

Travel Plan- Ninth Revision
2024/25 (Final)

Travel Plan 2010-2020 Revision History	
Original	February 2010
First Revision	October 2011
Second Revision	November 2013
Third Revision	December 2014
Fourth Revision	December 2015
Fifth Revision	December 2016
Sixth Revision	February 2018
Seventh Revision	March 2019
Eighth Revision	December 2022
Ninth Revision	April 2024

CONTENTS

Foreword	1
Sustainable Travel Policy	2
1.0 Travel Plan History	3
2.0 Travel Plan 2022-2030	6
3.0 Conclusions	12

Appendix 1: Action Plan Overview (13th Revision)

Appendix 2: Action Plan Active Objectives & Deliverables (13th Revision)

Appendix 3: Action Plan Completed Objectives (13th Revision)

Foreword

Transport matters. The University has 6,000 staff and more than 24,000 students making regular use of our campuses. This inevitably has an impact on the local environment and contributes significantly to our carbon footprint.

The University has dedicated significant time, effort and resources to the delivery of our adopted Travel Plan in recognition of our responsibility to address our travel needs within the City of Southampton and local region. We have made positive progress and there is clearly much more we can do as we continue to adapt to changing operational demands across our campuses.

To continue to improve our performance we will need to encourage further change. Our Travel Plan sets out a series of challenging objectives to encourage our staff, students and visitors to choose more sustainable travel modes that have a reduced environmental impact and will help us to reduce our carbon footprint.

I recognise the challenge facing us in persuading people to change their travel habits. We continue to work with staff and students to identify ways to make it easier, safer and more affordable to walk, cycle and use public transport.

Many of these actions the University can take forward now, but some will require us to work closely with our partners and I look forward to further collaboration with our colleagues in the public sector and industry to make the right travel choices for our communities.

A handwritten signature in black ink, reading 'Mark E. Smith'. The signature is fluid and cursive, with the first name 'Mark' being the most prominent.

Professor Mark E. Smith CBE

Vice-Chancellor

March 2024

Sustainable Travel Policy

The University of Southampton is one of the top ten research-led universities in the UK, offering first-class opportunities and facilities for study and research in a stimulating working environment. We are **committed to excellence in all we do, applying our insights and inventiveness to solve the most complex societal and environmental challenges** (University Strategy, 2022). We recognise the important role we have in managing the impact of our day-to-day operations on the environment and in promoting the principles of sustainability in all our activities.

We are committed to:

- Measuring our total emissions footprint and setting targets for Scope 3 emission reductions (University Sustainability Strategic Plan, Goal 2), which include travel to and from work
- Measuring our total emissions from business travel to establish policy and targets for reduction (University Sustainability Strategic Plan, Goal 3)
- Providing access to cost-effective and practical alternatives to the car
- Maximising the use of valuable land and enhancing public realm on our campuses
- Assessing the physical and mental health implications and risks associated with an over-reliance on car travel, compared to travel via sustainable modes

The Travel Plan sets out a range of measures, such as improved walking and cycling facilities, bus services and information on alternative modes of transport, as well as disincentives for car drivers who do not share their journey, to achieve our policy aims.

This policy covers all campuses and halls of residence owned by the University, complementing our environment and sustainability policies. This policy is part of the University Environmental Management System (EMS).

We are committed to achieving environmental good practice throughout our activities by:

- Implementing flexible working arrangements that enable staff and students to reduce their need to travel
- Providing improved walking and cycling facilities on campuses and halls
- Working in partnership with other stakeholders to provide improved walking and cycling routes and other transport initiatives
- Developing the Unilink bus service and connections with other public transport operators
- Implementing car parking regulations that encourage car users to seek alternatives or car share, and support the use of low or zero emission vehicles
- Improving the public realm to provide a better place for staff, students and visitors to work, study and socialise
- Providing staff, students and visitors with accurate travel information to help inform their travel choices
- Managing our fleet vehicles to maximise use and reduce costs and emissions
- Encouraging and supporting staff and students to consider the environmental impact of their business travel habits
- Sharing best practice with other higher education institutions (HEIs), public bodies and others

This policy will be reviewed annually as part of the Travel Plan, to ensure that it remains relevant and up to date.

1. Travel Plan History

The University of Southampton (UoS) adopted a Travel Plan in 2007, with the objective of reducing car journeys to and from University campuses and increasing the use of sustainable modes of travel. Targets were established for 2010-2015 and 2015-2020, with performance against these targets summarised in section 1.4. Between 2010 and 2019, travel survey data recorded a 9.3% reduction for staff single occupancy car travel, and a 7.1% reduction amongst students. The objectives that led to this reduction are set out in the Travel Plan Action Plan (attached as Appendices 1-3 and referenced throughout this document).

