



UNIVERSITY  
*of York*

# 2026-2030 TRAVEL PLAN



# INTRODUCTION

With over 5,000 staff and 20,000 students living, working and socialising on campus, we recognise the need to proactively manage our travel and transport impacts on our local community and the environment.

Encouraging and supporting sustainable travel options and dissuading unnecessary car travel will play a key role in the University's vision for a carbon neutral campus by 2030.

We first developed a Travel Plan in 2010 as a requirement of the planning process. This recognised that our impending expansion onto Campus East would increase demand for staff and student movements both to, and around, the University, York and the wider region.

Since then, we have invested heavily in initiatives that support our staff and students to choose sustainable travel options, whenever they are able. This latest iteration of the Travel Plan covers the period 2026 to 2030 and confirms our ongoing commitment, building on progress to date.

# CONTENTS

<b>CONTEXT</b>	<b>3</b>
<b>BENEFITS OF EFFECTIVE TRAVEL PLANNING</b>	<b>4</b>
<b>ACCESS TO CAMPUS</b>	<b>5</b>
<b>AIMS AND OBJECTIVES</b>	<b>9</b>
<b>TRAVEL PATTERNS AND TRENDS</b>	<b>10</b>
<b>TRAVEL PLAN MEASURES</b>	<b>16</b>
<b>TARGETS</b>	<b>21</b>
<b>FUTURE TARGETS</b>	<b>22</b>
<b>ROLES AND RESPONSIBILITIES</b>	<b>24</b>
<b>MONITORING AND REPORTING</b>	<b>25</b>

# CONTEXT

The COVID-19 pandemic brought about significant changes to commuting patterns, particularly amongst staff, with hybrid working now commonplace.

There has also been an extended 'recovery period' for public transport and car sharing, travel options that were discouraged during the pandemic. This has made for a challenging backdrop against which to effectively implement travel planning initiatives and achieve notable behaviour change.

Travel patterns have now settled into a 'new normal'; this latest iteration of our Travel Plan reflects up-to-date travel patterns and feedback from our staff and student community.



