure 12 shows that 35.4% of respondents indicated that the main reason they do not cycle to work is due to the distance between their home address and place of work, a factor which is hard to change, although could lead itself to home based working where practical.

Other reasons people would be encouraged to cycle more include cycle improvements and road safety in the local area, provision of traffic free routes, secure storage, showering and locker facilities and financial incentives.

Reasons that do not provide such encouragement include help from the Bicycle User Group, being able to take bicycles on public transport and arranging to find a cycle buddy.

Figure 12. Measures to encourage employees to cycle to work



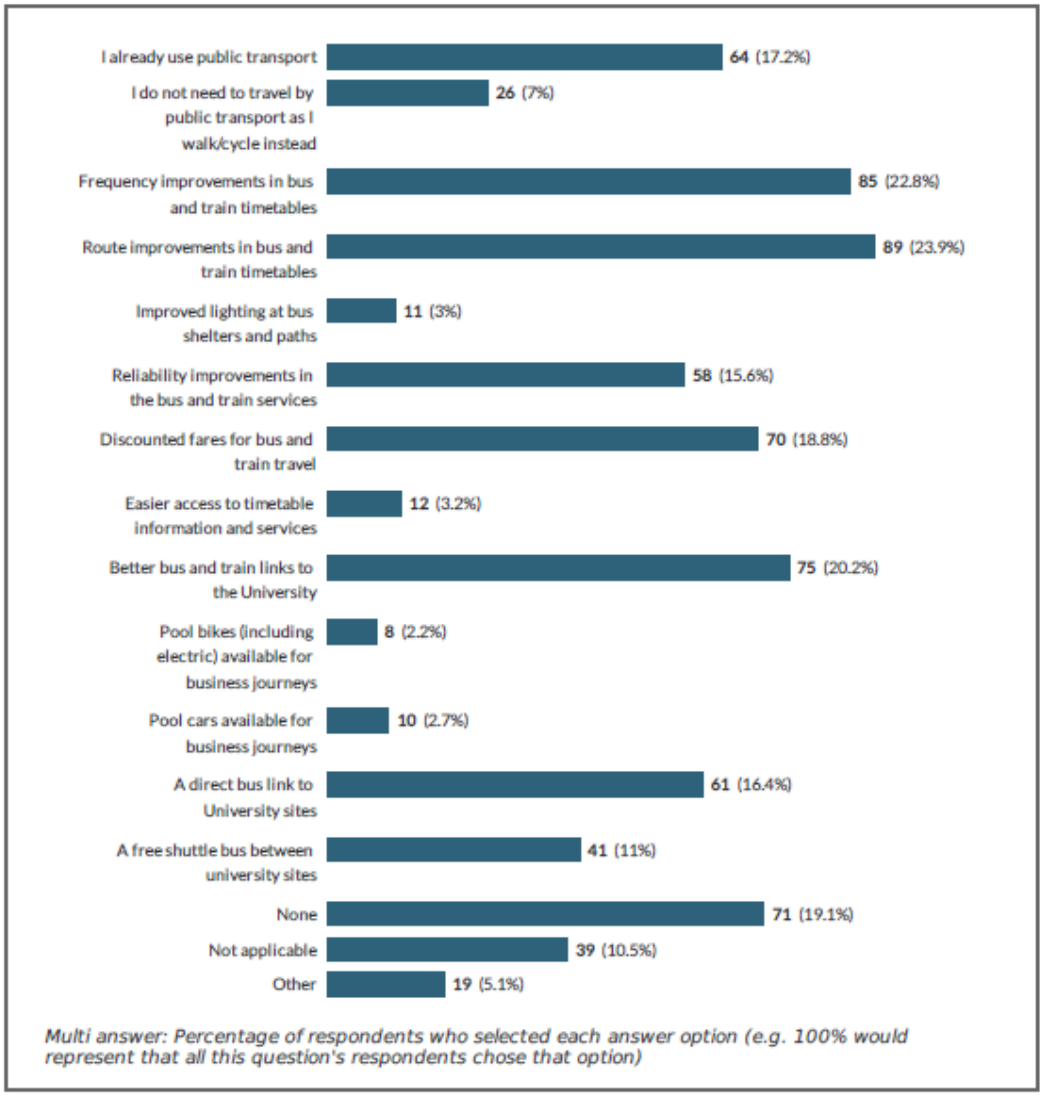
Encouraging alternatives to the car (public transport)

Figure 13 shows that the main drive to encourage employees to use public transport would be route and frequency improvements to timetables. Additionally discounted fares, free shuttle buses between University sites and reliability and improvements to local transport infrastructure would assist in the uptake of public transport as a sustainable commuting method.

Reasons that are less encouraging are improved lighting at bus stops, easier access to timetable information and pool cars available for business journeys.

Cost and convenience measures are primary encouragements as expected, whereas other methods are not as popular.

Figure 13. Measures to encourage employees to use public transport more



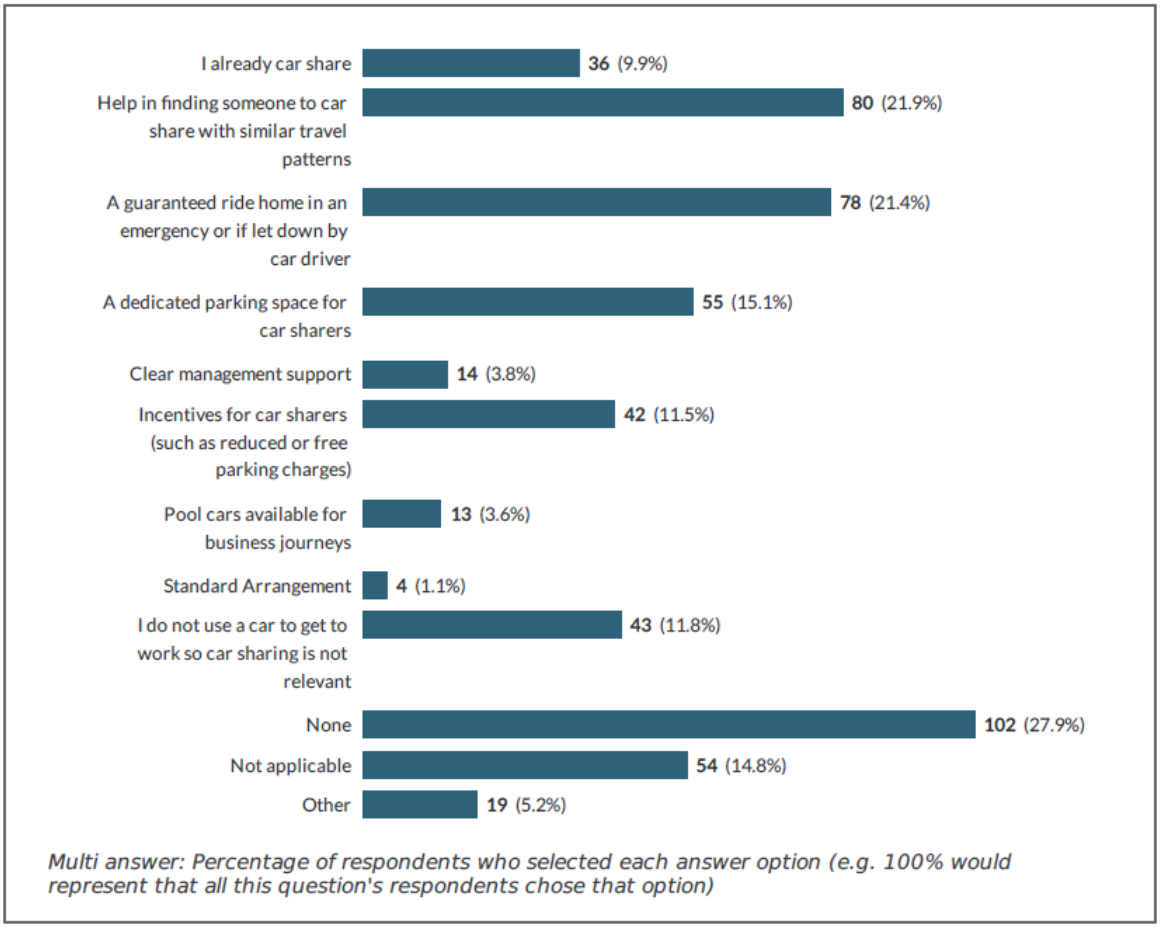
Encouraging car sharing

Figure 14 shows that the main measures that would encourage people to car share more is help in finding someone with similar travel patterns and one major discouragement is the fear of not guaranteeing a ride home or if they are let down by another driver.

Although 21.9% of respondents would appreciate greater support in finding someone with similar travel patterns, there is little awareness (Figure 15) of the car sharing scheme already operated by the University.

Just under 10% of people already car share. The implementation of dedicated parking spaces for car share users might increase the number of car share users as it is a popular method to encourage people to use car shares more.

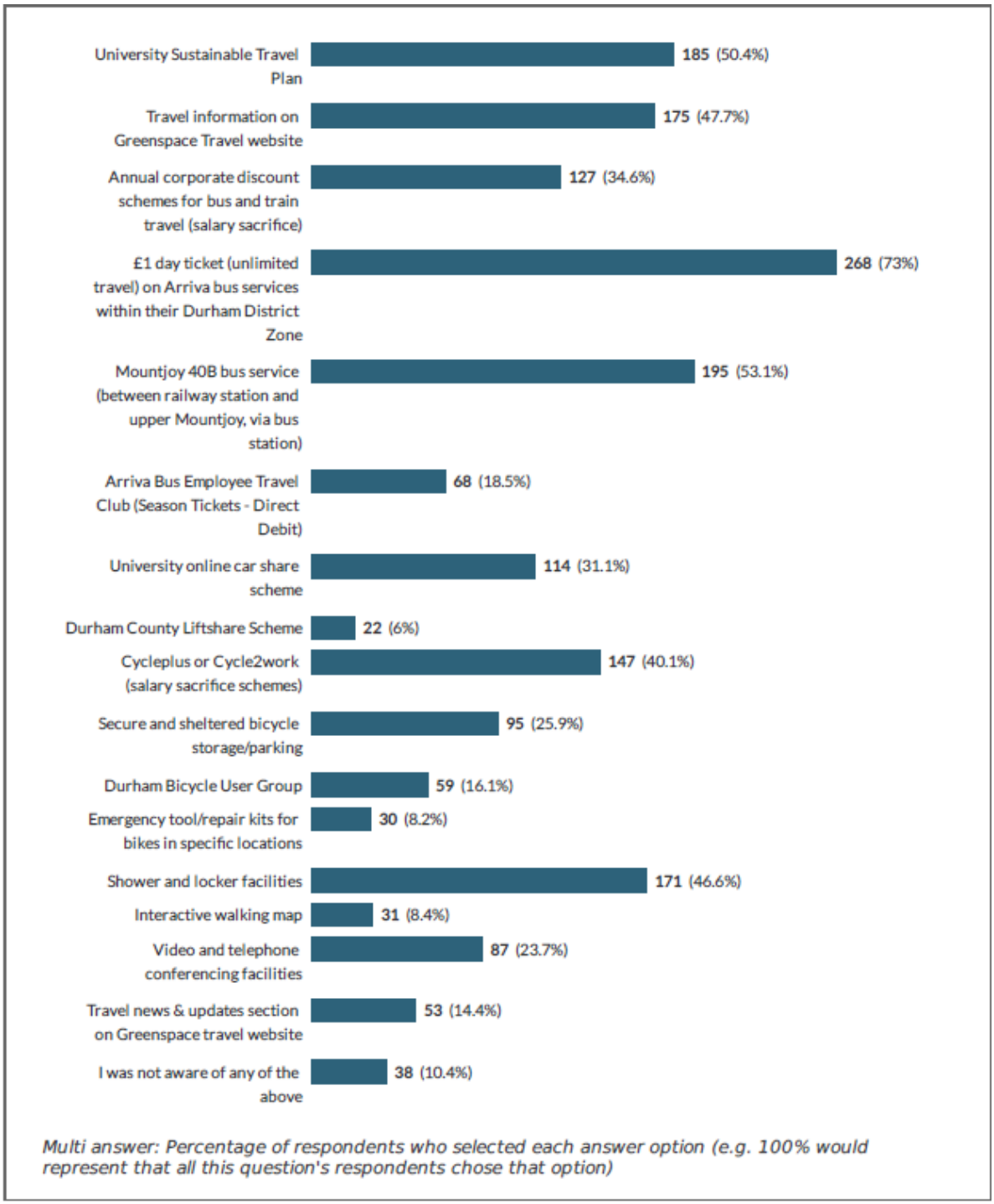
Figure 14. Measures to encourage employees to car share more



Additionally, as can be seen in Figure 15, there is little awareness amongst the employees as to sustainable transport provisions provided by the University. While 73% of respondents are aware of the £1 Arriva Day Ticket, this is contrasted to 6% of people aware of the Durham County Liftshare Scheme – this ties in with the 21.9% (Figure 14) of people who would be encouraged to car share if they had help in finding someone to car share with, and should be promoted further, along with other university lift sharing incentives.

