Manchester Metropolitan University

Sustainable Travel Plan

2023–2030

Contents

"Our urban location means we enjoy excellent public transport links and are easily accessible by foot and bike."

Rising to the net zero challenge: tackling travel

Manchester Metropolitan University is one of the UK's largest campus-based universities, located in the heart of a thriving city centre.

With over 39,000 students and 4,200 employees travelling to and from the University and living, working and socialising on campus and across the city, we cannot ignore our impact on our local communities and the environment. We must be a responsible part of this broader ecosystem.

We also acknowledge our position as a higher education provider, able to use our teaching and research to help tackle broader environmental and societal challenges.

Our **Leadership in Sustainability Strategy (2022-26)** recognises this. It builds on our significant progress to become one of the UK's leading sustainable universities, ranking top three in the People and Planet University League for 10 consecutive years[1].

The strategy defines our ambition to be a beacon of sustainable development practice through our education, research, campus, and partnerships. It also highlights our commitment to becoming a net zero carbon university before 2038, supporting Greater Manchester's and UK's ambitious targets.

To help achieve this, we must understand and address how we travel. Transport is the UK's largest carbon emitting sector, producing almost a quarter (24%) of all emissions in 20202. And transport journeys by our staff and students account for around one-quarter of the University's total carbon footprint[3].

Our urban location means we enjoy excellent public transport links and are easily accessible by foot or bike. Lots of staff and students already take advantage of this. But we can do more.

Our Sustainable Travel Plan (2023-2030) sets out the measures we will take to decarbonise our travel, encouraging even more staff and students out of their cars and helping reduce local congestion and air pollution.

[1] www.peopleandplanet.org/university-league

[2] Official Statistics **Transport and environment statistics 2022**

[3] Data source: carbon emissions related to travel and transport 2021/22

About our sustainable travel plan

Manchester Met has long-supported staff, students, and visitors to get to, from and around campus easily and in a sustainable way.

Accolades and initiatives include:

- Transport for Greater Manchester (TfGM) Sustainable Journeys Gold Accreditation Award (2019)
- introducing electric vehicle charging points across campus since 2014
- supporting 200+ staff in the past two years to buy bikes and equipment through our Cycle to Work Scheme
- 65% of vehicle fleet zero or low emission
- introducing a fleet of e-cargo bikes to undertake sustainable intersite journeys

Supporting Manchester Met to deliver its Leadership in Sustainability Strategy (2022-2026), our Sustainable Travel Plan (2023-2030) aims to consolidate our efforts to date, setting out a long-term strategic plan to reduce our carbon emissions from travel and supporting the University's journey to net zero carbon.

It focuses on how we will encourage students, employees, and visitors to make more journeys by walking, cycling or public transport. It also looks at how we can fully decarbonise our vehicle fleet.

For the first time, we have moved from an overarching target based on reducing the proportion of trips by car to one based on carbon reductions. This creates a direct link between travel and its impact on the environment.

The plan also considers how we will minimise the negative impacts of our travel activities, particularly our obligations under planning legislation to ensure campus developments are sustainable, safe, and accessible.

The travel plan summarises current travel habits and the issues and barriers faced by employees and students before outlining tangible targets to encourage mode change and reduce reliance on the car. It then sets out the measures and initiatives we are committed to delivering over the next five years to meet our ambitious sustainability targets.

The travel plan's priorities are focused on three core themes:

- Introducing measures to proactively support sustainable travel choices for day-to-day travel.
- Using internal policy and procedures to reduce travel (business or commuting).
- Acting on the concerns of employees and students and lobbying for improvements or support from key external stakeholders and partners to encourage more people to travel sustainably.

It is a dynamic plan and will be monitored and delivered with the support of key University departments, service providers and external partners, including Transport for Greater Manchester (TfGM) and the Oxford Road Corridor Sustainable Transport Group. This will ensure it stays relevant, reflecting changing needs, technologies, and transport infrastructure across the Greater Manchester City Region.

"For the first time, we have moved from an overarching target based on reducing the proportion of trips by car to one based on carbon reductions. This creates a direct link between travel and its impact on the environment."

Section 3

Getting to and around our campus

Urban benefits

The University's urban setting supports many opportunities for sustainable travel.

Employees, students, and visitors enjoy excellent public transport links to local, regional, and national destinations, a well-established cycle network and clear walking routes.

These travel options – combined with limited and controlled on-campus parking – mean that the University avoids many factors that typically encourage unsustainable travel choices.

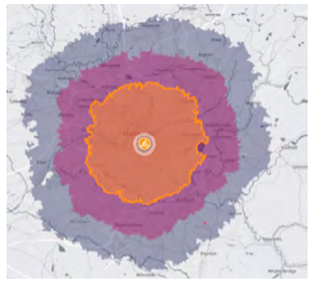
Walking map

Isochrone map, highlighting 15 minute, 30 and 45 minute walking distances from the campus.

- 30 minute walk
- 45 minute walk
- 60 minute walk

Cycling map

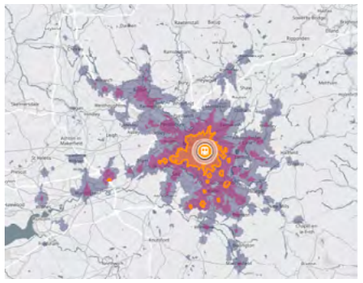
Isochrone map, highlighting 15 minute, 30 and 45 minute cycling distances from the campus.