# BENEFITS OF EFFECTIVE TRAVEL PLANNING

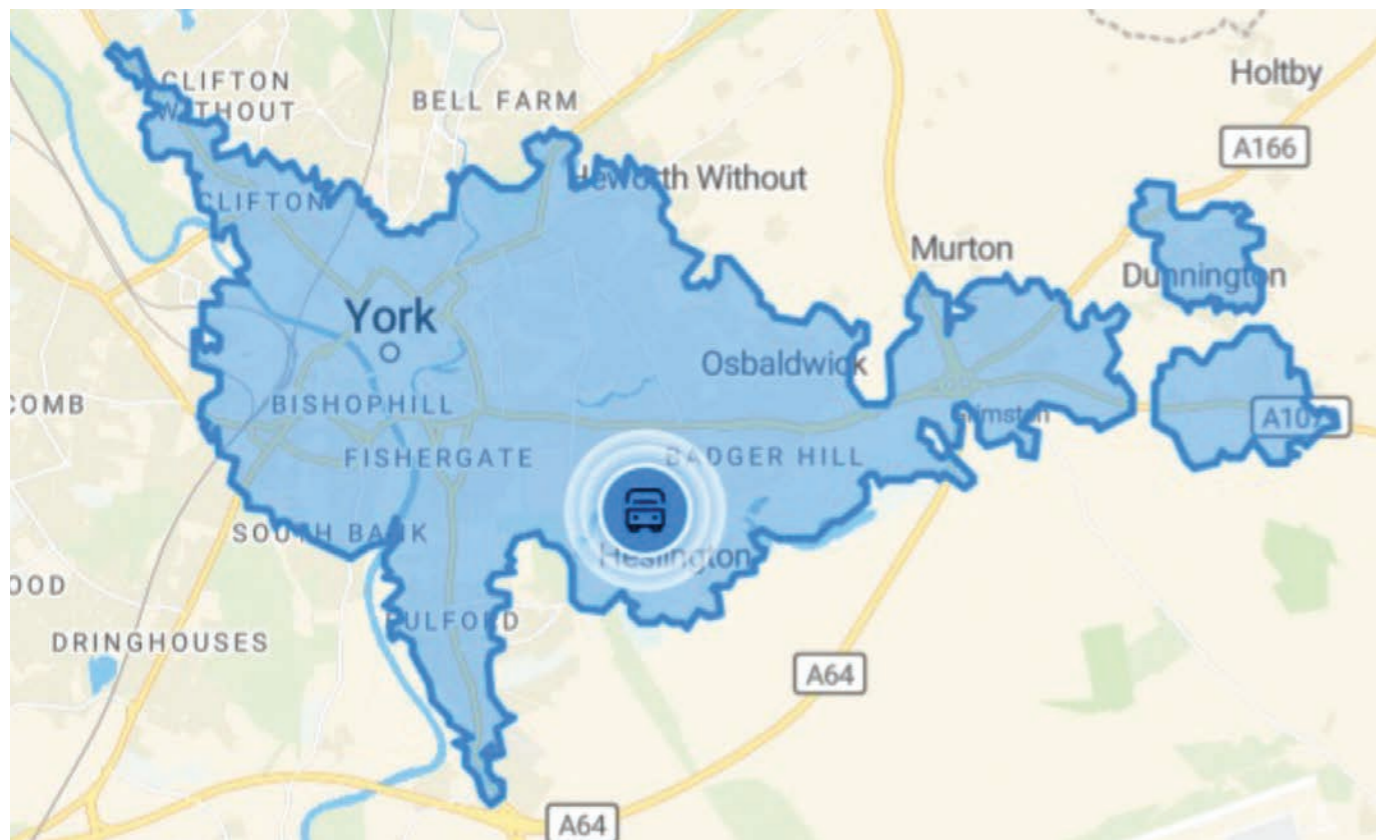
Encouraging and supporting the University community to travel more sustainably has wide ranging benefits:

- **Environment:** encouraging those that can do to switch to 'greener' travel options, and continued support for hybrid working, will help reduce Scope 3 emissions from transport, complementing the University's Net Zero goals.
- **Cost savings:** ensuring staff and students are well informed of offers and discounts available to them can help with recruitment and alleviate cost-of-living concerns.
- **Health and well-being:** active travel is great for physical and mental health; increasing walking and cycling reduces absenteeism and staff and student turnover.
- **Inclusivity:** improving sustainable travel infrastructure and services ensures that those without a car can access their place of work or study as easily as possible.
- **Accessibility:** delivering improvements to campus infrastructure can improve access for all, including those with disabilities or impaired mobility.
- **Community:** demonstrating a proactive approach to travel planning can serve to encourage positive relations with the Council and with those living or working in the local area.
- **Parking and congestion:** fewer people driving to the University means those with a need to park can do so more easily and routes around the campus are less busy.
- **Campus development:** minimising the transport impacts of existing university activities can support future development proposals.