A number of comments made in the open responses aspect of the questionnaire relate to travelling for business meetings, including distance, time and yet only 23.7% are aware of the University's provision of video and telephone conferencing facilities.

Figure 15. Awareness of sustainable travel measures



Student survey results

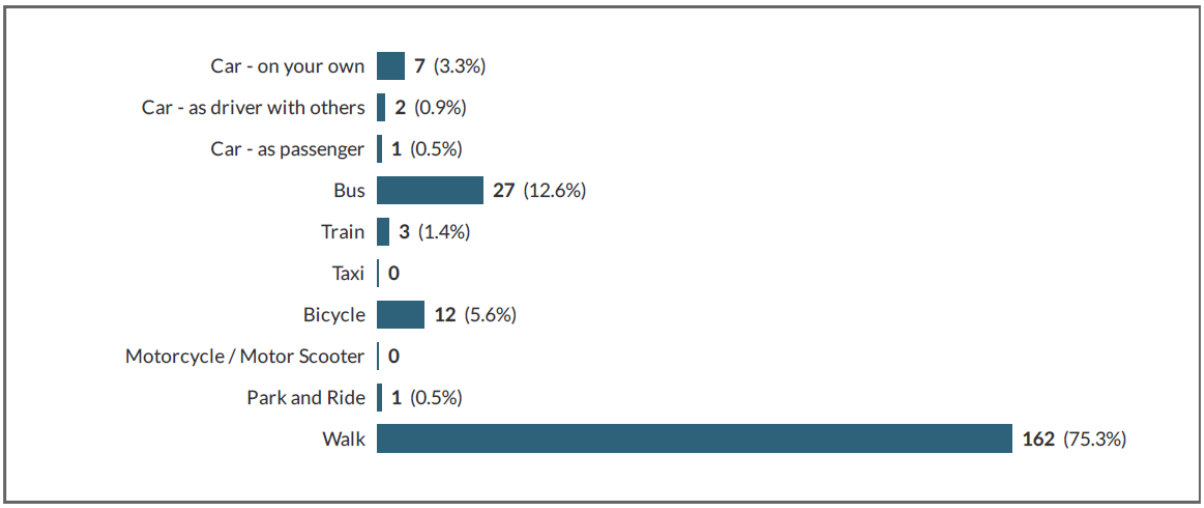
The survey was undertaken in 2019 and was responded to by 215 participants (61 male, 146 female, <5 prefer not to say and <5 other).

The survey was completed by 10 people who have a physical disability that affects their choice of transport, and 200 who did not. 5 respondents chose not answer this question.

Mode Split

Figure 16 shows the usual mode of travel for students. The most used mode is walking with almost 75.3% of students using this method to walk to university. Public transport also accounts for 14% (including bus and train). 3.3% of respondents drive alone to university.

Figure 16. Mode of transport students use to commute to University



75.3% of respondents walk to university, this will predominantly be students who live within close proximity.

Public transport accounts for 14% of responses, with bus taking the larger proportion of this (12.6%) and train taking the remaining public transport users.

A small percentage use a bike, which is encouraging. An even smaller percentage drive, a large contrast as to how many employees will drive to the University.

Figure 17. Reasons for using the mode of travel (students)

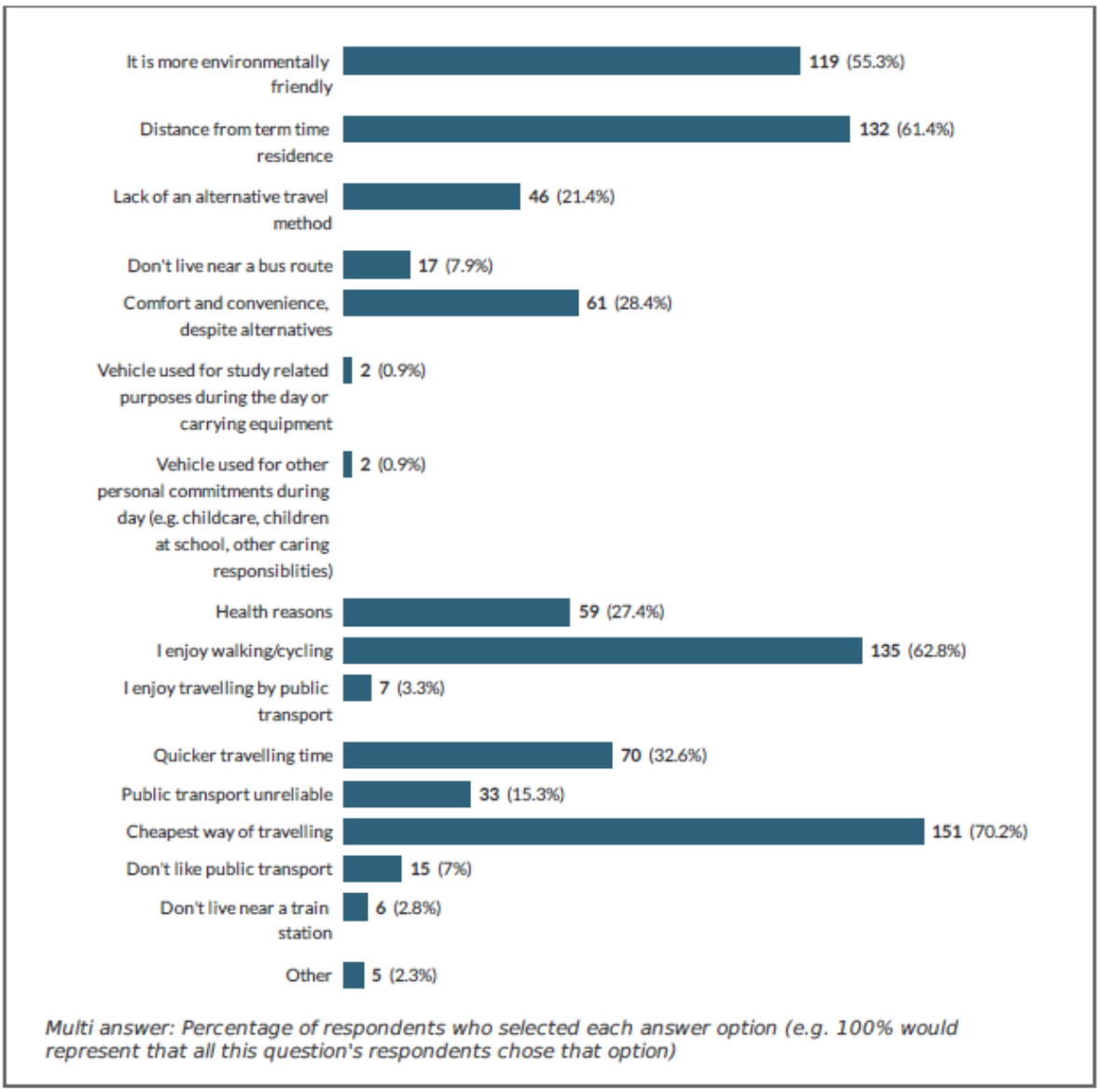


Figure 17 shows that the majority of students surveyed indicated that they would choose to travel the cheapest way, with 70.2% of people choosing this as their main reason for utilising their chosen mode of transport.

It is important to note the transition to change students modal shifts may be easier, as over 60% of respondents say they enjoy walking or cycling.

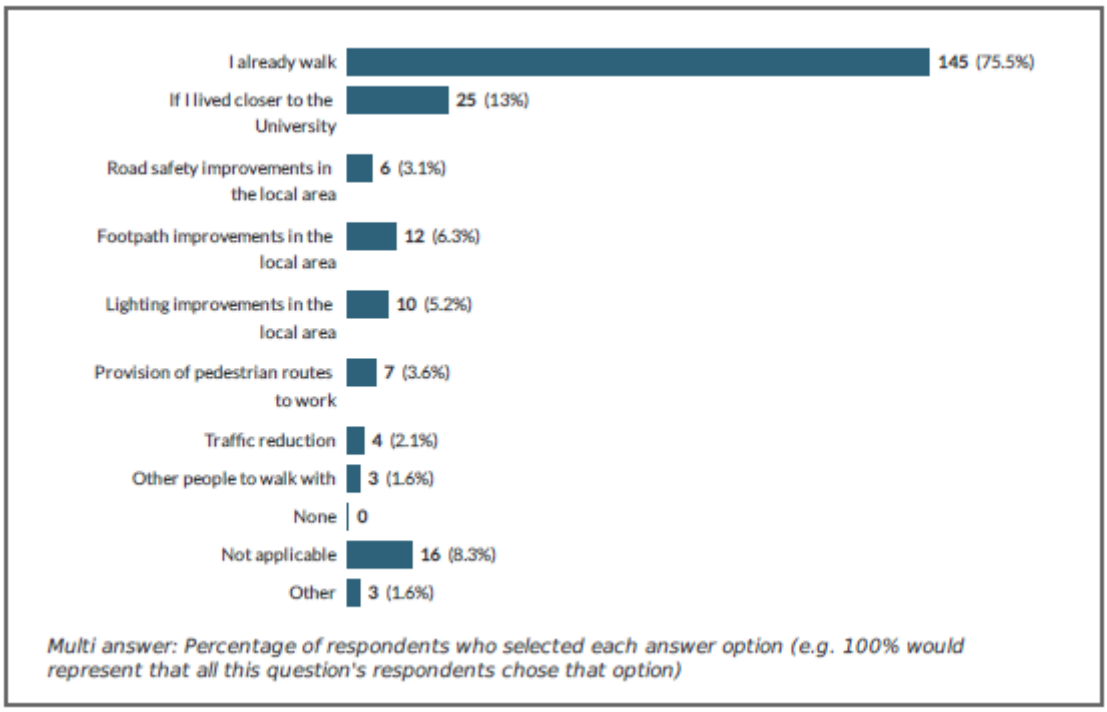
The majority of students live close to university sites due to the collegiate nature of Durham University and the availability of student housing within Durham City, and as such, use of bus and rail travel is limited in this situation.

Encouraging alternatives to the car (walking)

Figure 18 shows that over 75% of students already walk to university which is extremely encouraging, but partly due to students living locations as they will live within walking distance anyway.

Excluding the large percentage of students who already walk to the University, the main motivator for modal shift to walking would be living closer to the University, followed by footway improvements in the local area. Other people to walk with and traffic reduction however scored significantly lower in motivators, suggesting that these are not as important to students when considering walking to the University.