Shortly before publication of the 2020 update, the Covid-19 pandemic fundamentally changed travel demand and behaviour for University staff and students. This has led to increased flexible working by certain groups of staff, sustained online meetings and a reduction in overall travel, but a resultant increase in car use by those that do travel.

UoS is well served by all modes of transport, with good walking and cycling paths linking campuses and halls of residence with local amenities. There are excellent bus, rail and airport links, and the University is close to major roads and motorways. The University has supported the growth in micromobility options in Southampton, providing space for e-scooter and bike hire operators across campuses.

UoS recognises that this Travel Plan is a live document, requiring regular review and updates to remain current and reflect the ongoing efforts to increase use of sustainable travel options. The sustainability team carry out regular staff and student travel surveys (**Objective 1.2**) to assess progress with Travel Plan targets. The objectives in the Action Plan are set to help achieve these targets, reduce associated carbon emissions and encourage sustainable travel habits.

UoS also recognises that tackling transport issues is essential for the continued development of the University estate and meeting strategic commitments to reducing environmental impact. This Travel Plan links to the objectives of our Environmental Management System (EMS) and our Sustainability Strategic Plan. This document is a key document to support UoS planning applications and provides an overarching summary of our approach to transport planning for all UoS campuses, including development projects.

1.2 Scope

This Travel Plan covers travel to all University campuses; Highfield, Avenue, Boldrewood, National Oceanographic Centre, Southampton (NOCS), Winchester School of Art (WSA), University Hospital Southampton NHS Foundation Trust (UHS), facilities on Guildhall Square, halls of residence and the sports ground at Wide Lane. From a planning perspective the Travel Plan excludes Southampton Science Park at Chilworth due to estate management arrangements at the site, although some active travel and bus connections established through the plan do connect to the park. The Travel Plan is principally aimed at the commuting journeys of staff and students, but also considers the impact of University fleet vehicles and business travel. It should be noted that NOCS, UHS and Southampton Science Park have their own travel policies and this document should be read in conjunction with the documents produced by these organisations.

The Travel Plan will continue to develop in accordance with the changing circumstances of the University and the environment in which it works. For 2024/25, specific projects include:

- Demolition of the Faraday Tower on Highfield Campus, which has impacted car parking in the vicinity and necessitated changes to access routes
- Construction of the extension to the Jubilee Sports Facility, which necessitated removal of 130 parking spaces and is directly served by the unilink bus network, as well cycle and micro-mobility facilities
- Establishing the North East Quadrant (NEQ) development, including removal of 431 parking spaces, reallocation of vacant spaces on other campuses and reinforced messaging on the availability of sustainable travel options
- The introduction of car parking enforcement, and reintroduction of car parking charges in February 2025

1.3 Objectives

The overall aim of the Travel Plan is to reduce single-occupancy car journeys. The plan outlines a variety of objectives to encourage staff, students and visitors to adopt more sustainable modes of transport to achieve this. An Action Plan summarising these objectives is provided in Appendices 1, 2 and 3.

Between 2010 and 2020 the Travel Plan was structured around the following travel hierarchy:

- Remove/reduce the need for travel
- encourage active travel (walking and cycling)
- encourage use of public transport
- encourage car sharing
- Support use of lower emission vehicles
- provide personal travel planning information

This hierarchy remains relevant and is used to structure the objectives set out in Appendix 1-3. For information on the progress we have made against each objective, please refer to these appendices.

1.4 Travel Survey Results- Staff and Student Commuting Trips

Travel surveys were conducted in 2007, 2009, 2010, 2011, 2013, 2015, 2016, 2017, 2019, 2022 and 2024 to provide us with information on travel behaviour amongst staff and students, and to quantify the effectiveness of our objectives. Results from the 2013 travel surveys demonstrated that we had exceeded our 2015 targets for staff and undergraduate student single occupant car reduction.

Results from the 2019 surveys demonstrated that we had met our 2020 target for student single occupant car use, and had made progress towards our staff target, (exceeding our 2015 target but falling short of our target for 2020). Results recorded during June/July 2022 indicate an increased level of car use as a legacy of the pandemic.