- 30 minute cycle
- 45 minute cycle
- 60 minute cycle

Public transport map

Isochrone map, highlighting 15 minute, 30 and 45 minute distances using public transport from the campus.



- 30 minute journey
- 45 minute journey
- 60 minute journey

In addition, Manchester Met already delivers a range of initiatives to support and encourage sustainable travel, including secure cycle storage, maintenance stations and shower facilities. And employees benefit from a salary sacrifice 'Cycle to Work' scheme, discounted public transport tickets and can buy season tickets with the help of interest-free loans.

Journey origin

We recognise that travel choices are not only dictated by destination; it is also about where our employees and students come from and how that may limit their travel options.

Most of our employees and students live within Greater Manchester. They are close enough to walk, cycle or take advantage of a comprehensive and efficient public transport system – bus, train and tram. But we also need to consider the significant distances some travel to campus – as far afield as York and Nottingham – sometimes with limited public transport options.

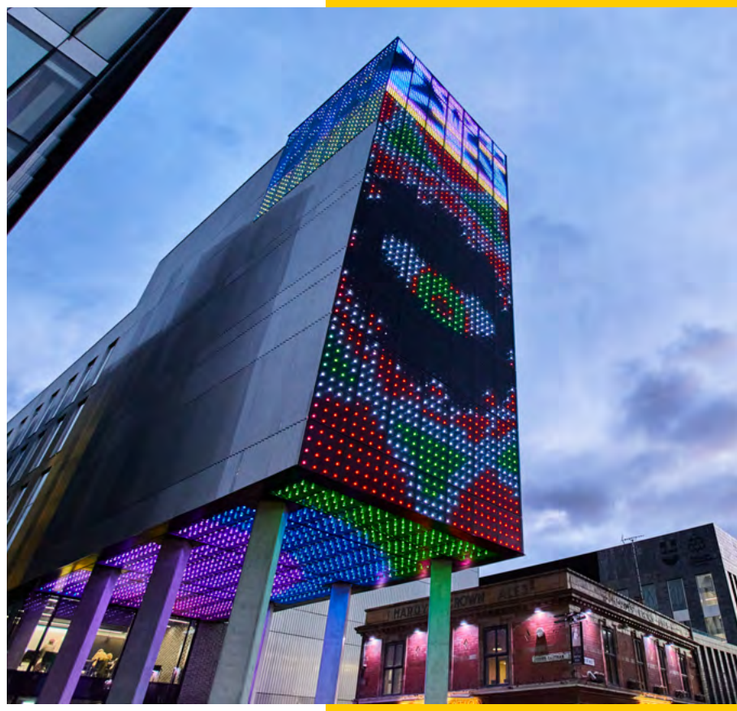
A campus for the future

An ambitious University Estates and Public Realm Masterplan Investment Programme has seen the construction and refurbishment of state-of-the-art buildings and facilities such as the School of Digital Arts (SODA) and Institute of Sport, with major developments such as the Science and Engineering building and development of public realm due for completion in 2023/24.

Our Estates Strategy (2023–2030) encompasses and builds on this work, setting out how the University will continue to invest in its estate to support its priorities of providing excellent education and delivering research with impact.

The strategy recognises the importance of attractive and welcoming public space. A phased programme of work aims to improve the safety and security of the campus, prioritising pedestrians, and cyclists, and controlling how vehicles access and move through the estate.

Putting a pedestrianised public realm at the heart of our city-centre campus supports broader regional plans to encourage and support active and sustainable travel and to reduce car traffic.



Section 4

How often we travel

"How often employees travel, and the modes of transport used has shifted significantly."

New ways of working

The impact of the COVID-19 pandemic on working practices and travel demands has been well documented.

A more flexible approach to when and where people work has become the norm, helping employees achieve a better work-life balance, and potentially widening an organisation's recruitment pool. As a result, how often workers travel, and the modes of transport they use has shifted significantly.

Pre-pandemic, most of Manchester Met's full-time employees commuted to campus five days a week. However, this has significantly reduced as the University has embedded hybrid working practices, allowing staff to combine in-office and remote working.

Manchester Met's employee travel survey (2023) revealed that the average number of working days on campus per week has decreased, from an assumed five days for full-time employees to 3.1 days per week[4].

In contrast, there has been little change in the frequency of students travelling to campus, according to the enrolment survey findings (2022). This is because in-person teaching activities have returned to pre-pandemic levels.

The pros and cons of fewer trips

Reducing travel frequency brings significant environmental benefits, such as improved local air quality and less congestion. It also reduces the broader carbon impact of travel (see section six).

4 Data source: employee travel survey (2023)

However, fewer journeys also create challenges, both internally and for organisations delivering transport services. These include:

- increased dependence on the car. The number of commuting trips may have decreased due to the pandemic, but evidence suggests that an increased proportion of journeys that do take place are by car. Potential reasons include:
- the cost of car travel. This is less likely to be perceived as a barrier if people are commuting less frequently.
- increased parking availability at employment sites, public car parks or on-street.
- changing personal circumstances. People relying on their cars for school pick-ups or other caring responsibilities reflecting a move to a greater work-life balance post-pandemic.
- reduced demand for public transport. Nationally, the public transport system – most acutely the bus sector – is experiencing a shift in how people are using services, making it challenging for operators to sustain services long-term. Reasons include:
    - unbalanced demand through week, with high demand mid-week and reduced demand on Mondays and Fridays.
    - fewer financial incentives for users. Commuters traveling only two or three times a week are less likely to benefit from period ticket discounts and even newly-offered flexi tickets may not meet their needs.