Figure 18. Measures to encourage students to walk more

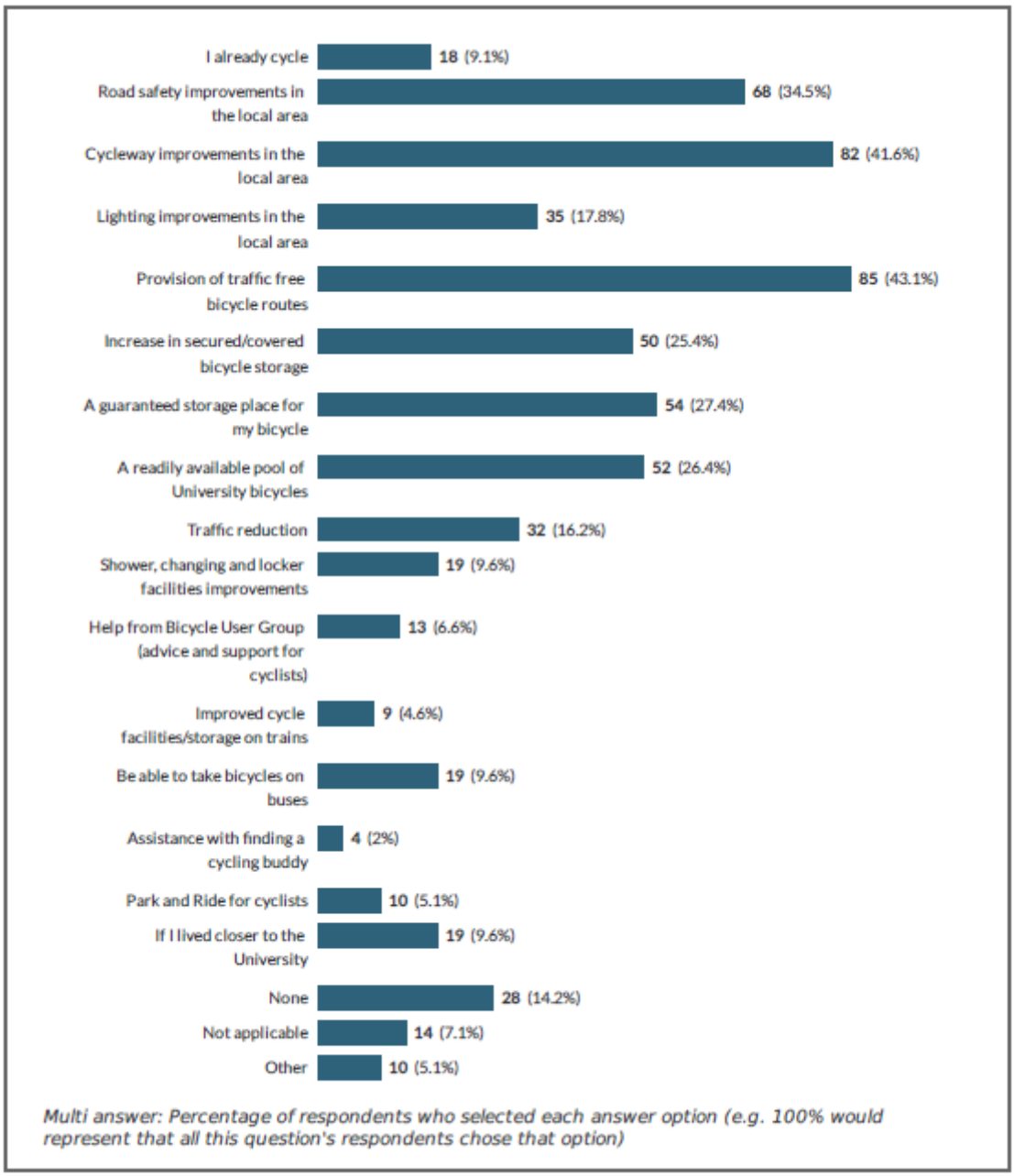


Encouraging alternatives to the car (cycling)

Figure 19 shows that the provision of traffic free cycle routes and cycleway improvements in the local area are the two primary reasons if students were to cycle more to university. Other reasons with lower percentages include increased bicycle storage, a ready available pool of bicycles and road safety improvements.

As with employees, students are more willing to cycle and change their mode of travel if the infrastructure is in place and can guarantee safety.

Figure 19. Measures to encourage students to cycle



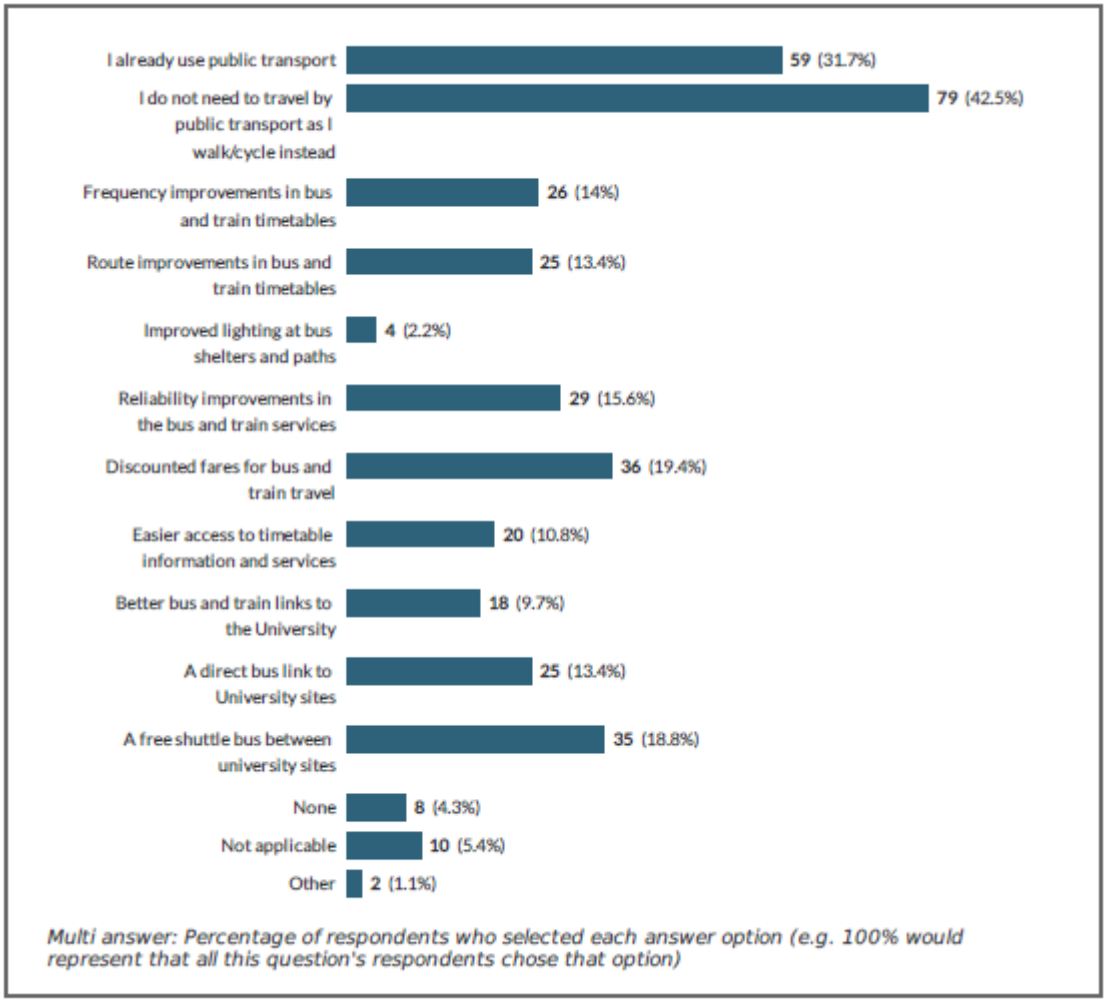
Encouraging alternatives to the car (public transport)

Figure 20 shows that quite a lot of the students who responded do not need to travel by public transport as they already walk or cycle instead which is very encouraging.

Employees and students share similar views when using public transport more. If public transport infrastructure had reliability improvements, direct bus links to different university sites and discounted fares, the chances are public transport usage would increase.

19.4% of student respondents wish to see discounted fares for public transport, although provision for this is already available, with the £1 Arriva Day Ticket (and associated longer duration tickets) along with the ability for students to apply for a 16-25 / 26-30 railcard.

Figure 20. Measures to encourage students to use public transport

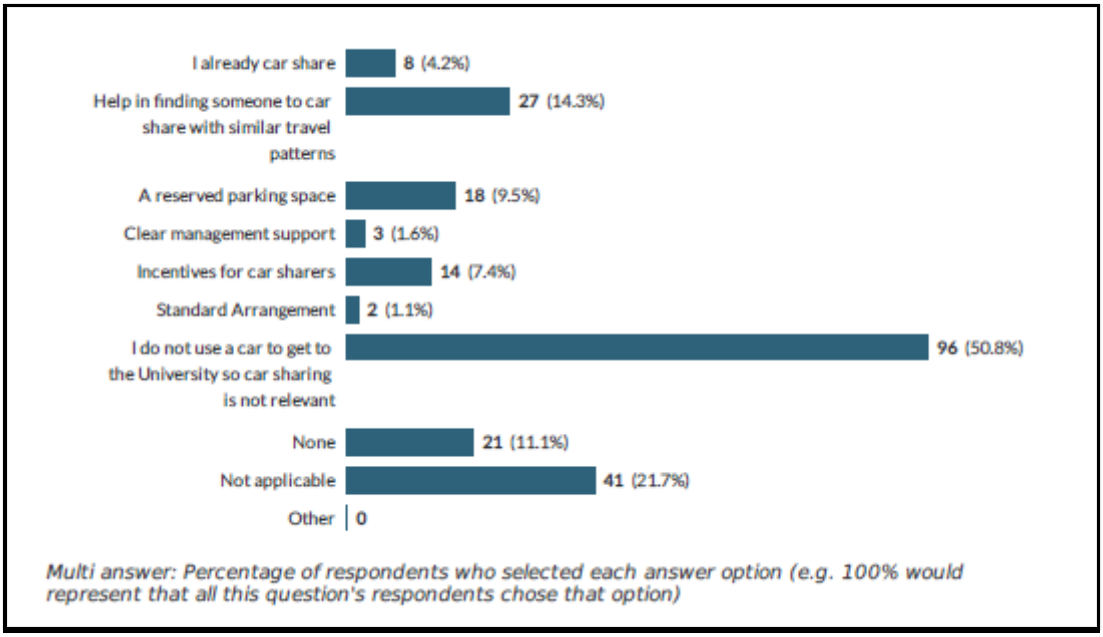


Encouraging car sharing

Figure 21 shows that over 50% of respondents stated that they do not use a car to travel to university and as such car sharing is not relevant to them. This is predominantly due to the close proximity in which the students live to the University site.

14.3% of respondents indicated that they would like help in finding someone to car share with who has similar travel patterns, although very limited numbers of students are aware of the car sharing facilities offered by the University (2.3%, Figure 22).

Figure 21. Measures to encourage students to car share more



Student awareness of sustainability measures

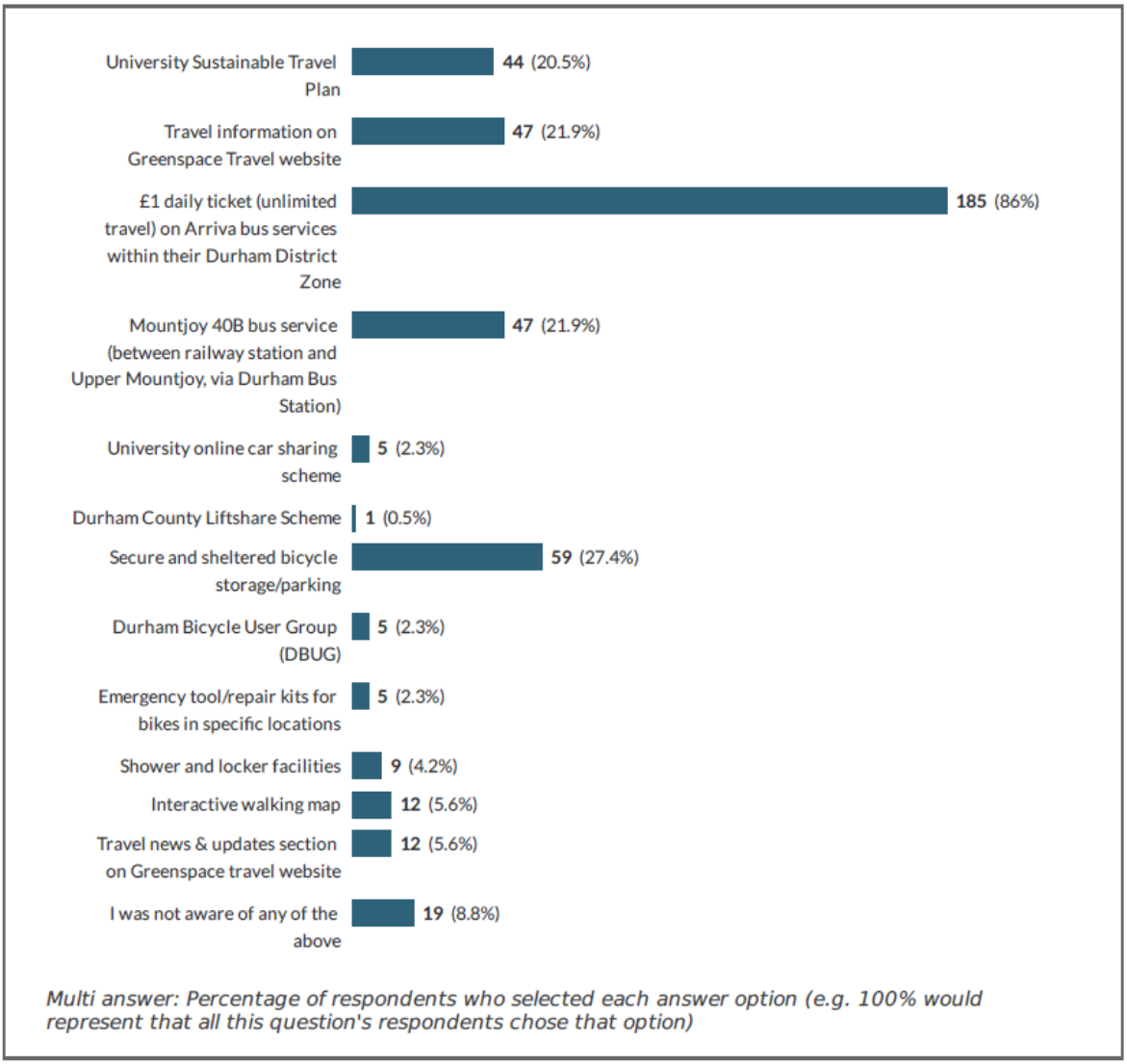
Figure 22 shows the student awareness of various sustainability measures offered by the University, with little awareness being present of the majority of measures.