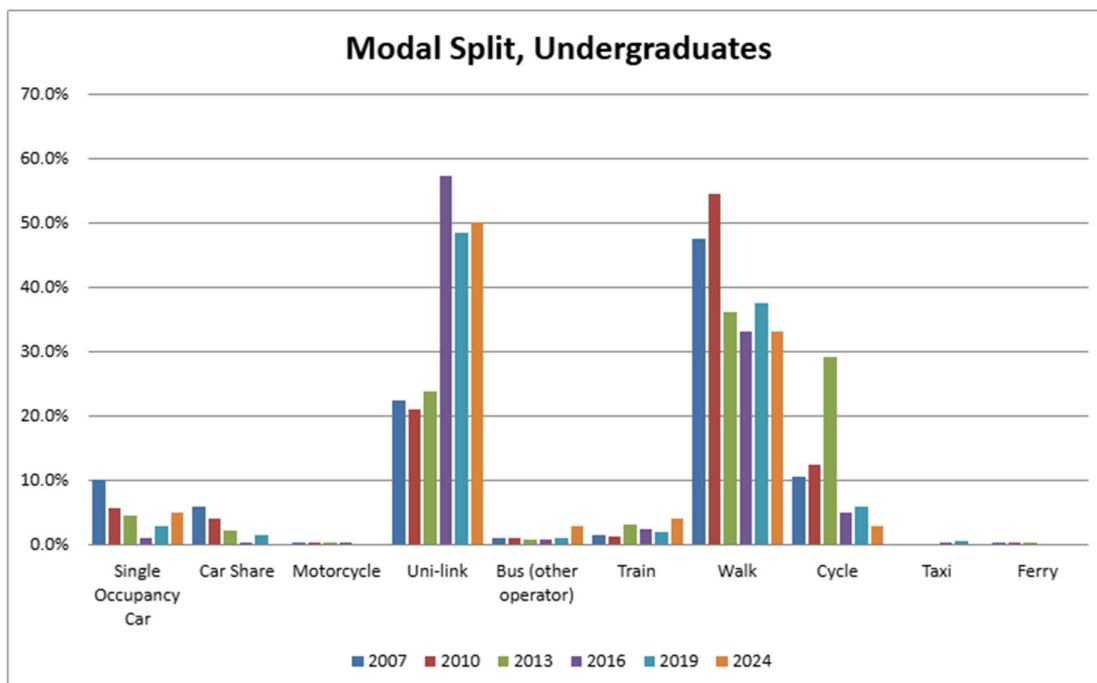
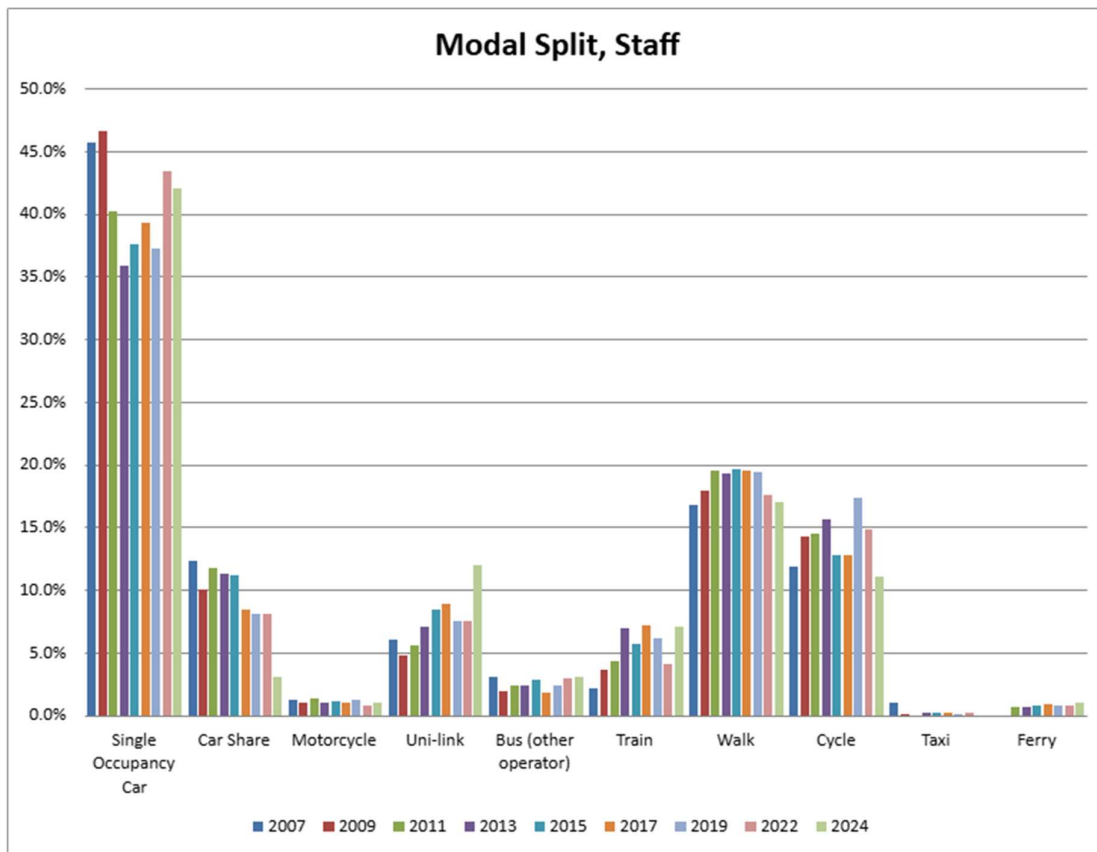
Table 1: Travel Plan progress towards targets (2010-2024)