# ACCESS TO CAMPUS

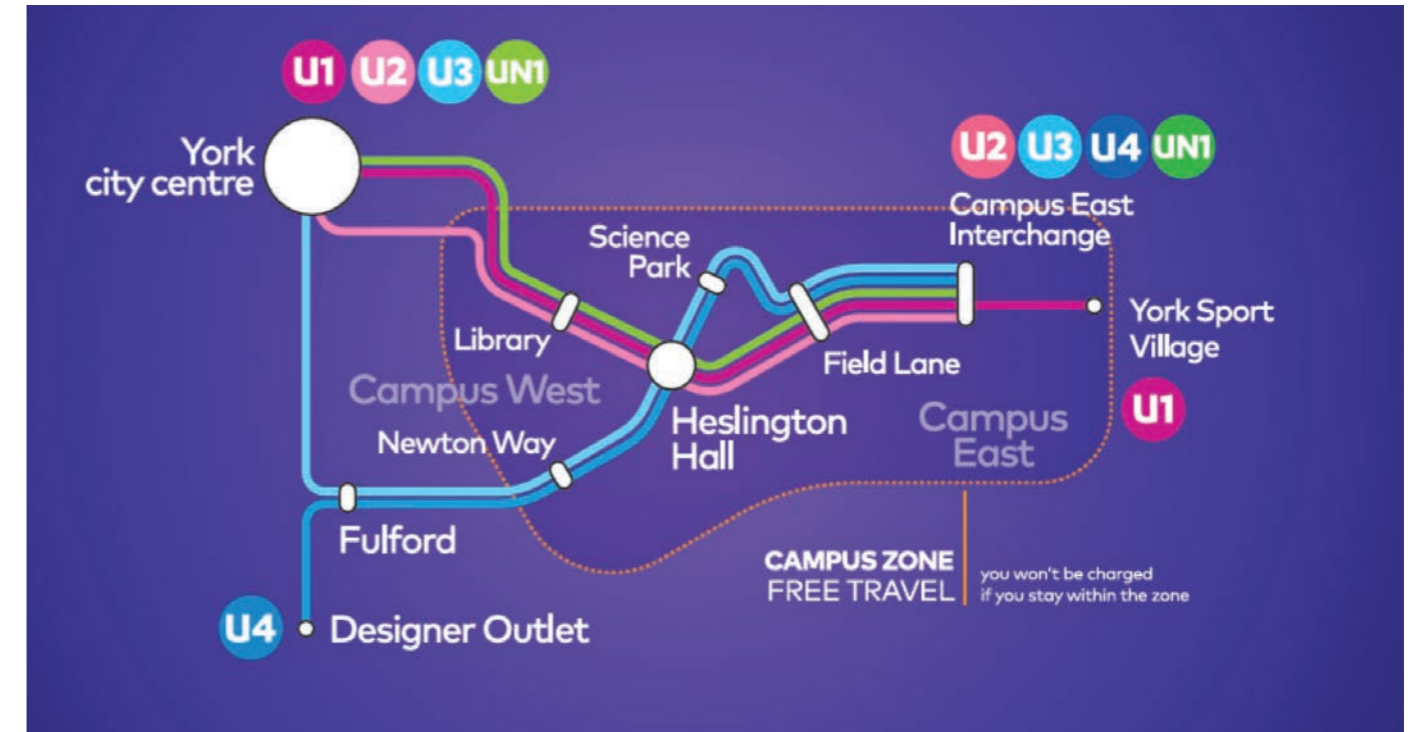
The University is served by an excellent range of bus services, offering fast and frequent links to the city centre, train station and the McArthur Glen designer outlet, as well as to residential areas of the city popular with students.

**FIGURE 1: 45-MINUTE BUS CATCHMENT FROM CAMPUS**



**Students and staff can take advantage of free bus travel between Campus East and West.**

**FIGURE 2: CAMPUS FREE TRAVEL ZONE**



Recognising an increasing student population living on/around Fulford Road, we have worked with First Bus to introduce new routes linking the Campus with this corridor and the Designer Outlet.

Provision for pedestrians and cyclists is also good; the city's extensive cycle network and favourable topography make active travel a viable alternative to driving for many.

Notwithstanding this, 42% of staff and 6% of students commute by car (2025), with some travelling considerable distances. For those whose only realistic option is to drive we need to ensure car parking is available, whilst for those who live locally, active travel (including walking, running, wheeling and cycling), and public transport need to be as accessible, convenient, safe and cost-effective as possible.