How we travel

"54.8% of employee commuting trips are already made by public transport"

Employee travel patterns

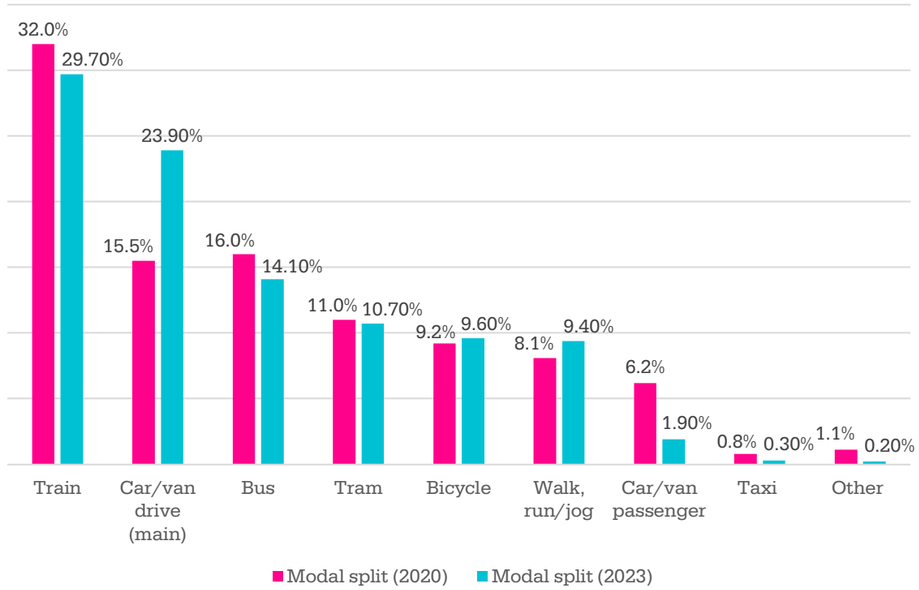
As highlighted in section four, hybrid working means employees commute to campus less often (full-time employees, on average, 3.1 days a week). This flexible approach to working is also impacting modes of travel.

We undertook an employee travel survey in 2023 to inform the development of this travel plan.

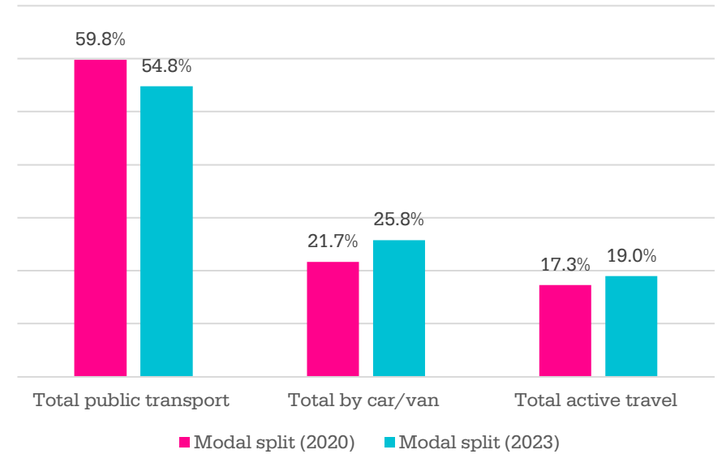
Almost 50% of Manchester Met employees (2,261) completed and returned it. The high response rate ensures the data is statistically reliable, giving us a real insight into travel habits and environmental impact. It helps guide our choices on what to deliver over the coming years.

The findings highlight today's travel patterns and behaviours and how they compare with 2020, ahead of the COVID-19 pandemic and before Manchester Met embedded hybrid working.

How our employees travel to campus



Main mode of travel comparison: employees



- More than half of employees (54.8%) still travel by train, bus or tram to get to work, but public transport use is down by 5%.
- More than one in four employees (25.8%) now travel by car to work – a 4.1% increase.
- Active travel amongst employees (through physically active means like walking or cycling) has increased by 1.7%.

Why the change?

- Car travel may be perceived as less costly if not commuting five days a week, parking availability may be better, and it can offer greater flexibility to support work-life balance.
- Public transport may no longer be considered 'best value', with season tickets most beneficial for full-time office workers.
- People may still be enjoying the health and lifestyle benefits of active travel habits formed during the pandemic when public transport use was discouraged.

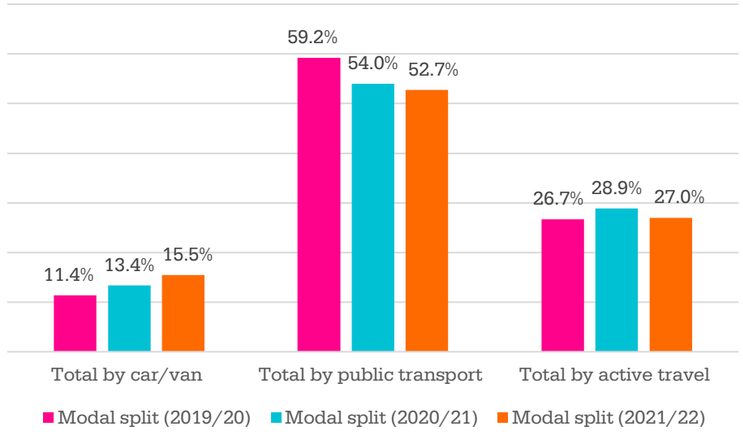
Student Travel Patterns

All new and returning students must give information about how they expect to commute to campus and travel between the University and their home addresses as part of an annual enrolment survey.