% Single Occupancy Car Use								
	Baseline 2009	Target 2015	Survey Result 2013	Target 2020	Survey Results 2019	Survey Results 2022	Target 2025	Survey Results 2024
Staff	46.5%	38%	35.8%	30%	37.5%	43.3%	37.5%	42%
Undergraduate Students	10.1%	9%	4.6%	3%	3%	N/A	2.5%	5%

Whilst the increased percentage of staff travelling by car post-2019 is cause for concern, the survey also provided data on the average number of days staff were spending on campus- recording a drop from 4.6 days on average pre-pandemic to 2.8 days on campus in June/July 2022. Supporting sustained flexible working amongst staff is therefore a priority of the Travel Plan, and in real terms means fewer cars recorded on campuses than pre-pandemic.

The 2019 student survey results demonstrate we achieved our 2020 target for car use amongst student (both in terms of single occupancy trips and car sharing). The data also shows a sustained rise in Unilink bus patronage, with corresponding drops in walking and cycling. This pattern is a result of a change in the way the survey was communicated in 2016 and 2019, which resulted in a higher proportion of halls-based students responding compared to previous years. The results are nevertheless encouraging and support our observations that the majority of students travel to via sustainable modes.

Travel Survey results are set out in figures 1 and 2, with the next surveys planned for May 2026:



Figures 1 & 2: Travel Survey Results Summary

1.5 Staff and Student Business Travel Results

Business travel includes journeys specifically taken for University work purposes (including field trips) and doesn't include daily commutes, leisure trips, or holidays. These journeys are generally undertaken using the following modes:

- Air travel
- Rail travel
- Bus travel
- Car travel (e.g., business travel in rental cars or employee-owned vehicles other than employee commuting to and from work)
- Other modes of travel (taxi etc)

The data used to assess business travel is extracted from the University's travel management system (supplied by Clarity). This includes emissions from flights, hotels and rail travel booked via Clarity, and captures the distance, flight legs, booking details. Emissions are calculated by Clarity, using a distance-based methodology.

The data excludes any travel not booked via Clarity which may include light rail, bus or taxi transport paid for on the day and reclaimed via expenses (using Agresso). It also excludes any travel funded by external sources or paid for from personal sources. The values reported are therefore likely to be underestimates of total business travel and resultant emissions but provide a baseline for onward analysis and comparison.

Figure 3 (below) shows the top 10 reasons for travel emissions from 2019 – 2023 (excluding years 2020 and 2021 as travel was hugely impacted by Covid-19). Travel for conferences (orange bars in figure 3) is consistently the largest contributor to travel emissions, followed by research (yellow) and business development (dark blue).