FIGURE 3: HOW STAFF COMMUTE

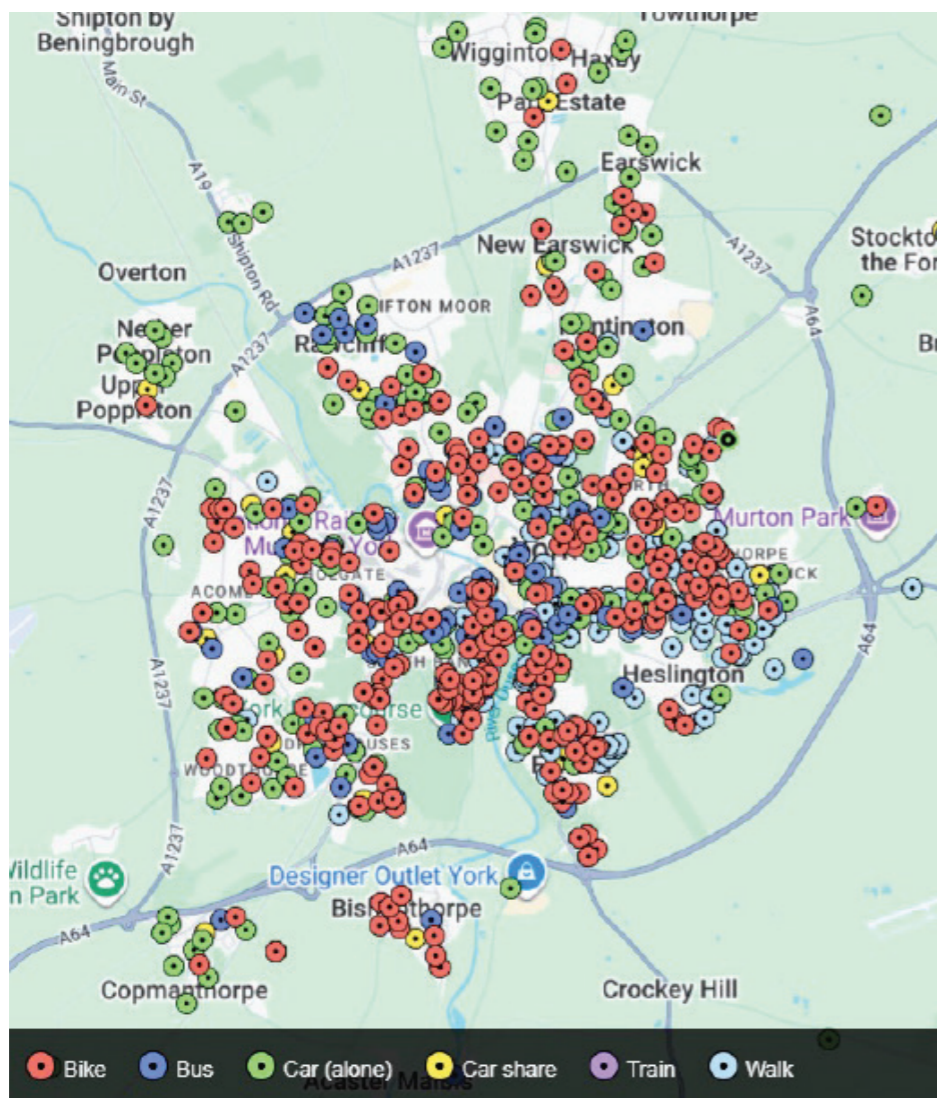