As the survey is mandatory for the University's students, the high response rate provides a robust data set to help us understand more about expected travel behaviours and patterns.

In May 2023 we also partnered with The Union (students' union) to delve deeper into why students travel as they do, and what would encourage them to travel more sustainably. We got valuable feedback from more than 900 students, building on our insight from the enrolment survey to help inform the measures in this travel plan.

Main mode of travel comparison: students



How our students travel to campus

In comparing enrolment survey figures from the 2021/22 academic year with 2020/21, we found:

- Nearly eight in ten students travel by public transport or by active means to campus, though public transport use has decreased slightly (by 1.3%).
- Just over one in six students (15.5%) travel to the University by car. This has increased by 2.1%. On a typical day, as many as 4,400 students travel to campus by car.
- More than one in four students (27%) travel to campus by active means, but this has fallen by 1.9%

Why the change?

The reasons behind any modal change for students can be complex and, unlike for employees, are not influenced by fewer commuting days.

- Car travel may seem more attractive due to the greater parking availability in the city due to widespread hybrid working across businesses and organisations.
- Train services have hit the headlines for unreliable services, frequent cancellations and rising ticket prices. Consequently, students may not trust them to get them where they need to go, and the cost of season tickets may be a barrier.

The headline findings from the survey with The Union provide helpful insight into understanding what would encourage students to shift to sustainable modes.

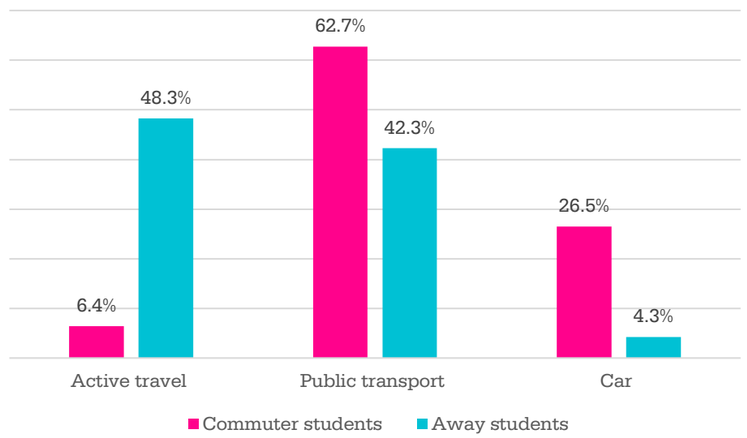
The top three factors that would encourage our students to travel by bike include:

1. cheaper bike purchase and renting options
2. more and safer bike storage
3. incentive schemes and rewards for cycling

The top three factors that would encourage our students to travel by public transport:

1. cheaper travel – discounted tickets for students
2. more frequents services
3. more reliable services

Main mode of travel comparison: Commuter vs away students



Commuter vs away students

More than half of Manchester Met students (52%) continue to live at home or another permanent address instead of choosing term-time student accommodation. These 'commuter' students consequently travel very differently to those 'away' students who live close to the University (5km or less).

- Public transport is the most popular mode for commuter students, used by more than six in 10 (62.7%). In comparison, active travel is most popular among away students, with more than four in 10 (48.3%) using these modes to get to campus.
- More than one in four commuter students travel to campus by car (26.5%), compared with just 4.3% of away students.

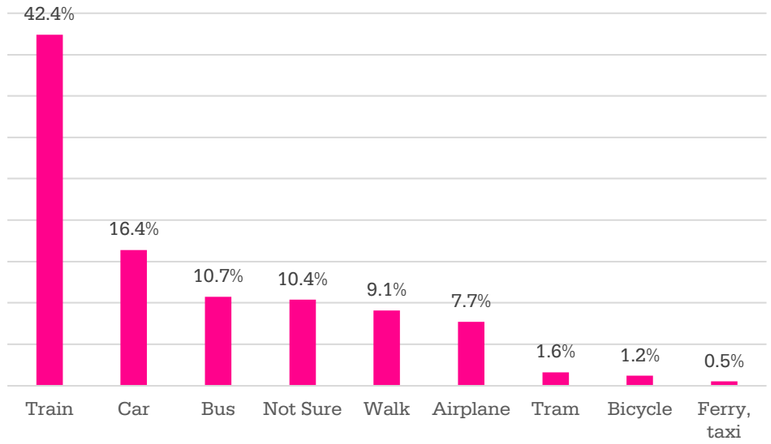
Student travel home

At the start and end of the academic year, there are mass movements of students travelling to the University and back to their home addresses, both within the UK and overseas.

We recognise that we have limited influence over how students travel between their term-time address and home address, particularly when moving in and out of university accommodation, often with many belongings. However, there are opportunities to influence and encourage sustainable travel choices when students travel home for holiday periods across the year.

Encouragingly, most students travel home by public transport (54.7%), with only 16.4% taking the car as a main driver or as a passenger.

How our students travel home



"84% of business travel carbon emissions are from air travel"

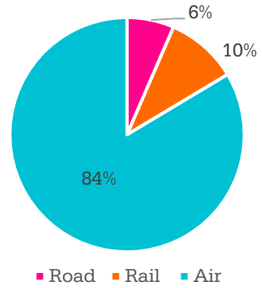
Our business travel

Around one in three employees (32%) travel for business purposes, according to the employee travel survey (2023). Most do so occasionally, travelling less than once per month. Only one in ten travel more than once per month.