While 86% of respondents are aware of the £1 Arriva Day Ticket, this is the only measure of which over 28% of respondents are aware. There is a small awareness (27.4%) of the secure and sheltered bicycle parking (see Figure 22).

Very few respondents were aware of the interactive walking map (5.6%) although a large number of open responses did express an interest in more information regarding the availability of quiet / traffic free routes away from vehicles, and as such these could be highlighted using the interactive walking map.

Additionally there is very little knowledge of the shower and locker facilities, and although these are less important for the students, it was indicated in open responses that cycling in Durham was often *'sweaty/tiring.'* Awareness of the showers would help these concerns.

Figure 22. Student awareness of sustainability measures

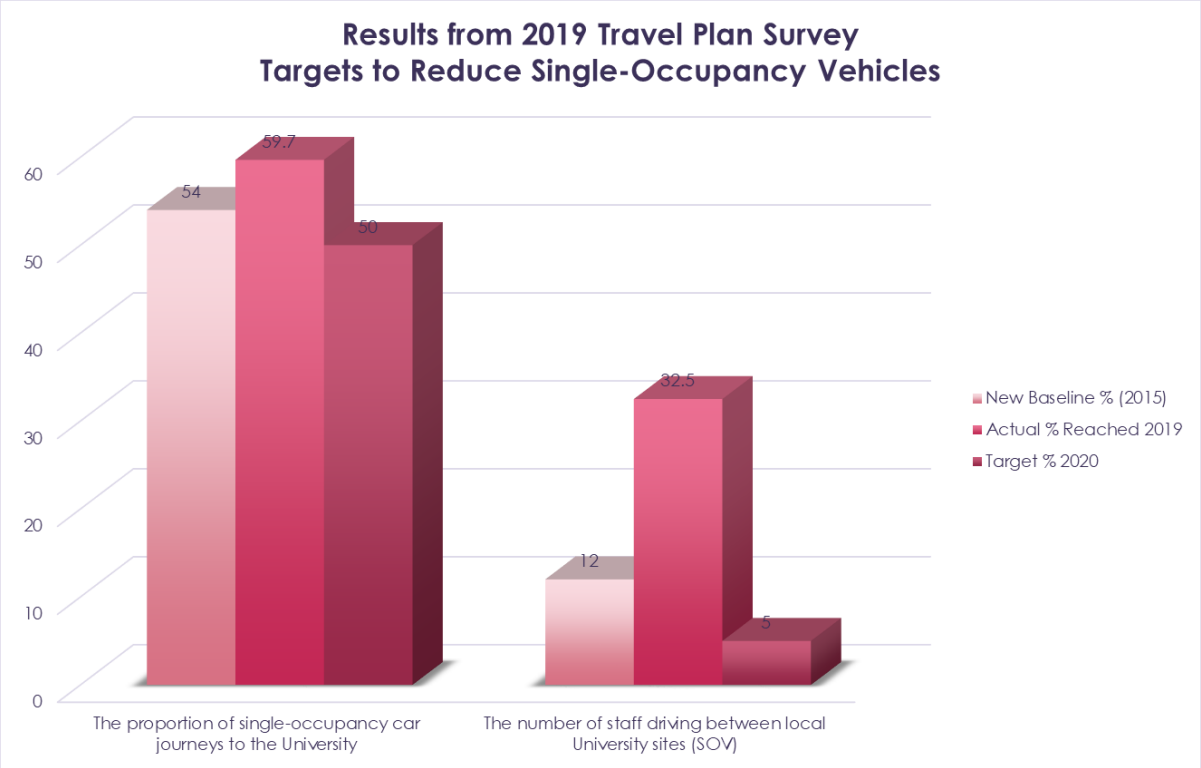


6. Reviewing Previous Targets (2014-2020 Targets at 2019)

Employees

The following graphs show the actual targets reached for employees in 2019 against the baseline year 2015, set out in the ISTP 2014-2020. To note, the number of responses to the 2018/19 survey was 402 employees.

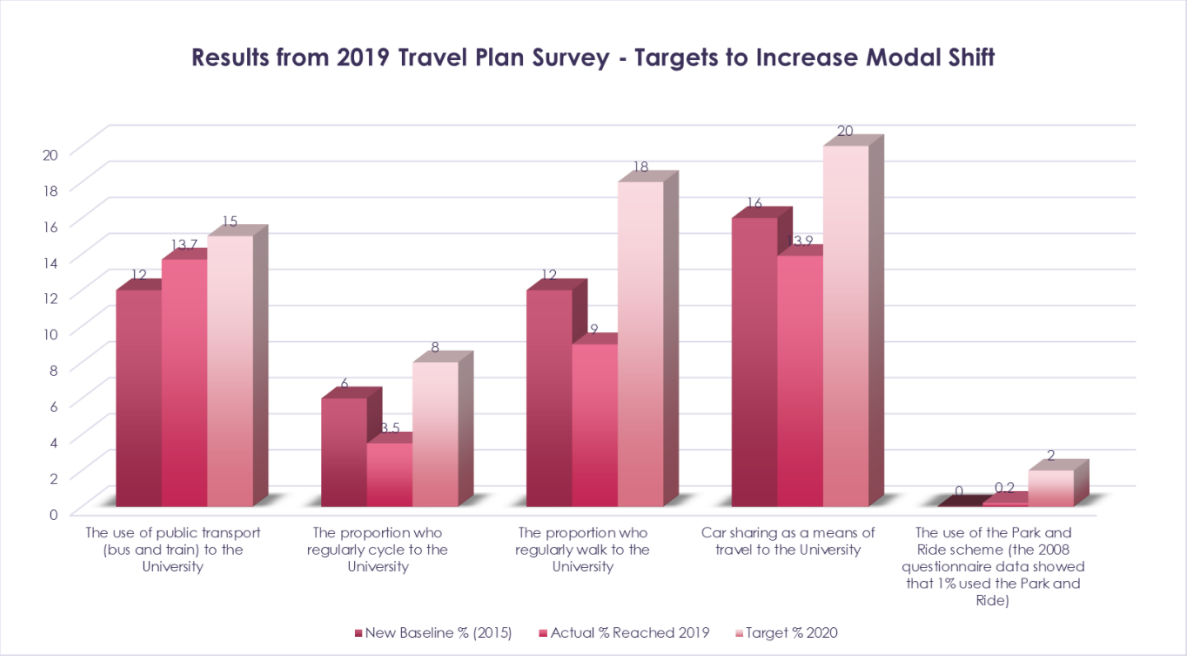
Figure 23. Results from Employees 2019 Travel Plan Survey – Targets to reduce single occupancy vehicles



Reviewing the targets, this shows we are not reaching our 2020 target to reduce single-occupancy vehicles, which is disappointing.

It is encouraging to see an increase in the proportion who use public transport (bus and train) against our baseline target.

Figure 24. Results from Employees 2019 Travel Plan Survey – Targets to increase modal shift



It should be noted that the targets were set before the University Strategy 2017-2027 and EMP were finalised and the repurposing of Queen's Campus was known. Therefore, these targets need to be reviewed to reflect the changes and to assist with achieving a modal shift to more sustainable modes of transport for both employees and students.

The revised ISTP 2020-2025 objectives will include those set out in the 2014-2020 plan as they are considered still relevant and will be enhanced where necessary. For example, given the announcement that from 2035, fossil-fuelled cars will no longer be manufactured, this will increase the need for EV charging infrastructure. Wide-scale adoption of electric vehicles will improve our health and quality of life by making the air cleaner in our towns and cities.[1]

With effect from October 2018 and in partnership with a local bus company, employees and students benefited from an enhanced bus service within Durham City and Durham County enabling the extension of unlimited travel from outside the City for £1 per day. This also assist with further reducing local car journeys and increasing the use of public transport by employees and students.

Students

The following graphs show the actual targets reached for students in 2019 against the baseline year 2015, set out in the ISTP 2014-2020. To note, the number of responses to the 2018/19 survey was 215 students. The number of responses is low compared to 2017/18 (1693 students) and as such, there is reduced confidence in the data showing whether targets are met or not.

[1] www.gov.uk/government/publications/clean-growth-strategy

Figure 25. Results from Student 2019 Travel Survey – Targets to reduce single occupancy vehicles

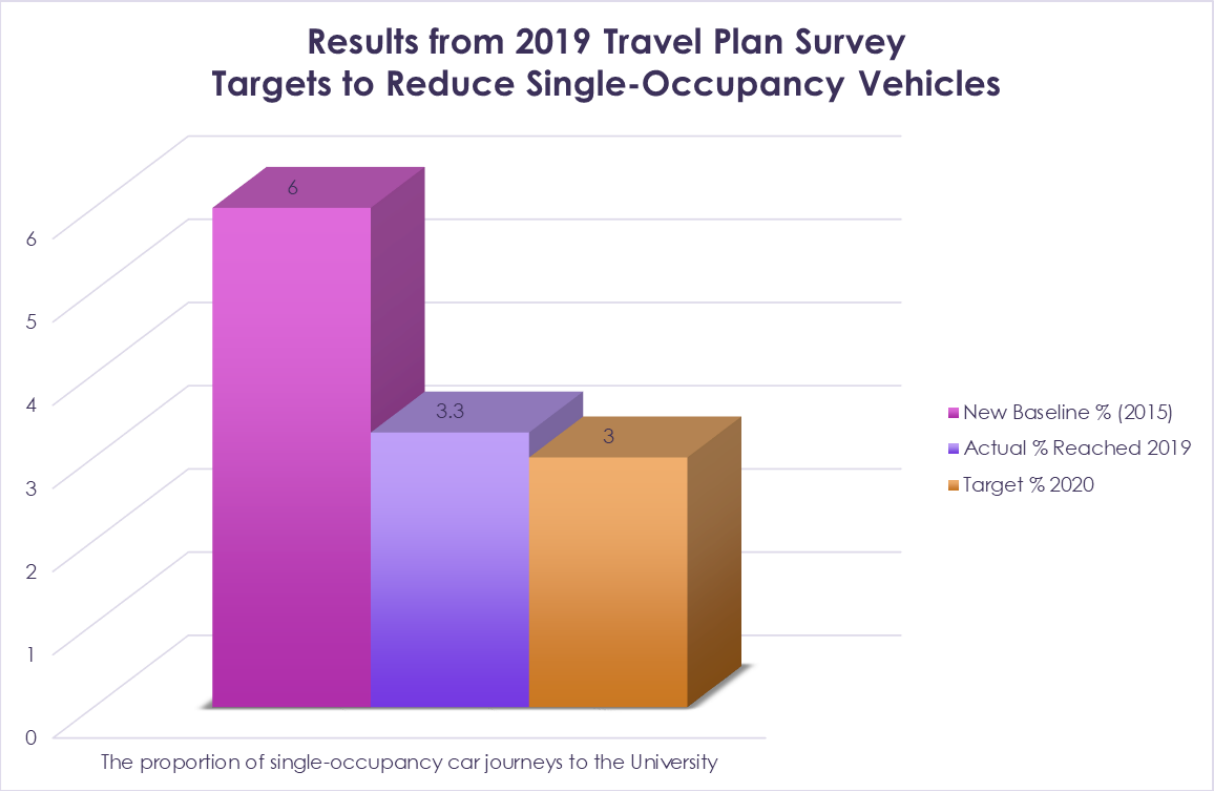
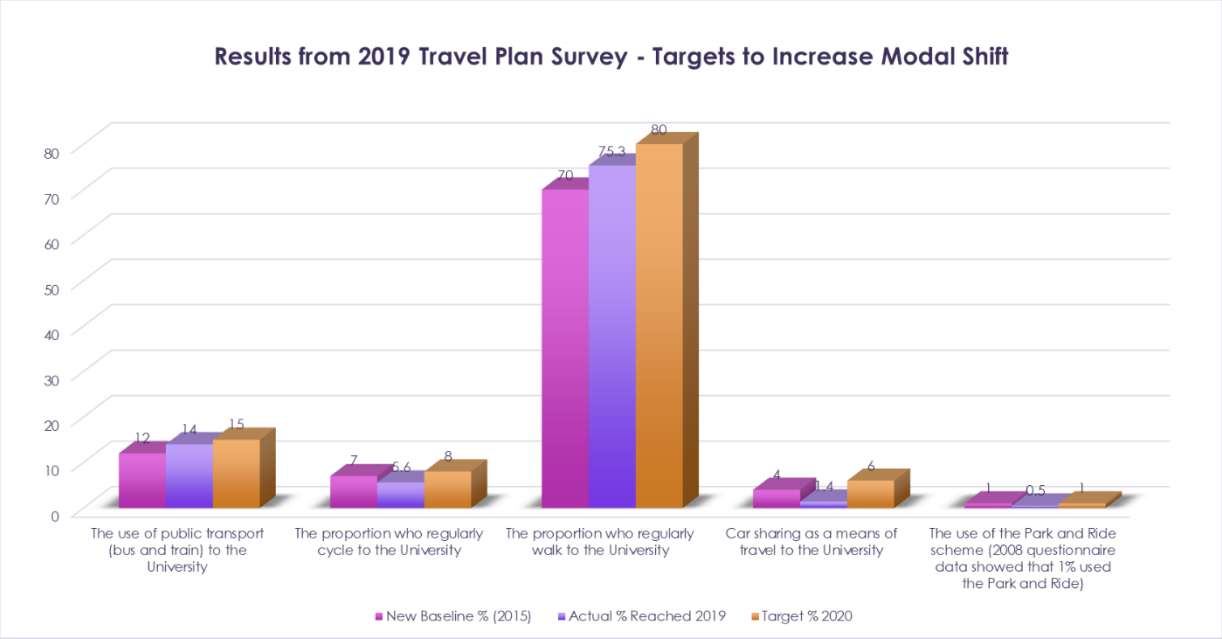