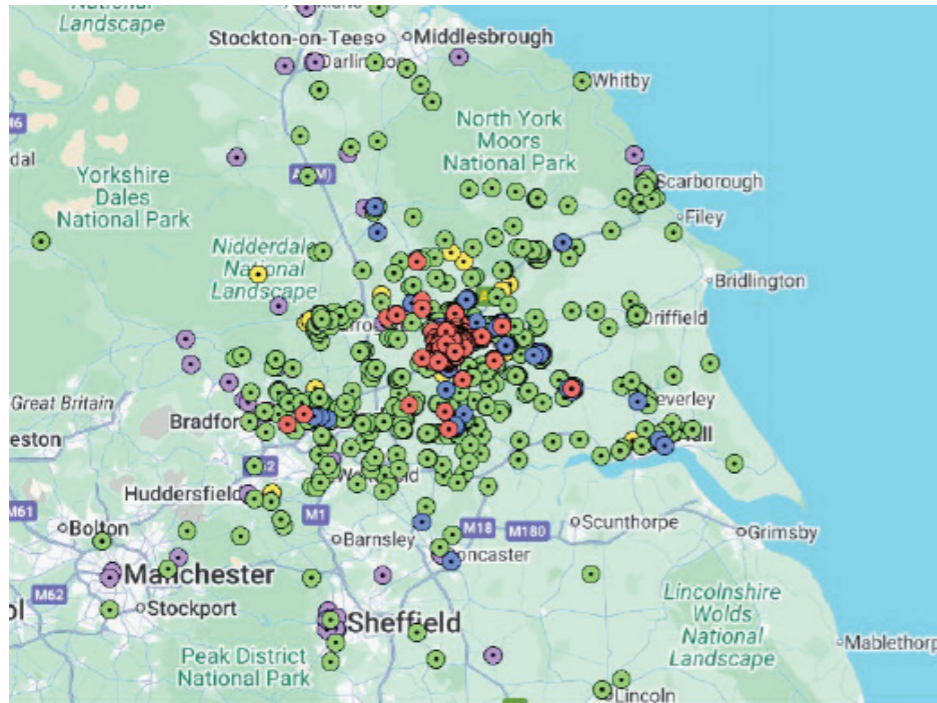