- Trips within Manchester city centre are predominantly made by active modes, followed by train and tram.
- Beyond the city centre, active modes make up a much smaller proportion of business trips.
- Train and tram use increases as journey length increases (within the UK).
- International trips within Europe and beyond are dominated by air travel.

Carbon analysis using the spend-based method[5] reveals that business air travel accounted for 84% of the University's business travel-related carbon emissions, with 10% from rail and 6% from road.

Business travel carbon emissions



Operating our fleet

The University operates a small fleet of owned and leased vehicles which the estates and facilities departments use for maintenance, mail delivery, catering and other services.

As of February 2023, 65% of the 17 vehicles were fully electric or low emission, with the remainder fuelled by petrol or diesel.

While carbon emissions from our fleet make up a small proportion (<0.1%) of Manchester Met's total carbon emissions, they do contribute to local air pollution. That is why the University is set to reduce its fleet, aiming to make it fully electric where operationally possible.

5 GHG technical guidance for calculating scope 3 emissions (version 1.0)

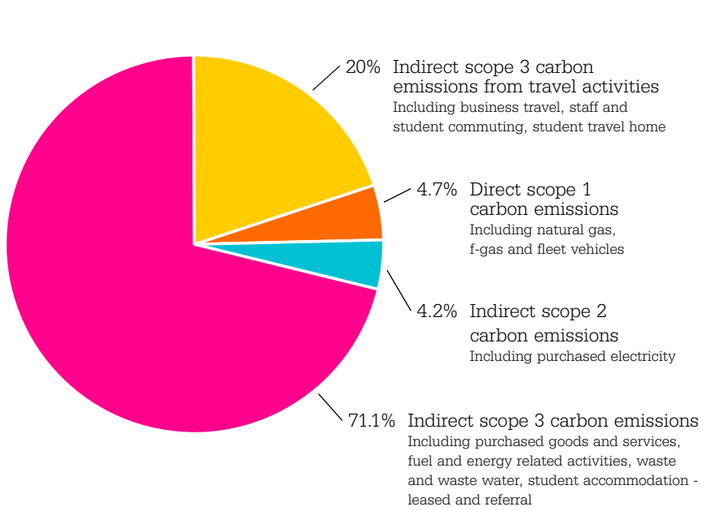
Our carbon impacts

"Travel accounts for nearly 20% of the University's total carbon emissions."

Manchester Met is committed to becoming a net zero carbon university before 2038, so assessing and understanding the carbon impacts of our travel is essential in planning our route to achieve it.

Using travel survey findings and other data sources, it is clear that travel is responsible for a significant proportion of the University's total carbon emissions, nearly 20%.

This equates to approximately 18,803 tonnes of CO_2e annually. Only our purchased goods and services contribute more (67.3%).



Manchester Met carbon emissions[6]

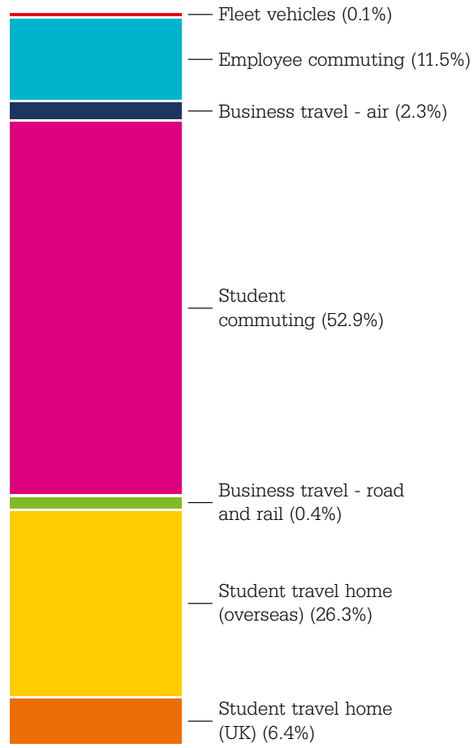
Emissions source	Scope	CO2e (Tns)	Proportion of total emissions
Fugitive emissions	1	13	< 0.1%
Natural gas	1	4,469	4.7%
Electricity emissions	2	3,998	4.2%
Purchased goods and services	3	63,501	67.3%
Fuel and Energy related activities	3	2175	2.3%
Waste and water	3	58	0.1%
Student accommodation (leased and referral)	3	1,275	1.4%
Fleet vehicles	1	17	< 0.1%
Business travel	3	511	0.5%
Employee commuting	3	2,171	2.3%
Student travel home (UK)	3	1199	1.3%
Student travel home (overseas)	3	4,952	5.3%
Student commuting	3	9,953	10.6%

Our carbon emissions from travel

More than half of travel-related emissions can be attributed to student commuting (52.9%) and more than a quarter to international student travel (26.3%). Other contributors are:

- day-to-day employee commuting (11.5%)
- student travel to permanent homes (domestic) (6.4%)
- business travel (2.7%)
- fleet vehicle movements (0.1%)

Our carbon assessment has been used to set carbon emission reduction targets, initially for commuting (day-to-day travel), as this is the most significant source of our travel-related emissions. However, we are considering how we can reduce emissions in all travel areas.



6 Data from the reporting year 2021/22, employee commuting data derived from the 2023 employee travel survey

Aims and targets

Sustainable Travel Plan: Overarching aims

Through this travel plan, we aim to minimise the impact of our journeys by encouraging the use of low-carbon and active modes of travel to help Manchester Met meet its objectives to:

- achieve net zero carbon before 2038
- comply with local and national government policy and planning on transport, particularly in maximising sustainable transport in new developments.
- contribute to better air quality, less congestion and improved health by enabling more active travel.