Figure 26. Results from Student 2019 Travel Survey – Targets to increase modal shift



The 2019 survey was used to gather data on targets to increase modal shift to and from Durham University.

Data shows we are not yet achieving our targets, but it is hoped with additional promotion of the incentives in place and adequate response to the 2020 survey we should see an improvement.

7. Integrated Sustainable Travel Plan Measures

The following section sets out current measures and initiatives to assist with implementing the objectives of the ISTP, along with priority actions and new proposals, which will enhance this provision. This will assist in achieving a greater modal shift and aid the University reach its ISTP targets and responsibilities.

Implementation of Integrated Sustainable Travel Plan

The ISTPSG will continue to provide the management support to take forward the strategic decisions of the University in relation to Travel Planning.

The delivery of ISTP measures will be the responsibility of the Sustainability Manager (Travel & Biodiversity).

Promotion of the Integrated Sustainable Travel Plan

To assist the University in meeting the aims and objectives of the ISTP, it is important to continually promote and raise awareness of all the initiatives and alternative travel options available to employees and students.

Details are readily available on the Greenspace Travel website[2].

However, to increase the take up of the measures and assist with a wider promotion, the development of a communications strategy is essential.

Table 2. Measures to promote the Travel Plan

Initiative	Benefit to the University
Develop a Communication Strategy using wider platforms e.g. use of duo; Faculty and Board meetings, student groups and new employees' induction information/ processes and social media.	Increase awareness and usage of alternative modes of travel. Improve health and well-being. Reduce car parking demand and congestion in the City.

[2] www.durham.ac.uk/greenspace/travel/.

Measures to reduce the proportion of single-occupancy car journeys to the University

Managing the Demand for Car Parking

The University recognises that successful implementation of the ISTP will be dependent upon strict management of the car parking facilities.

The results from the 2019 Employee Travel Survey showed that 59.7% of the respondents commuted to the University on their own, which was higher than the target set for 2020 (48%) and a long way from the 2025 target of 38%.

The University therefore needs to increase the number of incentives and initiatives to encourage a greater and easier modal shift and support alternatives to single-occupancy car journeys. Employees who apply for a parking permit are automatically approved and issued with a permit, so no limits to the number issued. However, students are only issued with a parking permit if they meet the need-based parking criteria for students. This has shown a dramatic reduction in the number of student permits issued since this was introduced in October 2012.

As of February 2020, 4,856 permits had been vying for 2,108 car parking spaces within Durham City (excluding Ushaw College, Maiden Castle, Queen's Campus, Oriental Museum, Botanic Garden, Palace Green and visitor parking spaces on Upper and Lower Mountjoy).

As the implementation of the Estate Masterplan continues and by 2022, there will inevitably be a loss of car parking spaces (see Appendix 1). During this period, approximately 73 spaces will be lost, however this may fluctuate as the EMP progresses. New developments within the EMP are already underway resulting in the reduction of onsite parking spaces.

In addition, as part of the Infrastructure Project within the EMP, a new car park has been approved with the installation of up to 215 parking spaces on Upper Mountjoy, which is reflected in the overall loss of approximately 73 spaces (see Appendix 1). However, given that the University's Strategy 2017-2027 forecasts the growth of 550 employees and 4,000 students from a base of around 4,000 employees and 16,500 students, this inevitably will also see an even greater increase in demand on the number of car parking spaces available.

Currently under construction on Upper Mountjoy is the new Mathematical Science and Computer Science Building, which will also see an increase in the number of employees and students using this building and accessing this area.

The parking permit application process for employees and students, also needs to be streamlined to a more efficient and effective experience not only for those applying but for those who administer the process. At present, employees and students complete a paper application form.

A Vehicle Parking Policy is already in existence which addresses issues of any unauthorised vehicles parking in any University car parks and without a University parking permit.

It is therefore recognised that, if no action is taken to change the current parking permit scheme, this will have an impact on employees' morale and congestion within the City as well as across the University Estate.

Given the current and possible future demand with parking spaces and meeting environmental obligations, the University needs to consider not only the introduction of initiatives and measures set out in its ISTP, but the need to introduce a new University Car Park Management Plan and Vehicle Parking Policy.

A Vehicle Parking Working Group (VPWG) has been established and met a number of times in 2019. This Group includes members from the ISTPSG, and their role is to develop the new Vehicle Parking Policy and Procedures. Terms of Reference for the VPWG can be found in Appendix 2.

Previous responses to an employee parking survey revealed that there was strong support for parking to be better controlled, and by implementing a 'needs-based' criteria system for the fair allocation of parking permits, parking could be better managed.

Table 3. Measures to manage the demand for car parking

Initiative	Benefit to the University
Promote current and enhance additional alternative sustainable transport modes to support the new Car Park Plan.	Reduce car parking demand and congestion in the City.
Develop a new Car Park Management Plan and Vehicle Parking Policy.	Revenue to invest in further sustainable travel measures.
Introduce a new car park permit system using needs-based criteria to assist with the allocation, taking into consideration medical, business and social needs.	Reduced number of single occupancy car journeys.
Introduce a new online application process.	Reduced administrative burden.

Car Clubs

The University is not currently a member of a car club.

Initial details have been sought from a local car club organisation and from Durham County Council, the latter of which have had great success in behaviour change since the introduction of their pool cars, to assist with implementing this initiative, which can be introduced fairly quickly. Therefore, it is proposed to investigate the option to run a trial amongst a sample of departments to introduce vehicles for use by employees during normal working hours. Comments from previous travel surveys have shown that employees would use alternative means of travel to commute to the University if they were able to access a pool car, as they often require the use of a vehicle to undertake their work commitments.

Table 4. Measures to reduce the need for car ownership

Initiative	Benefit to the University
Investigate becoming a corporate member of a local car club.	Reduce car parking demand and congestion in the City.

Car Sharing

Result from the 2019 survey show that 14% of employees and 1.4% of students car shared for their journey to the University. Whilst the University does not currently offer any financial or other incentives to employees or students to car share, a University Car Share website[3] has been developed to enable employees and students to register car sharing opportunities as both drivers and passengers.

Employees and students may also join Durham County Liftshare scheme, details of which can be found at //liftshare.com/uk/community/carsharedurham.

Table 5. Measures to increase car sharing

Initiative	Benefit to the University
Introduce a car share Policy to lay out the University's aims and objectives for car sharing.	Increase the number of car share users.
Improve the promotion of car sharing by:	Increase the number of car share users. Reduce the uncertainty around safety and raise awareness of flexibility, thus reducing stress and anxiety of car sharers not knowing each other.

[3] www.durham.ac.uk/greenspace/travel/carshare/

Initiative	Benefit to the University
Arranging several drop-in sessions for prospective car sharers from same postcode area to promote internal and external car share databases; Create car sharing social media groups.	Reduce the demand on car parking spaces. Improve employees' morale, health and well-being.
Introduce priority guaranteed car sharing bays and permits; Commence trial on Mountjoy Site.	Reduce employees driving around unnecessarily to find a parking space. Improve employees' morale, health and well-being. It is proven car sharing has many benefits both personally and financially to the individual.
Introduce guaranteed lift home policy for those who car share.	Increase in car share users as employees, who may be let down by unforeseen circumstances of the car driver, have the confidence they will be able to get home.
Explore the option of a wider car sharing scheme with DCC, NHS, Local Retail and other local organisations.	Increase in car share usage and reduce car parking demand and congestion in the City.

Working Arrangements

The University has a Right to Request Flexible Working Policy that can be found at www.dur.ac.uk/hr/policies. The Policy sets out the process for requesting a change and can include requesting different working patterns, locations, start and finish times etc. some of which may have a positive impact on reducing the number of journeys made into the University, as well as having a positive effect on reducing the demand for car parking spaces.

Additionally, all departments have the ability to create and implement their own flexitime working arrangements for employees which could include remote and homeworking where appropriate.

Table 6. Measures to reduce commuter travel

Initiative	Benefit to the University
Increase awareness of remote and homeworking, where applicable, and work with CIS to improve employee experience to work from home.	Reduced cars and demand for parking spaces. Increased productivity.
Use of hot desks in under-utilised buildings at Queen's Campus.	Many employees now have laptops so can move around the University to undertake their work. Ease employee issues of travelling long distances to work and increases productivity.

Measures to increase the use of public transport, walking and cycling

Public Transport

The University is easily accessible by bus and various discounted ticket options are available for employees and students travelling both in to and around Durham City.

October 2018 saw the extension of the discounted £1 unlimited day ticket for employees and students using any Arriva bus service beyond their Durham City Zone out to the Arriva Durham District Zone. Details available at www.durham.ac.uk/greenspace/travel/public/bus/arrivadayticket/.

Figures show that between October and December 2019, over 100,340 tickets were sold for this new initiative compared to the same three month period in 2018 (90,000). To compare use for the Durham City ticket, for the same three month period in 2017 over 52,000 £1 day tickets were sold and this increased to 70,000 in 2018. In addition, students are able to extend their unlimited day travel beyond the Durham District Zone to Newcastle City Centre using the same £1 ticket and employees to the Barley Mow bus stop at Gateshead.

Annual Corporate Discount Schemes are also available for employees traveling by either train or bus, both by salary reductions and direct debit options.

Access from Durham Railway Station via the Bus Station is also available during peak times, using the 40B service which the University contributes to the provision.

Employees, students and visitors can access information relating to public transport via the University's Travel information, website, which is regularly updated, at www.durham.ac.uk/greenspace/travel/public/.

Employees and students are able to access three Park and Ride sites on key routes into Durham City, situated at Belmont, Sniperley and Howlands, running every 10 minutes to the City Centre from each site. Parking for users offers unlimited daily travel for £2.00 per person, and free use of the Cathedral Bus service. Smartcards (POP pay as you go) offer a discount for regular users, reducing the cost of travel to £1.70 per day.

Survey results (2019) show that under 1% of both employees and student respondents use the Park and Ride services. Each site is only open until 7pm and there is no route direct to the Mountjoy or Hill Colleges areas from both Sniperley and Belmont, this limits the usage by many employees, which may have an impact on usage by the University community. However, the University is aware there is an ambition by Durham County Council to extend their Park and Ride provision and await confirmation.