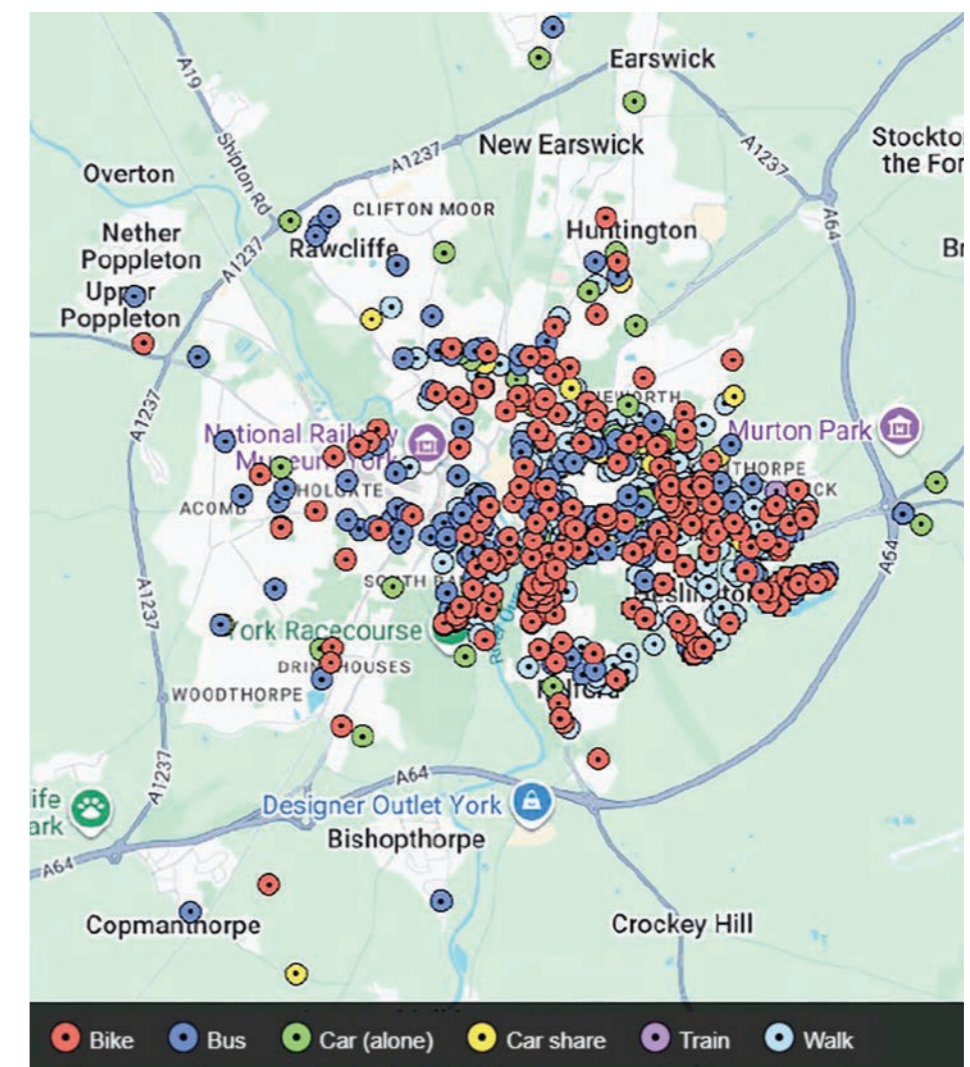
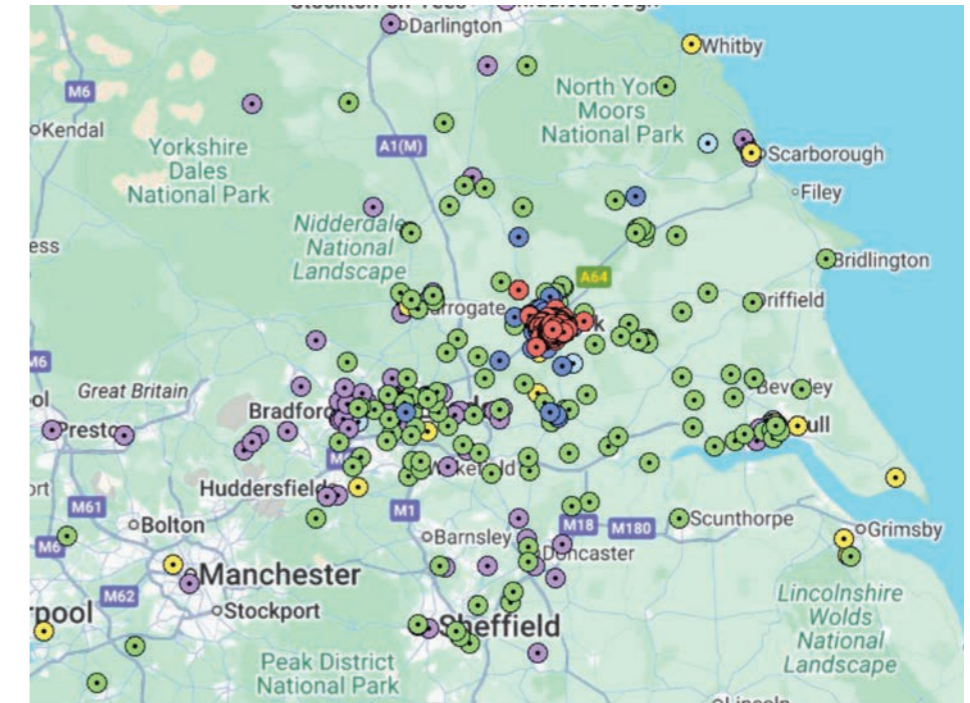