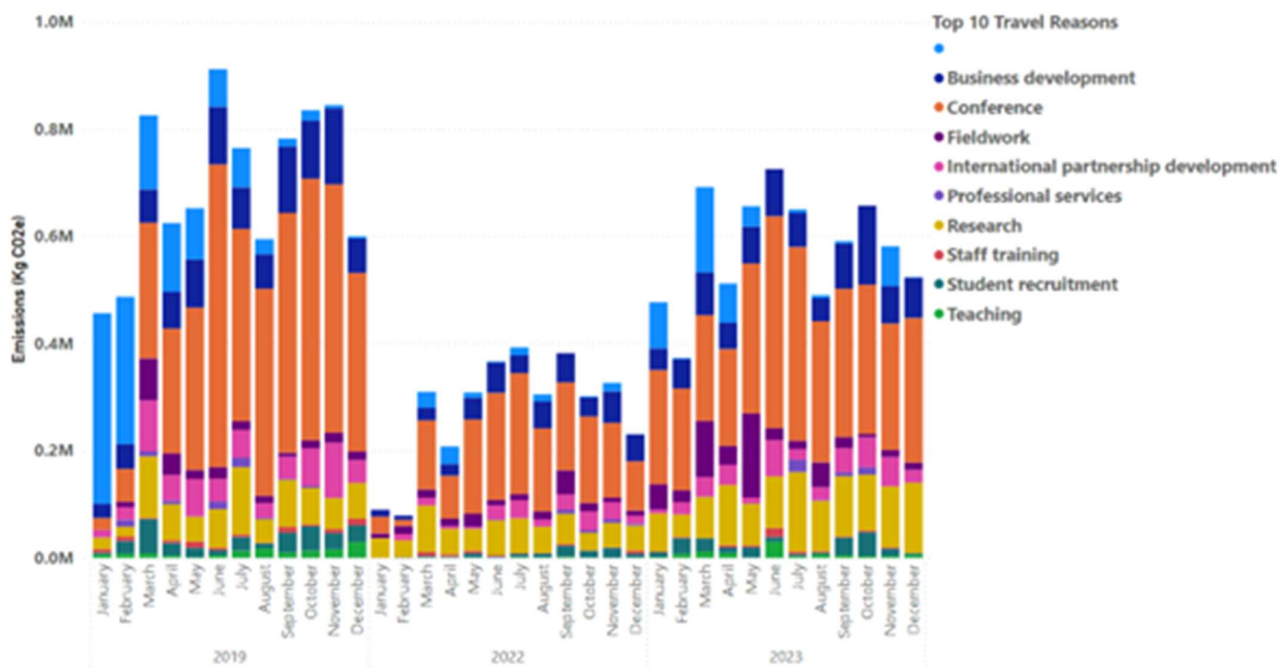


Figure 3: Top 10 reasons for business travel and their resultant emissions

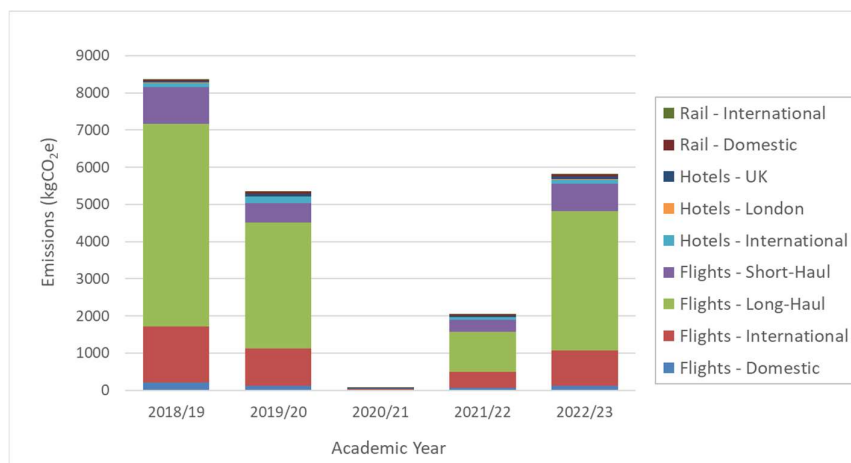


Figure 4: University of Southampton Business Travel emissions (kg CO2e)

Figure 4 shows business travel emissions by source from 2018 to 2022. The last 'normal' year for travel was 2018/19, with Covid-19 impacting travel from 2020/21, some return of activity in 2021/22, and most restrictions removed by 2022/23, though levels remained below the 2018/19 baseline. International flights contribute the highest emissions despite contributing only 13% of total bookings in 2022/23. It is worth mentioning that international flights in the above context include any flight travel where the UK is neither the trip origin nor destination. Overall, flights comprise up to 95% of total business travel emissions.

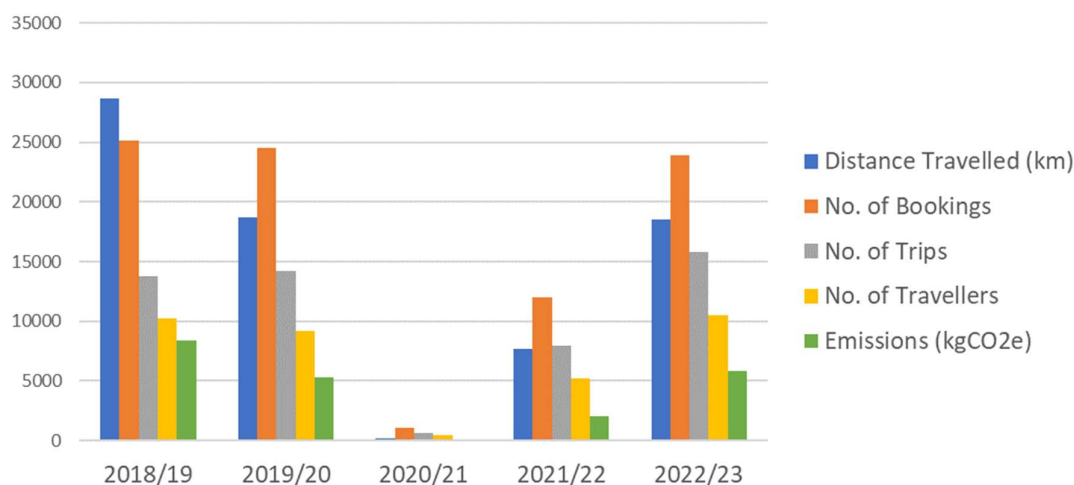


Figure 5: Change in business travel behaviour

Figure 5 shows the various travel metrics per year i.e. distance travelled, number of bookings, number of trips, number of travellers, and emissions. In 2022/23, the number of trips and the number of travellers increased by 15% and 3% respectively over the 2018/19 baseline. This year (2024/25) emissions from Business travel are likely to reach, or exceed, 2018/19 levels. Behaviour change messaging to create awareness of the impact of business travel decisions have been published, and a review of associated policies is underway, to address this trend and inform the targets to be set in section 2.1.