Table 7. Measures to encourage public transport use

Initiative	Benefit to the University
Continue to offer the discounted Arriva £1 tickets within the Durham District Zone beyond 2022. Retender exercise for new contract.	Greater access for employees and students to public transport to aid commute by bus and train therefore reduce demand on car parking.
Continue to subsidise the Mountjoy 40B bus service between Durham Railway Station, the Bus Station and Mountjoy.	Increase usage of public transport from railway and bus stations.
Increase promotion and communication using a much wider platform to reach many more employees and students e.g. duo and new employee induction information/processes. Advertise public transport availability and offers to new students upon joining the University, and each year when students may have moved to live out of the colleges.	Increase awareness and usage of public transport.
Consider the option of employees who use public transport that have the capacity to work whilst travelling, for this time to be included as actual worktime.	Increased productivity and use of public transport.
Explore the options of additional buses services: - an electric bus shuttle service around the University Estate and Durham City, working in partnership with other organisations within the City;	Reduce demand on car parking and congestion within the City. Reduce time and stress for employees and increase productivity.

Initiative	Benefit to the University
- a communal coach for employees along similar lines to the Night bus – possible during afternoon peak-times; - expansion the 40B bus service to offer a lunchtime service.	Increase in public transport usage. Meet ISTP and DCC Transport targets.
Explore options with DCC to expand the Park and Ride bus services around Durham .	Increase public transport usage and reduce demand on car parking and congestion in the City.

Cycling

Results from the 2019 travel surveys showed that 3.5% of employees (from 402 respondents) and 5.6% of students (from 215 respondents) cycled to university. The results also showed cycling could be increased if some barriers were addressed which included provision of traffic-free cycle routes, cycleway and road safety improvements in the local area, increased secured/covered bicycle storage, showering and locker facilities and financial incentives.

The Government has an ambition for cycling and walking to become the norm by 2040 "and will target funding at innovative ways to encourage people onto a bike or use their own feet for shorter journeys"[4]. Durham County Council's Strategic Cycling and Walking Delivery Plan 2019-2029 will also assist with this ambition and the University to increase the uptake of cycling. We will therefore work with the Local Council and external organisations to play our part in achieving targets.

Cycle parking facilities are available at many locations around the University offering over 1600 cycle parking spaces. This number is set to increase as the implementation of the EMP continues, with an additional 126 on Upper Mountjoy as part of the new Mathematical Science and Computer Science Building.

Access to the Mountjoy Site and Hill Colleges will also be improved as part of the EMP Infrastructure Project, which includes the installation of cycle ways and improvements to pedestrian footpaths along South Road.

Employees are able to purchase a bike through a salary sacrifice scheme at the University, saving employees money as well as improving their fitness, health and the environment. Information is available to employees on the University's Human Resources website at www.salaryplus.co.uk/durhamuni.

Students and employees are able to purchase bikes, both new and refurbished second-hand bikes from local cycle shops.

[4] www.gov.uk/government/news/government-publishes-12-billion-plan-to-increase-cycling-and-walking

However, it is understood that many students decide not to purchase bikes because of the perceived low level of security around the Campus and colleges. Therefore, additional promotion needs to be in place to improve this perception and promote the national bike register to all students and employees. It is also proposed to undertake a review of the provision of CCTV across the University around bike storage and improve this service to improve confidence in cycle security and increase cycling.

Table 8. Measures to encourage cycling

Initiative	Benefit to the University
Explore the opportunity to introduce a business mileage Policy for employees who use their bike for business travel to attend external meetings.	Increase the number of cyclists. Reduce demand on car parking. Improve health and well-being of employees.
Promote security bike marking to all employees and students.	Increase cycling by employees and students.
Explore the option to introduce electric bikes for hire by employees to attend meetings.	Improve health and well-being of employees. Reduce demand on car parking and congestion with Durham.
Explore the options to introduce either an internal or City wide bike hire scheme.	Increase cycling by employees, students and visitors to the University and between sites. Benefit to the local community as they could use the bikes during vacation periods and raise additional revenue. Reduce demand on car parking and congestion with Durham.
Increase cycle storage to include more secure, covered and well-lit bike stands, in clearly visible locations.	Increase employees and students cycling to the University and between sites. Improve employee morale, health and well-being. Reduce demand on car parking across the Estate and in Durham. Improve the air quality in Durham City.

Initiative	Benefit to the University
Improve the security of bike parking spaces by providing additional CCTV coverage across cycle parking locations.	Reduce perceived low level of security around campus and colleges and increase numbers of students cycling.
Offer International students bike ability training.	Improve confidence and increase number of students cycling.
Introduce additional wayfinder signage across the Estate.	Improve the experience of all users of the University, including visitors. Cyclists gain quick access to buildings and departments. Assist with open days, enhancing the experience of potential students.
Create interactive map showing the location of all cycling parking provision and access across the Estate. Explore option to use the MyDurham App, OpenStreetMap or develop our own.	Encourage take up of cycling as a quick reference showing access to cycle parking close to colleges and departments.
Increase provision of locker and shower facilities and create drying rooms to encourage increased cycling to work Increase awareness of existing facilities.	Reduce demand on car parking.
Explore the options to offer discounted insurance cover to students	Increase the number of students cycling
Work with DCC to explore options for park and cycle schemes to allow employees to park on the edge of town and complete their journey on bicycle	Reduce congestion and improve air quality in Durham City. Improve employee morale, health and well-being.
Explore additional cycle routes across the University Estate and other areas within Durham City.	Reduce congestion and improve air quality in Durham City.
Provide updated travel information of walking and cycling routes to and around the University Estate in leaflet form at reception and on the University website.	Increase in members cycling around the estate.

Initiative	Benefit to the University
	Reduce the need for employees to use cars to travel to internal meetings. Improve employee / student morale, health and well-being.

Walking

Results from the 2019 travel surveys showed that 9% of employees (from 402 respondents) and 75.3% of students (from 215 respondents) walk to the University. The results also showed walking could be increased if some barriers were addressed which included better signage together with footpath, lighting and road safety improvements.

Durham is a small City and many areas across the University are within walking distance. Through implementation of the Infrastructure Project of the EMP, improvements to footpaths will be made to ensure a more pedestrian-friendly environment is also created.

However, it is also recognised there are many different walkways which are available providing quick and easy access to the colleges, the Mountjoy Site and Durham City Centre. Improving access to this information would increase awareness of the diverse walkways that could be followed and may resolve part of the street congestion problems. This will be achieved by installing additional Wayfinding signage to improve the experience of all users of the University.

There are different ways to move towards this goal. For example, information boards with bus routes and alternative walkways could be sited around Mountjoy, Palace Green, Elvet Riverside and the Business School. A digital map version could also be created and to improve promotion, added to the duo homepage. A relatively easy action which nonetheless has the potential to change the daily life of many people for the better.

An interactive walking website is currently available for employees and students which gives directions for those wishing to visit different locations across the University Estate[5]. However, this only covers a small number of locations and requires further updates. It is proposed that a new digital version of a walking map, which could be used for other travel purposes, be investigated.

[5] www.durham.ac.uk/greenspace/travel/maps/

Table 9. Measures to encourage walking

Initiative	Benefit to the University
Update current interactive walking map and create new interactive map showing access to all locations across the Estate. Explore option to use the MyDurham App.	Increase students and employees walking for recreation and travel. Reduce demand for car parking Improve employee morale, health and well-being. Encourages take up of walking as it provides information about local walking routes
Introduce additional Wayfinder signage, both physical and electronic across the Estate.	Improve the experience of all users of the University, including visitors. Assist with open days, enhancing the experience of potential students.
Provide updated travel information of walking routes to and around the campuses in leaflet form at receptions and on the University website.	Increase in students and employees walking around the estate for travel and recreation. Reduce the need for employees to use cars to travel to internal meetings. Improve employees' morale, health and well-being.
Explore options to work with Living Streets to encourage an increase in walking and run annual walking challenges.	Increase in students and employees walking around the Estate. Improve employees' morale, health and well-being.
Align with initiatives set out in the University's Health and Well-Being Strategy.	Increase in students and employees walking around the Estate, for exercise, recreation and travel. Improve employees' morale, health and well-being.

Reward Scheme for Sustainable Travel

It is widely recognised to encourage behaviour change, offering incentives is a key factor. As has been noted, the University does offer discounted travel options for bus and train travel, but nothing in relation to individual rewards for choosing to travel sustainably.

It is therefore proposed to trial the BetterPoints Smart Uni Travel modal shift package. Specifically developed for use in Higher Education, to help reduce pressure on university parking and ease congestion around the University and the local community. Rewards are available for employees using various sustainable travel options, which can be redeemed either in-house or in the local community. Incentives for employees to use public transport, cycle or walk more when using the travel App include the opportunity to win a holiday or vouchers, departmental step challenges and internal league tables.

Table 10. Measures to reward sustainable travel

Initiative	Benefit to the University
Become a member of the BetterPoints SmartUni Travel Scheme (App rewards).	Reduced cars and demand for parking spaces and an increase in public transport usage – meeting ISTP and DCC targets (several universities have already joined)

Measures to increase the use of low carbon vehicles

University Vehicles & Pool Cars

Employees are able to access the two Event Durham vehicles (one is an electric vehicle) for use as pool cars when not in use, so this does limit the availability of provision to offer this more widely across the University.

The University currently owns over 30 departmental vehicles (including a small number of electric vehicles) many of which are for the sole use of the department and for specific purposes, such as security, field trips and transportation of specialist equipment. It is therefore recognised it may not be appropriate to utilise some of these vehicles for use as pool cars, nonetheless this option should be explored.

The use of pool cars could also assist with reducing the cost of travel expenses year on year. It has been noted that expenses have reduced over the last couple of years and may be attributed to both the introduction of a new policy in which no expenses can be claimed when travelling around the University Estate, and the expansion of discounted bus travel with Arriva for £1 per day out to the Durham District Zone. However, it is anticipated that travel expenses will continue to reduce with the introduction of pool cars. For example, the cost associated with fuel charges when using a pool car is 15p per mile whilst the University currently reimburses 45p per mile. This in turn will also assist with the reduction of carbon emissions, demand on car parking and improve air quality.

Table 11. Measures to encourage pool car use

Initiative	Benefit to the University
Set up a pool car trial with a small number of departments and introduce a Use of Pool Cars Policy.	Reduce the demand on car parking, increase users of alternative travel options to work.
Introduce two hybrid pool cars in a trial to include cost of membership per user.	Reduce car ownership, helping to tackle climate change, and offer both employees and the University the opportunity to save money on employee travel expenses.
Explore the option to use departmental vehicles as pools cars.	Reduce parking demand and carbon emissions.

Other measures to encourage low carbon vehicles:

Table 12. Other measures to encourage low carbon vehicles

Initiative	Benefit to the University
Solar carport for Howlands Park and Ride and colleges' site. Create a green transport hub in collaboration with Durham County Council.	Energy fed back for the University to use. Increase in EV usage.
Encourage people to come to work on scooters.	Reduce carbon emissions and demand or car parking.
Ensure there are sufficient EV charge points on site.	Increase in EV usage – hit 2% target
Introduce a fleet vehicle procurement policy for EVs or hybrids when replacing old vehicles.	Reduce carbon emissions.

Initiative	Benefit to the University
Introduce the use of fuel cards for all departmental vehicles	Efficient reporting and aid analysis for switch to hybrid/electric fleet and reduction of carbon emissions.

Measures to reduce business travel carbon emissions

Carbon Emissions

At present, the University only reports on business travel carbon emissions but not commuter travel (information gained from responses to travel surveys for employees and students every three years). In 2018/19, business travel carbon emissions equated to approximately 12% of our overall carbon emissions (4,683 CO_2e).

2019 saw a number of Universities and Local Authorities declare a 'climate emergency' and pledge to become carbon neutral. Durham University is currently looking into this and a Climate Working Group has been established. Given the age of the University, energy intensity of a research-led institution and the requirement for academic staff to attend international conferences it is likely, in the short term at least, that carbon off-sets will be needed for Durham to become carbon neutral.

Carbon Off-Setting

Carbon off-sets are produced by projects designed to reduce carbon emissions and are certified under a number of quality management schemes including the Verified Carbon Standard and the Gold Standard.

Carbon Tax

To aid the reduction of the University's business carbon emissions from flights, the University will explore the options to introduce an internal carbon tax and explore UK based carbon off-setting projects focussed on tree planting schemes.