FIGURE 4: HOW STUDENTS COMMUTE



# AIMS AND OBJECTIVES

## OUR TRAVEL PLAN AIMS TO:

Reduce the impact of University-related travel on the environment and on the local community by encouraging staff, students and visitors to travel by sustainable transport modes, wherever possible. This will be facilitated through a combination of infrastructure, incentives and policy decisions, aligned with our broader Sustainability Plan.



## WE WILL ACHIEVE THIS BY:

1. Providing high-quality sustainable travel infrastructure on campus that is well integrated with external routes and supports those with limited mobility.
2. Working collaboratively with the City Council and others involved in the promotion of active travel to improve local walking, wheeling and cycle routes to and between the University campuses.
3. Working with transport operators, the Council, Combined Authority to ensure that the University continues to be served by high frequency, high quality bus services that best meet the needs of our students and staff.
4. Promoting sustainable travel modes, through targeted events and campaigns.
5. Encouraging and facilitating car sharing for those where public transport or active modes are not feasible options.
6. Ensuring that access to car parking is equitable, prioritising those with greatest need to park, whilst ensuring that this does not result in undue levels of overspill parking in local areas.
7. Engaging with prospective students and staff in advance of them starting at the University in order to influence travel habits before they become established.
8. Pursuing actions that minimise and offset the environmental impact of international travel, among both students and staff, in line with the University's wider Sustainability Plan.
9. Engaging the various University departments in the delivery of the Travel Plan, recognising the increased breadth of benefits the strategy can bring when delivered in a holistic manner.
10. Monitoring and reporting on the impact of our actions through annual staff and student travel surveys.

# TRAVEL PATTERNS AND TRENDS

As part of our Travel Plan, we undertake travel surveys with our staff and students each year; the surveys help us understand the outcomes of our travel planning activities to date and to inform future initiatives.

We typically achieve excellent engagement with these surveys, providing extremely useful qualitative feedback alongside statistical data, which allows year-on-year comparisons to be made.

[Read the detailed report on the findings of the latest survey \(March 2025\).](#)

## STAFF COMMUTING

**42%** In 2025, 42% of staff commuter trips were by car alone.

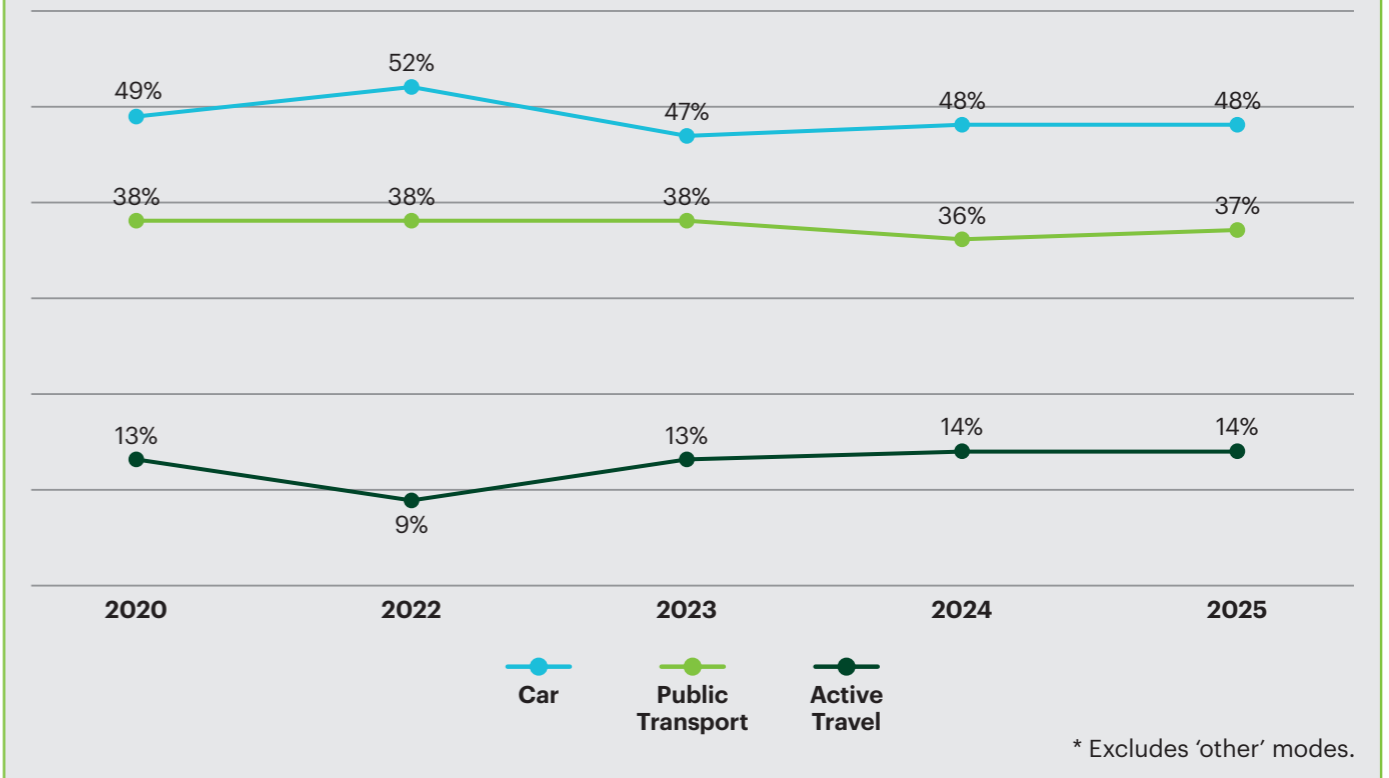
The mode of travel staff use to commute to campus, has remained relatively consistent since 2019/20, with minor fluctuations year-on-year. The 2022 survey indicated a notable post-pandemic peak in staff travelling by car alone; this resulted from reductions in car sharing and bus use (with these being actively discouraged at that time).