2.0 Travel Plan 2022-2030

During the 2022-2030 review period the Travel Plan will consider factors beyond the travel hierarchy which are relevant to the operation of a successful, forward-looking University. The performance of the Travel Plan will therefore be assessed against the following three key themes. These themes are referenced alongside each objective in Appendix 2.

1. Environmental Impact
Reduce emissions from commuter journeys Reduce emissions from University-owned vehicles Reduce emissions from business travel Contribute to air quality improvements within Southampton Support Southampton City Council's Green City Charter goal of a carbon neutral city by 2030
2. Space Impact
Reduce space dedicated to car park provision Increase efficiency of car parking utilisation (through lift sharing, for example) Reduce emissions per car parking space Reduce congestion on local roads Improve quality of public realm Increase capacity of cycling facilities Increase capacity of public transport options Increase coverage of public transport connections and interchange opportunities Support long-term flexible working
3. Wellness, Safety and Health Impact
Promote physical and mental health benefits of active travel Improve local air quality Assess health & safety impact of transport activities on campuses Assess health & Safety impact of business travel Assess health benefits of flexible working practices

The objectives set out in the Action Plan (Appendices 1-3) will be assessed and prioritised against these themes. This will allow us to:

- Clearly align objectives with the strategic University focus on environment, sustainability and carbon reduction, working towards the same targets.
- Utilise our Travel Plan effectively in planning for estate development and infrastructure projects.
- Increase the relevance of our Travel Plan for all staff and students, to deliver improvements to wellbeing and student experience.

2.1 Targets 2020-2030

Building upon the progress made between 2010-2020, our primary target for 2022-2030 is to maintain a trend of reduced car travel and increased use of sustainable transport options. Recognising that people travel by a variety of modes, this review period will focus on single occupancy journey reductions as a KPI. Surveys will continue to capture information on the relative use of other modes but our objectives will seek to develop flexible and accessible transport options that combine to provide a credible alternative to car use, supporting working from home and multi-modal journeys.

Baseline for staff single occupancy car use (2022)	Target 2025	Target 2030
43.3%	37.5%	35%

Baseline for student single occupancy car use (2019)	Target 2025	Target 2030
3%	2.5%	2%

In addition to commuting journeys, and in line with section 1.5, we have established a baseline for emissions from vehicles owned by the University, and business travel, so that we can establish policy and reduction targets that align with Goals 2 and 3 of the Sustainability Strategic Plan.

Baseline for University fleet vehicle carbon footprint (2023)	Target 2025	Target 2030
105 tonnes CO ₂ e	To be established	To be established
Percentage of EV vehicles in UoS Fleet: TBC		

Baseline for University business travel carbon footprint (2022/23)	Target 2025	Target 2030
5,814 tonnes CO ₂ e	To be established	To be established

These targets will be monitored using the techniques set out in section 2.2. The objectives set to reach our targets are summarised within the Travel Plan Action Plan (Appendices 1, 2 and 3) which will continue to be updated on an annual basis as part of the on-going monitoring of the Travel Plan.

2.2 Monitoring

We will continue to monitor travel-related activities to ensure that the reductions achieved against our targets are maintained. Table 5 identifies means of monitoring different modes of travel, and the exact monitoring will depend on the specific measure being reviewed (**Objective 1.1**). Staff and student travel surveys are the main way we assess our progress, and the next surveys will take place in May 2024 (**Objective 1.2**). Results will be assessed against our 2026 Travel Plan targets.