Re-framing targets

Historically, targets for organisational travel plan strategies have focused on reducing the proportion of single occupancy car journeys. However, with the COVID-19 pandemic influencing a move towards home-working and fewer commuting trips (nationally and within the university sector), it makes sense to re-frame them.

Consequently, this travel plan moves away from targets based around the proportion of trips by car, to a mixture of carbon reduction and action-based targets. They contribute to the University's aspirations to be net zero and create a direct link to the impact of travel on the environment.

"Minimising the impact of our journeys and encouraging the use of low-carbon and active modes of travel"

Targets

We have developed a series of objectives, targets and indicators to measure our progress towards implementing our travel plan

Objective	Target	Performance indicator	Baseline
Reduce and decarbonise our vehicle fleet	Reduce vehicle fleet by 30% by 2030	Size of fleet (count of owned and leased vehicles)	2022/23 – 17 vehicles
	All fleet vehicles to be fully electric by 2026 (where operationally possible)	Proportion of fleet vehicles that are zero tailpipe emissions	2022/23 – 59% (owned and leased vehicles)
Reduce and decarbonise business travel	Reduce total carbon emissions from business travel by 30% (to 358 tonnes annually) by 2030	Carbon emissions reduction	2021/22 – 511 tCO_2e
	Reduce carbon emissions from business travel per employee by 30% by 2030	Travel intensity	2021/22 – 113 $kgCO_2e$ / employee
	Develop and implement a business travel policy aligned to the sustainable travel hierarchy by 2024	Policy aspects implemented	N/A
	Reduce annual emissions from air travel by 35% by 2031/32	Carbon emissions (CO_2e) from air travel for business purposes	2022/23 – to be established
Decarbonise commuting	Ensure cycle parking provision meets demand for employees and students, providing at least 1,300 short and long-stay parking spaces across campus by 2026	Number of cycle parking spaces (count and percentage increase on baseline)	2022/23 – 958[1]
	Reduce car[2] commuting purposes to below 20% modal split for employees and 10% for students by 2030	Modal split	2021/22 – students: 15.5% 2022/23 – employees: 25.8%
	Reduce commuting carbon emissions per employee by 20% (383 $kgCO_2e$) by 2030	Carbon emissions per employee	2022/23 – 479 $kgCO_2e$ /employee
	Increase electric vehicle charging provision on campus car parks to 20% active charging spaces by 2030	Proportion of car park spaces that are active charging spaces	2022/23 – 4.7%[3]

1 Cycle parking audit undertaken in Jan 2023

2 Including Single Occupancy Vehicles (main driver) and car passengers

3 Based on a car park space count of 464 spaces (2023), and count of 22 publicly available electric vehicle charge points

How we will hit our targets

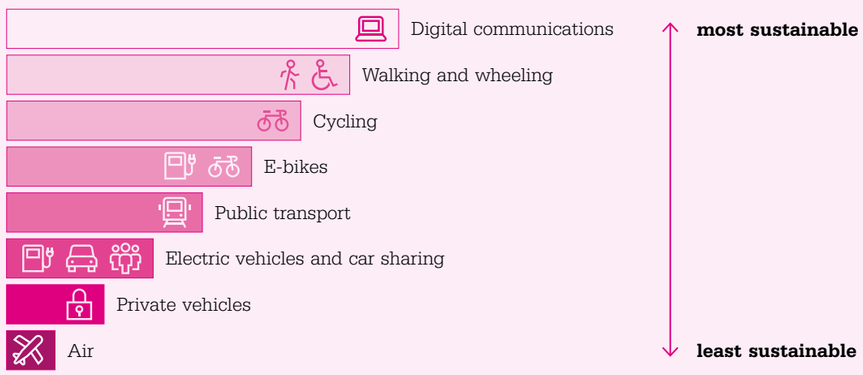
The travel hierarchy is fundamental in shaping the overall travel plan, and in encouraging staff and students to think differently about any journeys they make, and whether they need to make them in the first place. It highlights where there may be feasible travel alternatives, and, if it is necessary whether it can be done sustainably by walking, cycling or taking public transport.

Achieving our ambitious targets will require the University's continued investment and support, building on already strong foundations. Manchester Met is committed to delivering interventions across three priority areas:

PA1 – Introducing measures to proactively support sustainable travel choices for day-to-day travel, including business trips and commuting journeys.

PA2 – Using internal policy and procedures to reduce travel (business or commuting).

PA3 – Acting on the concerns of employees and students and lobbying for improvements or support from key external stakeholders and partners to encourage more people to travel sustainably.



Measures: Active travel

Active travel is getting about in a way that makes you physically active. The Greater Manchester Combined Authority (GMCA) has a vision that everybody should be able to make it part of their everyday lives. It has committed to building a world-class walking, wheeling, and cycling network, embedding it into its 'Our Network' plan for a region-wide, integrated London-style transport system[7].

At Manchester Met, almost one in five employees (19%) and more than one in four students (27%) already commute by cycling, wheeling, and walking, supported by a range of accessible facilities such as storage facilities, showers and lockers.

As a key partner in the GMCA's active travel plan project, we aim to build on our existing initiatives, supporting current demand for active travel and its future uptake.

We will prioritise encouraging active travel for short inter-site and business or study-related journeys, recognising that active travel is not feasible for everyone in all circumstances.