Business Travel Hierarchy

At present, there is no business travel policy in place. A Business Travel Hierarchy will also assist an employee to choose a more sustainable travel option and gives an overview of the level of carbon efficiency of different modes of travel. This will also lead to a reduction on the demand for car parking and single occupancy vehicles, as members would leave their car at home and use alternative methods of either travel or communication.

It is therefore proposed to introduce a business travel hierarchy (for example similar to that set out in Figure 27 which Edinburgh University has in place) as part of the Business Travel Policy, to ask 'is your journey necessary' and advise on the alternative travel options available.

Figure 27. Business Travel Hierarchy

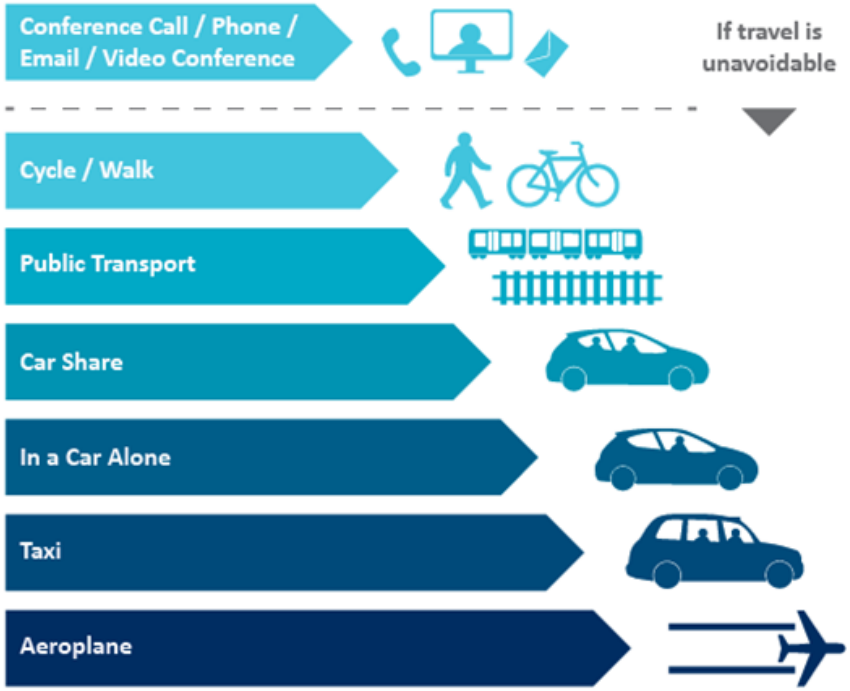


Table 13. Measures to encourage sustainable travel for business

Initiative	Benefit to the University
Introduce a new Business Travel Policy and promote and enforce the business travel hierarchy.	Reduce parking demand and carbon emissions.
Undertake review of Business Travel Carbon Footprint.	Understand carbon footprint.
Produce a proposal for an internal “carbon tax” for business air travel.	Reduce business travel and carbon emissions

Initiative	Benefit to the University
Explore UK based carbon off-setting projects.	Reduce business travel and carbon emissions

Video and Telephone Conferencing Facilities

Video conferencing facilities are available across multiple locations within the University, therefore reducing the need for travel. Conference telephones are also available and can be booked for specific meetings.

In order to reduce the need for travel to meetings, conferences, etc. the University intends to promote more the use of both video and telephone conferencing.

Table 14. Measures to promote 'smart' technology

Initiative	Benefit to the University
Work with CIS to improve and increase usage of video conferencing facilities	Reduce unnecessary business travel both around the University Estate and to external meetings and in turn improving employees' productivity. Reducing business travel mileage expenses and carbon emissions.

Eco Driving

Table 15. Measures to promote eco driving

Initiative	Benefit to the University
Eco driving course for fleet vehicle drivers. Telematics system to be fitted to all owned/leases vehicles.	Reduction in fuel use, air pollutants, carbon emissions and maintenance costs.

Measures to reduce the carbon impact of services and deliveries to the University

Table 16. Measures to reduce the carbon impact of services and deliveries

Initiative	Benefit to the University
Establish a baseline for the transportation of goods and services to the University in miles/CO_2e.	Understand carbon footprint.
Continue to use local suppliers of goods and services, where possible.	Reduction in carbon emissions, and potential reduction in large vehicle visits to the site.
Continue to explore the use of all options when procuring goods and services, including where appropriate self-delivery using available resources within the University.	Reduction in carbon emissions and vehicle trips to site – potential reduction in parking demand.
Encourage procurement exercises to factor in sustainable travel by external contracts.	Reduction in carbon emissions and vehicle trips to site – potential reduction in parking demand.
Local delivery and collection options to be explored.	Reduction in carbon emissions and vehicle trips to site.
Collect and analyse current business delivery data to inform future action.	
Continue to work with current suppliers to reduce the number of deliveries.	Reduction in carbon emissions and vehicle trips to site.

8. Targets and Measuring Success

Targets

This revised ISTP 2020-2025 represents a single, overarching Plan for the organisation as a whole with University-wide targets. The baseline year has been set at 2019, the year of the review of the existing STP 2014-2020 and the latest available travel survey results. These targets have taken into consideration the UK Clean Growth Strategy and Durham County Council's goal to be 60% carbon neutral by 2030 and fully carbon neutral by 2050, along with their Plans and Policies.

The targets are as follows:

- Achieve 50% awareness from employees of the existence of a ISTP and associate measures;
- Achieve 750 and 500 sample of travel surveys for employees and students respectively;
- To achieve the following targets:

Objective ID	Objectives	Employees			Students		
	To be met by 2025 compared to 2019 baseline year	2019 Baseline %	2022 Target %	2025 Target %	2019 Actual %	2022 Target %	2025 Target %
	Travel survey sample size	402	750	1000	215	500	750
1	To reduce the proportion of single-occupancy car journeys to the University	59.7	49	38	3.3	1	1
2	To increase the use of public transport to the University	13.7	16	18	14	14	14

Objective ID	Objectives	Employees			Students		
	To increase the proportion of employees and students who regularly cycle to the University	3.5	6	8	5.6	7	7
	To increase the proportion of employees and students who regularly walk to the University	9	11	13	75.3	78	80
	To increase the use of the Park and Ride Scheme	0.2	2	3	0.5	1	1
3	Increase car sharing to the University	13.9	16	20	1.4	2	2
	To increase the use of low or zero-carbon vehicles as a means to travel to the University	3	4	5	0.5	2	2
4	To reduce business travel carbon emissions by reducing domestic and international flights (compared to 2018/19)*	4,683t CO_2e	30%*	30%*	n/a	n/a	n/a

Objective ID	Objectives	Employees			Students		
	To reduce the number of employees driving between local University sites	10	5	5	n/a	n/a	n/a
5	To reduce the carbon impact of services and deliveries to the University.	No data currently available. The baseline position will be calculated as part of the 2020 update to the Travel Plan.					

* Reduction target: carbon emissions to be reduced by 30%

The Targets were set with the aim of reducing emissions from petrol/diesel car journeys to the University by 45% from the current number, in line with need to reduce carbon emissions by 45% by 2030 to restrict rise in global temps to 1.5 degrees C from the current baseline. These calculations factored in increase in employee numbers, car sharing and replacement of current vehicles with ULEVs or increased fuel efficiency petrol/diesel vehicles.

In addition, the results from annual employee and student travel surveys for the duration of the 2014-2020 STP were also taken into consideration.

To fully understand the numbers associated with current modes of travel and the modal shift required by employees throughout the duration of the ISTP, an exercise was undertaken and details are set out in Appendix 3.

Measuring Success

Sustainable success will be measured by gathering data and analysing trends from travel surveys every two years for both employees and students and from data gathered on carbon emissions, as part of the University's Carbon Management Plan reporting. Full travel surveys are undertaken every three years (next full survey in 2022) with a mode of travel survey each year in between to gain a snapshot of travel behaviour by employees and students. Data from travel surveys will also assist with the introduction of new measures and setting new targets.

The ISTP will be reviewed every two years. The ISTPSG will regularly review the targets and adapt the ISTP to current needs and issues. The ISTPSG will also report progress on the ISTP to University's Environmental Sustainability Strategic Planning Group (ESSPG).

Monitoring Strategy

Travel surveys will mostly be undertaken using an online survey. Paper versions will be made available for employees who do not have regular access to a computer. These will be placed in prominent locations. Surveys will be advertised to employees via email and through briefings / bulletins. The Sustainability Manager (Travel & Biodiversity) will ensure a broad sample of respondents complete the survey, including a range of demographics, including those with a disability which may impact their travel choices.

Travel survey completion should be incentivised by the use of a prize draw.

Annual reports will be produced for each survey and will be used to review the progress that has been achieved in implementing measures against the modal shift targets over the preceding twelve month period. Any progress made will be reported to senior management, employees and students externally via publication on our Travel website at durham.ac.uk/greenspace/travel/.

Periodic walkover surveys will also be undertaken by the Sustainability Manager (Travel & Biodiversity) to check the condition and use of existing facilities (such as cycle parking, car parks etc.).

Action Plan

A separate Action Plan is shown in Section 9, identifying the person responsible for implementation of the objectives, including timeframes.

Budget

Roles and responsibilities of those involved are set out in the Action Plan in Section 9 which will assist the appropriate allocation of time and resources to those charged with managing the implementation process.

The ISTP has senior management support, as overall responsibility lies with the Director of Estates and Facilities and the University will provide sufficient funding and resource to enable the objectives within this ISTP to be achieved.

9. Action Plan

Objective 1: To reduce the proportion of single-occupancy car journeys to the University.

Action	Responsible	Timeframe
Promote current and enhance additional alternative sustainable transport modes to support the new car park plan. Develop a new Car Park Management Plan and Vehicle Parking Policy. Introduce a new car park permit system using needs-based criteria to assist with the allocation, taking into consideration medical, business and social needs. Introduce a new online permit application process.	SM T&B	Draft proposals for consultation by September 2020.
Introduce a car share policy to lay out the universities aims and goals for car sharing. Introduce guaranteed lift home policy for those who car share.	SM T&B	by October 2020
Improve the promotion of car sharing by: • Arranging several drop-in sessions for prospective car sharers from same postcode area to promote internal and external car share databases • Create car sharing social media groups.	SM T&B	By October 2020 Recurring car sharing drop-ins to promote car sharing with new employees
Introduce priority guaranteed car sharing bays and permits. Commence trial on Mountjoy site.	SM T&B (Estates Department)	By October 2020
Explore the option of wider car sharing scheme with Durham County Council, NHS, local retail and other local organisations.	SM T&B, Durham County Council, NHS, local retail and other local organisations	Proposals by September 2020

Action	Responsible	Timeframe
Investigate becoming a corporate member of a local car club.	SM T&B, Local Car Clubs	Options available by September 2020

Objective 2: To increase the use of public transport, walking and cycling to the University.

Action	Responsible	Timeframe
Develop a Communication Strategy using wider platforms e.g. use of duo; Faculty and Board meetings, student groups and new employees' induction information / processes and social media.	Senior SM, SM T&B	September 2020 – refresh of website
Continue to offer the discounted Arriva £1 tickets within the Durham District Zone beyond 2022. Retender exercise for new contract.	SM T&B, Procurement, Local Transport Operators	2021
Continue to subsidise the Mountjoy 40B service.	SM T&B	Ongoing
Increase promotion and communication of public transport options using a much wider platform to reach more employees and students e.g. duo and new employees' induction information / processes. Advertise public transport availability and offers to new students upon joining the University, and each year when students may have moved to live out of the colleges.	Senior SM, SM T&B	September 2020 – refresh website Recurring each year to new students and students who may have relocated.
Explore the option of additional bus services: • An electric bus shuttle service around the University estate and Durham City, working in partnership with other organisations within the city;	SM T&B, Potentially Local Transport Operators	Options by September 2020

Action	Responsible	Timeframe
• A communal coach for employees along similar lines to the Night Bus – possible during afternoon peak-times; • Expand the 40B bus service to offer a lunchtime service.		
Explore options with DCC to expand the Park and Ride bus services around Durham.	SM Travel, Durham County Council	Options by September 2020
Explore the opportunity to introduce a business mileage policy for employees who use their bike to travel to attend external meetings.	SM T&B, Finance	By 2021
Promote bike security marking to all employees and students.	SM T&,B Students Union	Event by October 2020 Recurring each year to new students and employees.
Explore the option to introduce electric bikes for hire by employees to attend meetings.	SM T&B	By 2021
Explore the options to introduce either an internal or City wide bike hire scheme.	SM T&B, Durham County Council	By 2021
Increase cycle storage to include more secure, covered and well-lit bike stands in clearly visible locations.	SM T&B	September 2020
Improve the security of bike parking spaces by providing additional CCTV coverage across cycle parking locations.	SM T&B (Estates Department)	By 2022
Offer International students cycling proficiency training.	SM T&B	October 2020

Action	Responsible	Timeframe
		Recurring for new students, and students who have not taken the training previously
Introduce additional Wayfinder signage both physical and electronic across the estate.	SM T&B (Estates Department)	By 2022
Create interactive map showing the location of all cycle parking provision across the estate. Explore option to use the MyDurham App, OpenStreetMap or develop own.	Senior SM, SM T&B	By 2022
Increase provisions of locker and shower facilities and create drying rooms to encourage increased cycling to work. Increase awareness of existing facilities. Consideration given as part of Estate Masterplan – i.e. new.	SM T&B	By 2025
Explore the options to offer discounted insurance cover to students.	SM T&B	By 2022
Work with Durham County Council to explore options for park and cycle schemes to allow employees and students to park on the edge of town and complete their journey on bicycle.	SM T&B Durham County Council	By 2022
Explore additional cycle routes across the University Estate and other areas within Durham City.	SM T&B Durham County Council	By 2022
Provide updated travel information of walking and cycling routes to and around the University Estate in leaflet form at receptions and on the University website.	SM T&B	ASAP – within 2020
Explorer options to work with Living Streets to encourage an increase in walking and run annual walking challenges.	SM T&B	By 2022

Action	Responsible	Timeframe
	Students / Employees	
Align with initiatives set out in the University Health and Well-Being Strategy.	SM T&B	ASAP – within 2020

Objective 3: To increase the use of low or zero-carbon vehicles as means of travel to the University.