	Monitoring method
All modes	Staff and student travel surveys KPI's reported in Action Plan (Appendices 1-3)
Active Travel	Pedestrian and cycle count along key corridors Bikes sold through the Unicycle project Bikes repaired by Bike Dr Services Bike locks, lights and helmets sold by Unilink Office Number of applications for cycle to work scheme Demand for cycle parking facilities Demand for other walking, cycling and running facilities (showers, lockers etc) Utilisation of hire schemes (bike and e-scooter)
Bus	Review of bus patronage based on route Review of bus patronage based on smartcard and app transactions Feedback via email/social media Mystery shopper results Estimated emissions from staff & student commuting by bus Estimated emissions from staff/student bus/coach use for University business
Car	Number of parking permits issued Number of parking fines (PCNs) issued Use of electric vehicle charging facilities Feedback from local resident groups on residential parking Estimated emissions from staff & student commuting by car Estimated emissions from staff/student own vehicle use for University business
Other	Number of flight bookings, distance and emissions by type (domestic, short-haul, long haul & international) and class (economy/business/first) Rail bookings, distance, emissions by domestic/international (Business travel) Emissions estimate for staff & student commuting Membership of social media groups Percentage of staff working from home or working compressed weeks Carbon emissions from University owned vehicles

Table 4: Summary of monitoring methods

The University has attained the international standard ISO14001 for implementation of its Environmental Monitoring System (EMS). All activities with an environmental impact are considered within the EMS, including transport, and the Travel Plan is recorded as a key EMS document. There is therefore a degree of cross-over regarding Travel Plan and EMS objectives, targets and reporting.

The staff travel survey is used to collect data on commuter carbon emissions (Scope 3 emissions, **Objective 1.3**). This data contributes to the University Sustainability Strategy. Comparison of 2017 and 2019 staff travel data suggests that Scope 3 emissions from staff commuting decreased by 13.3% during this period, based on comparable DEFRA conversion factors (**Objective 1.3.1**), primarily as a result of increased cycle journeys, decreased car use, and shorter average journey distances.

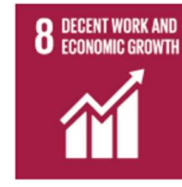
Travel Plan targets link to the strategic objectives of the University, contributing towards sustainability and carbon reduction targets, our progress towards the City Council Green City Charter goal of carbon neutrality by 2030, and our performance against the following UN Sustainable Development Goals (SDG'S):



- Promote positive physical and mental health by supporting active lifestyles
- Reduce emissions associated with travel activities, improving air quality



- Provide inclusive access to education
- Support academic research on sustainability and travel/transport impact



- Provide sustainable access to education and employment
- Support sustainable development and growth at the University



- Provide of effective and sustainable transport options
- Phased reduction in dependence on fossil fuels



- Support increased urban mobility
- Support connected communities and improve accessibility options



- Reduce greenhouse gas emissions associated with travel activities
- Progress towards net carbon neutrality



- Contribute towards local, national and international discourse on travel/transport impact
- Share data and best practice

2.3 Delivering the Travel Plan

Implementing the Travel Plan takes time, effort and financial resources. Senior management commitment is essential to demonstrate the necessary leadership and resources to deliver the Action Plan objectives (Appendices 1, 2 and 3). The University recognises that the Travel Plan will never be 'completed' but will evolve over time.

2.4 Senior Management Commitment

The Travel Plan has been endorsed by the Vice Chancellor and senior managers. It is an active component of the University Sustainability Strategy and EMS. Senior management at the University will review progress of the Travel Plan to ensure that sufficient funds are allocated, actions are delivered to time and budget, and recommendations are made for its revision.

2.5 Funding

Travel Plan objectives are primarily funded via a transport budget which includes income generated by staff car parking permits. Other sources of funding include income generated by Unilink bus travel, parking penalty charge notices, grant funding secured via external partnerships (My Journey Workplace Travel Grant, for example) and central University project funding. The University is committed to providing sufficient funding to deliver the objectives of the Travel Plan, and we actively seek funding from other parties to support Travel Plan targets.

2.6 Strategic Approach

Transport is managed centrally, providing a coordinated and consistent approach to deliver Travel Plan objectives. In addition, transport is directly linked to both the development of the estate and environmental management. The Action Plan identifies objectives delivered between 2010 and 2020, ongoing objectives, and objectives to be delivered between 2022 and 2030.

The Travel Plan is a 'living' document and will be updated following each staff and student travel survey (**Objective 9.1**). The Action Plan will continue to be updated on an annual basis and shared with SCC. We will seek opportunities to increase overall awareness of the Travel Plan, and the objectives set out in the Action Plan (**Objective 9.1.1**).

Future development of the estate will be supported by this overarching Travel Plan (**Objective 9.2**). The transport impact from current development projects is assessed in the context of this document, so that the cumulative impact on travel demand is understood and strategically addressed. Active projects include:

- Jubilee Sports extension (impact: removal of 130 parking spaces, provision of additional cycle and micromobility services, access to U1 bus route)
- Faraday demolition (impact: removal of 38 parking spaces)
- NEQ development (impact: removal of 431 parking spaces, provision of pedestrian, cycling and bus facilities)

As the University grows, we recognise the need to assess specific transport needs at new sites. Travel surveys will therefore consider the specific requirements (and interconnectivity) of all UoS campuses, to review the effectiveness of measures to support sustainable travel. New sites will then be included within the scope of this Travel Plan to ensure they contribute towards our overall objectives, KPI's and targets (**Objective 9.2.1**).