7 Transport for Greater Manchester: Refreshing Greater Manchester's Active Travel Mission

Our measures to encourage and support active travel will include:

Area of Work	Measure	Actions	Priority Area
On-campus facilities and services	Provide on-campus cycle parking capacity that matches present demand, with a plan to increase capacity to meet future expected upward trends in bike journeys	Identify and install long and short-stay parking facilities	PA1
		Undertake periodical cycle parking audits to ensure quantity and quality of provision meet demand and customer expectations	PA1
	Improve the quality of cycle parking across the campus, considering safety, accessibility, and customer expectations and needs	Improve cycle shelter lighting	PA1
		Improve access and entry mechanisms, parking space requirements and general accessibility	PA1 and PA2
		Introduce cycle tool stations at key campus locations	PA1
	Improve facilities for showering and changing	Create more and improved spaces for drying	PA1
		Ensure shower, changing and locker storage in all University buildings	PA1
	Provide zero and low-carbon active business travel options for employees	Deliver an electric e-cargo bike fleet	PA1
		Promote cycle mileage allowance for business travel by bike	PA2
Awareness and benefits	Provide a benefits package that encourages cycling	Implement a Cycle to Work scheme that meets customer demands	PA2
		Continue discounting cycle accessories such as bike locks and lights	PA2
	Deliver communications and engagement initiatives that promote and encourage cycling and walking among employees and students	Introduce cycle training and maintenance skills	PA1
		Host cycle to work events	PA1
		Get involved in schemes and campaigns that help meet local and national aspirations and targets related to active travel	PA3
		Use internal communications channels to engage employees and students	PA2
Planning, Development and Accessibility	Ensure active travel measures are planned and implemented as part of the University's Estates and Public Realm Masterplan so that developments have:	secure, safe, and accessible long-stay and short-stay cycle parking	PA1
		changing, shower, and drying facilities as standard	PA1
	Develop a cycle masterplan to deliver strategically located safe, secure, and accessible spaces to park and lock bikes across campus (e.g., cycle hubs)		PA2

Measures: Public Transport

Manchester Met benefits from a city centre location with excellent public transport links. The travel survey (2023) and student enrolment survey (2021/22) indicate that more than half of employees (55%) and students (53%) already travel to the University by public transport.

With high-frequency bus and train services and an extensive network of tram services, public transport use is expected to remain popular in the long term. And its use remains critical in managing car parking demand especially when spaces are limited on-campus and locally.

We support the Greater Manchester Combined Authority's (GMCA) 'Our Network' plans for a truly integrated public transport system to make getting around the city region by public transport easy and affordable. As part of this, we will communicate our staff and students' needs to ensure they are reflected in broader transport planning and ticketing initiatives. This includes good value and flexible season tickets to reflect hybrid working and commutes across different public transport modes or operators.

Our measures to encourage and support public transport travel include:

Area of Work	Measure	Actions	Priority Area
Awareness and benefits	Support the GMCA's plans to make getting around the city region by public transport easy, accessible, and affordable	Enhance the employee interest-free loan scheme for public transport	PA2
		Explore additional and better public transport corporate discounts schemes for employees	PA2
		Investigate the feasibility of providing discounted and subsidised tickets for employees	PA2
		Work with operators, Transport for Greater Manchester (TfGM) and The Union to deliver an enhanced student ticket offering, particularly for commuting	PA3
	Deliver activities and communications that promote the use of public transport to employees and students, including:	employee welcome fair events: TfGM and Manchester Bee Network presence and information	PA1
		launching a 'try the tram' initiative aimed at car drivers and employees new to Manchester Met	PA1
		using internal communications channels to engage employees and students	PA1
Planning, development and accessibility	Seek to influence local and regional partners and transport operators in enhancing multi-modal, multi-operator tickets, and carnet ticket options to reflect a move away from full-time office working		PA3
	Investigate measures to increase visitor travel to the University by public transport, particularly for open and visit days, and graduations		PA1

Business travel

The employee travel survey (2023) revealed that almost one in three employees (32%) travel for business. Most do so occasionally, travelling less than once per month. Only one in ten employees travel more than once per month.

In total, business travel accounts for approximately 0.5% of the University's total carbon emissions, with air travel responsible for 84% of business travel emissions.

Developing policies, guidance and tools to inform and engage employees in making lower-carbon choices for business travel, and providing an environment that supports virtual collaboration, are key to travelling less and more sustainably when it is necessary.

In addition to the measures to increase active business travel, we also aim to promote lower carbon modes:

Area of Work	Measure	Actions	Priority Area
On-campus facilities and services	Understand demand and investigate the feasibility of zero (tailpipe) carbon emission transport options for employees, with a shift from owned cars to zero emissions hire car travel, including:	Establishing the supply of electric vehicles rental partners have for business travel hire	PA2
	Assessing existing facilities and infrastructure and developing a plan with key stakeholders to support and improve virtual working and conferencing		PA2
Awareness and Benefits	Deliver activities and communications that aim to reduce business travel and that promote zero and low-carbon travel as the first choice, where practical	Deliver effective internal communications related to the University's business travel policy, sustainable travel guidance and toolkits	PA1
	Implement a business travel policy, guidance, and toolkits to engage employees in the travel hierarchy and reduce the University's business travel carbon emissions, particularly related to air travel		PA2

Measures: Electric vehicles and emerging technologies

Manchester Met has long supported the transition to low and zero carbon transport. More than half (59%) of the University's fleet vehicles are fully electric, and 6% are low-carbon hybrid vehicles[8].