Action	Responsible	Timeframe
Set up a pool car trial with a small number of departments and introduce a Use of Pool Cars Policy.	SM T&B	ASAP – within 2020
Explore the option to use departmental vehicles as pool cars.	SM T&B	Within 2020
Introduce two electric pool cars in a trial to include cost of membership per user.	SM T&B, Employees	Within 2020
Solar carport for Howlands Park and Ride and colleges' site. Create a green transport hub in collaboration with Durham County Council.	SM T&B, Durham County Council	By 2025
Encourage people to come to the site on scooters.	SM T&B, Employees / Students	Within 2020
Transition to Electric Fleet for all University owned/leased vehicles.	Director of Estates	2022

Action	Responsible	Timeframe
Ensure sufficient EV charge points on site.	SM T&B, Estates Department	By 2025

Objective 4: To reduce business travel carbon emissions.

Action	Responsible	Timeframe
Work with CIS to improve and increase usage of video conferencing facilities.	SM T&B	By 2022
Increase awareness of remote and homeworking, where applicable, and work with CIS to improve employees' experience to work from home.	SM T&B, Employees	By 2022
Introduce a new Business Travel Policy.	SM T&B, Finance	Within 2020
Use of hot desks in under-utilised buildings at Queen's Campus.	SM T&B, Employees	By 2022
Become a member of the BetterPoints SmartUni Travel Scheme (App rewards) incentivise employees to take public transport or cycle (win a holiday or vouchers, departmental step challenges, internal league table)	Durham University	By 2022
Introduce a business travel hierarchy as part of the Business Travel Policy to ask 'is your journey necessary' and advise on the alternative travel options available.	SM T&B	ASAP – within 2020
Telematics system to be fitted to all owned/leased vehicles. Eco driving course for fleet vehicle drivers.	SM T&B, Employees	ASAP – within 2020
Introduce a fleet vehicle procurement policy for EVs or hybrids when replacing old vehicles.	SM T&B	ASAP – within 2020

Action	Responsible	Timeframe
Produce a proposal for an internal “carbon tax” for business air travel.	Senior SM SM T&B	September 2020
Undertake review of Business Travel Carbon Footprint.	Senior SM, SM T&B	September 2020
Introduce the use of fuel cards for all departmental vehicles.	SM T&B, Finance	By end AY 2020/21
Explore UK based carbon off-setting projects.	Senior SM SM T&B	By September 2020

Objective 5: To reduce the carbon impact of services and deliveries to the University.

Action	Responsible	Timeframe
Establish a baseline for the transportation of goods and services to the University in miles/CO_2e	Procurement	Ongoing
Continue to use local suppliers of goods and services, where possible.	Procurement	Ongoing
Continue to explore the use of all options when procuring goods and services, including where appropriate self-delivery using available resources within the University.	Procurement	Ongoing
Encourage procurement exercises to factor in sustainable travel by external contracts.	Procurement	Ongoing
Local delivery and collection options to be explored.	Procurement	By 2022
Collect and analyse current business delivery data to inform future action.	Procurement	Ongoing

Action	Responsible	Timeframe
Continue to work with current suppliers to reduce the number of deliveries.	Procurement	Ongoing

10. Summary

SYSTRA Ltd has been commissioned by Durham University to prepare this ISTP for their City centre sites, located in Durham City Centre.

The document highlights the existing conditions at the site, making reference to the provision of travel by sustainable means at and in the vicinity. From here, a number of objectives have been designed in order to reduce the number of single-occupancy journeys to the site.

To facilitate the achievement of objectives a range of measures have been identified. These measures will contribute to the success of the ISTP by concentrating on activities which will encourage the uptake of walking, cycling, public transport use and car sharing, thus having a positive impact on modal share away from single-occupancy car trips to or from the site.

The 2019 Travel Plan Survey results indicate that the mode share of employees travelling to Durham University City Centre sites has increased overall since 2018 despite aims by the University to reduce the number of single car occupancy journeys to the site.

The University currently does not charge for on-site parking, and as such this contributes to large numbers of employees driving to work. The University is however faced with losing a number of parking spaces due to development works, and as such needs to consider how to reduce the demand on already stretched parking availability.

A number of respondents to the survey have indicated their main reason for driving to work is due to the nature of their employment which requires them to commute between various parts of the Estate for meetings and events. They did indicate that having access to other means of transportation during the day may result in them choosing to commute to and from home through a more sustainable method, including walking, cycling and public transport.

In order to facilitate more sustainable transport within the University estate a number of proposed measures have been highlighted which are shown in the Action Plan within Section 9, including the promotion of both public transport and active travel measures, and the provision of pool cars by the University for business trips during the day.

Additional measures have been proposed in order to increase the levels of sustainable transport by those delivering goods and providing services to the University. This would not only reduce the carbon emissions generated by the University, and its associated providers, but additionally reduce levels of congestion and parking demand within Durham and the surrounding areas.

There is use of the park and ride facilities provided by Durham County Council, however the University is keen to see if this can be increased, along with active travel methods from the park and ride sites.

While the University is a member of an external car sharing scheme and offers an in-house online registration scheme, these are not well known of by the employees, and promotion of these schemes and the instigation of more is recommended within the Action Plan.

Already students attending the University are travelling through predominantly sustainable measures (walking and cycling) due to the cost of these measures, although a number of students would like to see additional resources to encourage them to cycle to the University – production of these is listed within the Action Plan.

Overall, while the University is making steps towards sustainable travel, these could be increased in order to reverse the increase in single-occupancy car trips to the University, and to encourage more individuals, particularly members, to travel by sustainable means. The implementation and monitoring of these will be undertaken in order to assess those schemes which work though future travel plans.

11. Progress Update and Preparation for the close of the 2020-25 period

In line with the monitoring strategy outlined above (section 8), annual monitoring has been undertaken via staff and student travel surveys. The results of these have been shared with the Integrated Sustainable Travel Plan Working Group and they have been reported to the University's Environmental Sustainability Strategic Planning Group (ESSPG).

During Academic Year 2024/25 Durham University participated in a North East Combined Authority (NECA) regional initiative. Alongside other public sector employers, the University worked with Mobilitywise to strengthen our staff survey. Personalised Travel Plans will be offered to staff members by Mobilitywise during Academic Year 2025/26 before a repeat survey is undertaken. Findings will inform the regional Bus Service Improvement Plan (BSIP).

In preparation for the development of an updated Integrated Sustainable Travel Plan to take effect from 2026, the findings of all surveys will be published and the trends will inform the scope, targets and recommendations.

Appendices

Appendix 1 – Car Parking Summary (data from February 2020)

Location	Details of Development as part of the Estate Masterplan	Number of Spaces Lost	Date Spaces Lost	Number of Spaces gained after completion	Date Spaces Gained
Mill Hill Lane (MUGA)	Mt. Oswald Development	67	20.8.18	11 (incl. 1 accessible bay)	Summer 2020
Mt. Oswald Development	Two new colleges and The Hub	-	-	31 (incl. 14 accessible bays)	Summer 2020
Territorial Lane and Elvet Waterside	New Business School	136 (88 + 48 respectively)	July 2019	5 (final number tbc)	TBC*
Hild and Bede	Redevelopment of Site	65 (incl. 2 x EV charging posts)	October 2021 (tbc)	TBC*	TBC*
Teaching and Learning Centre (Lower Mountjoy)	New Building	-	-	4 (accessible bays only)	September 2019
Maths and Computer Science	New Building	-	-	6 (accessible bays only)	AY 2020/2021
Elvet Riverside	Redevelopment of Site	67	October 2022	TBC*	TBC*
Elvet Hill Road	Infrastructure Project	10	April 2020	0	-
Installation of new car on Mountjoy	Infrastructure Project	-	-	215	2021
Total Spaces Lost and Gained 2018-2021		345		272	
Summary	345 - 272 = 73 (approx.*) lost car parking spaces overall between 2018 and 2021				

* Assumed no provision of car parking, with exception of accessible parking bays. Full impact of loss not known so need to err on side of caution in the absence of detailed plans for all developments stated above.

Appendix 2 - Vehicle Parking Working Group

Terms of Reference

The overarching goal of the emerging University Strategy is to secure academic success and world-leading position on a sustainable basis. As part of the requirement to be sustainable, we are committed to making Durham University one of the most environmentally sustainable universities in the UK. To achieve this goal will require the active commitment of every member of the University community. This is the context within which the Vehicle Parking Working Group will operate.

In line with one of the aims of the University's Integrated Sustainable Travel Plan (ISTP), Durham University is committed to reduce the carbon emissions and improve air quality arising from all transport related to journeys to work, business travel and supply chain delivery.

The role of the Vehicle Parking Working Group is to:

1. Advise the University Executive Committee (UEC) and the Integrated Sustainable Travel Plan Steering Group (ISTPSG) and on all strategic matters relating to car parking;
2. Develop a fair University Vehicle Parking Policy and Procedures, in consultation with key stakeholders, both internal and external and contribute to its implementation;
3. Identify any necessary resource requirements to assist with the implementation of the Vehicle Parking Policy;
4. Make the University community aware of the new Vehicle Parking Policy.
5. Monitor and review progress of the Vehicle Parking Policy on an annual basis.

The Vehicle Parking Working Group is chaired by the Energy & Sustainability Team and will initially meet as frequently as required until a new Vehicle Parking Policy is established. Thereafter this Group will meet quarterly to allow feedback to the ISTPSG meetings.

Core Membership and Specialists:

- Accommodation and Commercial Services
- Energy & Sustainability Team
- Human Resources
- Durham Students' Union
- Trade Unions (specialist)
- Colleges Representation Chair of ESSPG (specialist)
- Academic Representative Chair of CMT (specialist)
- Procurement Department (specialist)
- CIS (specialist)
- Communications Team (specialist)

Appendix 3 - Integrated Sustainable Travel Plan KPIs and Modal Shift Required to Hit Targets (for employees)

Integrated Sustainable Travel Plan KPIs and Modal Shift Required to Hit Targets (for Employees)					
Objective	**Baseline (2019 Survey Results*)**	**2022 Target**	**Modal Shift Required****	**2025 Target**	**Modal Shift Required****
Reduce Single Occupancy Car Journeys	59.7%	49%	*- 491*	38%	*- 876*
Increase Public Transport Use	13.7%	16%	*+ 106*	18%	*+ 254*
Increase Cycling	3.5%	6%	*+ 115*	8%	*+ 231*
Increase Walking	9%	11%	*+ 92*	13%	*+ 224*
Increase Park & Ride	0.2%	2%	*+ 83*	3%	*+ 138*
Increase Car Sharing	13%	16%	*+ 138*	20%	*+ 384*
Zero Carbon Vehicles	3%	4%	*+ 46*	5%	*+ 92*

* 2019 Survey Results based on 402 respondents

** Based on 4,587 employees for academic year 2019/2020

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