2.7 Partnership Approach

Whilst many of the Action Plan targets are within the University's control, many will need to be driven by other parties. We have developed strong relationships with a wide range of local and national organisations that are in a position to support the delivery of our objectives and continue to work with these organisations to improve transport in and around Southampton and Winchester (**Objective 9.3**).

Southampton City Council offers various grants to deliver sustainable transport improvements within the city. The University works with the Council on funding bid processes wherever appropriate, and with Council officers and other stakeholders to identify and deliver associated projects (**Objective 9.3.1**).

2.8 Stakeholders

We recognise that the University's transport activities have an impact on Southampton and Winchester businesses and local communities, and as a consequence there are many internal and external stakeholders who have an interest in this plan.

The main internal stakeholders are staff and students. Information about the plan will be shared with them through a variety of media (predominantly online resources including email, social media, the SUSSED portal and the transport website).

Our expertise in transport-related research, in particular the Transport Research Group, continue to be used to help deliver aspects of the plan. In addition, students are encouraged to tackle University transport-related projects that help identify opportunities for improving travel options and to monitor the plan's progress (**Objective 9.4**).

Our main external stakeholders are listed in Table 5:

Table 5: Travel Plan External Stakeholders

Local authorities	We work closely with Southampton City Council on transport matters and have developed a similar relationship with Hampshire County Council, Winchester City Council and Eastleigh Borough Council officers (Objective 9.5).
Local community	We liaise directly with local residents and resident groups. The University Communications Team publishes <i>Neighbourhood News</i> to inform local people about our work and activities.
Bus	We have close ties with bus operator Go South Coast and its parent company the Go Ahead Group. We are a member of the Bus Punctuality Group, chaired by the City Council, which meets on a quarterly basis to discuss issues affecting bus routes in and around Southampton. We actively promote use of the Breeze app in collaboration with SCC, for both journey planning and transport bookings.
Rail	We have developed good links with the major local train operator, South Western Railways, to look at ways to introduce additional rail/bus joint ticketing (Objective 9.6). We are stakeholder members of the Three Rivers Community Rail Partnership, who seek to improve local rail facilities and links to public transport. We actively promote use of the Breeze app in collaboration with SCC, for both journey planning and transport bookings.
Cycling	<p>Sustrans work closely with the University, with the National Cycle Network running close to or via the University estate in Southampton and Winchester. Further joint working has led to the Connect2 scheme being promoted by Sustrans, the University and SCC, and subsidised cycle storage being installed at the Highfield Campus and NOCS.</p> <p>We regularly work with the city council and Sustrans on a range of active travel events and challenges. We also work with Cycling UK and have been awarded event funding via their grant schemes.</p>
Micro-mobility	We are closely engaged with Voi, supporting the development of their hire offer in the city and seeking ways to promote the scheme to staff and students. We actively promote use of the Breeze app in collaboration with SCC, for both journey planning and transport bookings.
Other Universities	We are an active member of the Environmental Association of Universities and Colleges (EAUC), and work closely with a range of institutions across the UK on matters relevant to our Travel Plan and sustainability strategy.

2.9 Best Practice

The transport challenges at the UoS are not unique. Other HEIs throughout the UK are also addressing transport issues, and we regularly liaise with them to share best practice via the EAUC transport network (**Objective 9.8**).

UoS will continue to work closely with other local bodies, such as the Chamber of Commerce and SCC Workplace Travel Network, to share best practice locally (**Objective 9.9**).

3.0 Conclusions

This update of the Travel Plan demonstrates a continued commitment by UoS to proactively manage its transport impact. Of the 119 objectives currently summarised in the Action Plan (Appendix 1), we have assessed 42 as being complete, 12 as being undeliverable at present, and 65 as being an on-going element of the Travel Plan.

Staff travel was significantly impacted by the Covid-19 pandemic and continues to show sustained change, particularly with increased levels of home working and online meetings. There is evidence of an increase in car use by staff, which this Travel Plan seeks to address, but also reduced trips to campuses which supports the key themes that we aim to embed in our operations.

UoS have maintained a low level of car use by students since the Travel Plan was introduced. The most prominent areas of growth have been walking, cycling and public transport use, and we will continue to provide support and investment to make it as easy as possible for people to adopt these modes.

The shift in focus to consider environmental, space and health impacts of travel as well as business-related travel continues to align the Travel Plan with strategic sustainability priorities. Our 2026 and 2030 targets support wider environment and sustainability objectives and align with the strategic direction of the University, and the city, with regards to sustainability and environmental impact.

We will continue to work towards the 2026 targets established within this review of the Travel Plan.