And while we would always encourage staff and students to use public transport and active means to travel to and from the University, we want to support workers who need to drive to do it as sustainably as possible, encouraging them to transition to zero tailpipe emissions vehicles through an electric car salary sacrifice scheme. We also need to ensure efficient and reliable supporting infrastructure is in place.

Meanwhile, micro-mobility is an emerging trend, especially e-bikes and e-scooters. And the University recognises the role they could play in encouraging people out of their cars and into active travel as technology advances.

While e-bike use is currently limited, with just 0.5% of employees using them to travel to work, they are growing in popularity. We need to consider the demands they put on existing and new infrastructure and how we could make provisions for this.

We are also mindful of the potential impact of e-scooters. While riding privately-owned scooters on roads or in public spaces is illegal, this may change.

8 Fleet vehicle audit (2023)

Measures to encourage a shift to zero emissions vehicles include:

Area of Work	Measure	Actions	Priority Area
On -campus facilities and services	Deliver a consolidation programme to remove unnecessary fleet vehicles and replace petrol and diesel vehicles with fully electric ones (subject to operational requirements)		PA1 and PA2
	Support the micro-mobility agenda including:	providing charging facilities for e-bikes	PA1
		ensuring the financial limit on the Cycle to Work Initiative supports the purchase of e-bikes	PA2
Awareness and benefits	Continue to support a transition to zero tailpipe emissions transport amongst employees through the University's benefits offering, including:	Continuing an electric car benefit (salary sacrifice) scheme	PA2
Planning, development and accessibility	Assess requirements and deliver an electric vehicle infrastructure and pricing strategy, ensuring charging infrastructure is adequate for present and future demand for on-campus electric vehicle charging	Assess existing and future demand and develop an EV charging strategy	PA2
		Assess EV provision to support any plans to convert University fleet vehicles to EV power	PA2
		Develop a user policy, including consideration of reasonable charges to use on-campus EV points	PA1 and PA2

Measures: car use

Manchester Met's city centre location is supported by an extensive public transport network which benefits those travelling within the region to work and study at the University. Encouragingly, this translates into relatively low car driving rates among employees (25.8%) and students (15.5%). However, they are on the increase post-pandemic and we must monitor this closely.

While driving rates are relatively low, carbon emissions from employee car commuting accounted for approximately 65% of the University's total employee commuting emissions in 2023, meaning that there is work to be done in this area to support the region's aim of creating a carbon neutral Greater Manchester by 2038.

In discouraging car use, we recognise there will always be some employees and students who need to drive, such as those with a disability or requiring specific access, with caring responsibilities, or where travelling by other means is not possible. The University's car parking is limited and reserved for those with the greatest need via a points-based application system.

A car parking management policy is integral in encouraging sustainable travel and ensuring we make the best use of car parking spaces, weighing up employee and visitor needs against the availability and cost of parking spaces.

Our measures to limit car use and resulting car emissions include:

Area of Work	Measure	Actions	Priority Area
On-campus facilities and services	Continue to manage on-campus car parks through ANPR control systems, utilising data, and reports to enhance demand-managed car parking		PA1
Awareness and benefits	Provide incentives for car drivers to try lower-carbon modes of travel for commuting, including:	introducing taster tickets for public transport including (e.g., 'try the tram' scheme)	PA1
		relaunching a car share initiative, ensuring adequate incentives for employees	PA1
Planning, development and accessibility	Undertake car parking space stock analysis and availability aligned with the University's Estates Masterplan programme		PA1 and PA2
	Any car parking policy revisions must ensure it is available to those who genuinely need it. The policy must support Manchester Met's commitment to be a net zero carbon university before 2038, and the city's plans for improved air quality, particularly concerning clean air zones.		PA 2

Section 9

Monitoring our progress

We will report our progress in implementing the measures to achieve our targets through our annual sustainability reporting and travel plan outcomes reporting.

We will continually track and monitor our progress through:

Monitoring Activity	Purpose	Frequency
Employee travel survey	Commuting modal split and carbon analysis Employee feedback Employee interest and awareness of sustainable travel initiatives and provisions	At least every three years
Student enrolment survey	Commuting and travel home modal splits and carbon analysis	Annually
Travel survey (new buildings)	Travel patterns of residents and employees during the building's first three months of use	As required by planning conditions for estates development projects
Business travel management system carbon extract reports	Carbon analysis of business travel by air	Annually
University expenditure reports	Carbon analysis of business travel by road and rail	Annually
Travel and transport audits (e.g., cycle and electric charging provisions, fleet vehicles and car park spaces and usage)	Progress towards increasing provision that encourages sustainable, low-carbon and active travel	Annually
Fleet vehicle fuel usage	Carbon analysis	Annually

Section 10

Resourcing the plan

The projects and initiatives outlined in the travel plan to decarbonise transport and encourage sustainable travel behaviours require financial support. Business cases will be developed for projects where the costs cannot be met through an annual budget.

The travel plan requires the support of key stakeholders and groups to ensure it can be successfully implemented. The Sustainability Team will lead and coordinate the plan's delivery, liaising with internal and external departments and colleagues, as appropriate.

The University Environment Strategy Group owns and approves the Sustainable Travel Plan and retains strategic oversight.

Manchester Metropolitan University

We are committed to ensuring that all of our materials are accessible. This brochure is available in a range of formats, such as large print, on request via marketing@mmu.ac.uk