**FIGURE 5: TRENDS IN COMMUTING MODE SHARE (STAFF), 2020 TO 2025**

Mode	2020*	2022	2023	2024	2025
Car Alone	41%	47%	41%	41%	42%
Car Share	8%	5%	6%	7%	6%
Bus	9%	5%	8%	10%	8%
Train	4%	4%	5%	4%	5%
Walk	13%	16%	16%	15%	16%
Cycle	25%	22%	22%	21%	21%
Other	0%	1%	2%	1%	1%

\* Surveys undertaken prior to the onset of the pandemic in March 2020.

**FIGURE 6: TRENDS IN COMMUTING MODE SHARE (STAFF), 2020 TO 2025**



Amongst those that usually drive alone, 29% regularly use a 'greener' alternative. Encouraging these behaviours more often is a focus of the Travel Plan.

The frequency of staff travelling to Campus since 2019 has changed dramatically. The University supports staff in roles that are suited to hybrid working to split their time between working remotely and on-campus.



In 2025, 15% of staff that commute by car drive an electric vehicle or plug-in hybrid; 25% intend to switch to an electric vehicle within five years.



In 2025, only 26% of our staff work full-time on Campus, with 40% travelling two days a week or less.

This has had a positive impact on demand for car parking on Campus; prior to the pandemic, car parks were typically full, and often before 9am. In 2025, demand is around 90% of capacity, leaving nearly 100 spaces available on a typical day.



## STUDENT COMMUTING

In 2025, just over 6% of student commuter trips are made by car alone, with walking accounting for nearly two-thirds of these trips. This has fallen from 9% in 2019 and 6.6% in 2020. The most popular reasons for travelling by car are 'length of journey' followed by 'flexibility' and 'journey time reliability'. Some students drive due to a disability or health condition.

# 3%

In 2025, 3% of students that commute by car drive an electric vehicles or plug-in hybrid. A quarter suggested they would be looking to switch to an electric vehicle within the next five years.



## PRIORITIES AMONGST STAFF

Our staff tell us the key priorities for encouraging and supporting 'greener' commuting are as follows:



**For car sharing** – free parking permits for sharers and a car share app to find a journey match.



**For public transport** – better discounts on public transport, more direct and frequent bus services to the University and improved real-time information on campus.



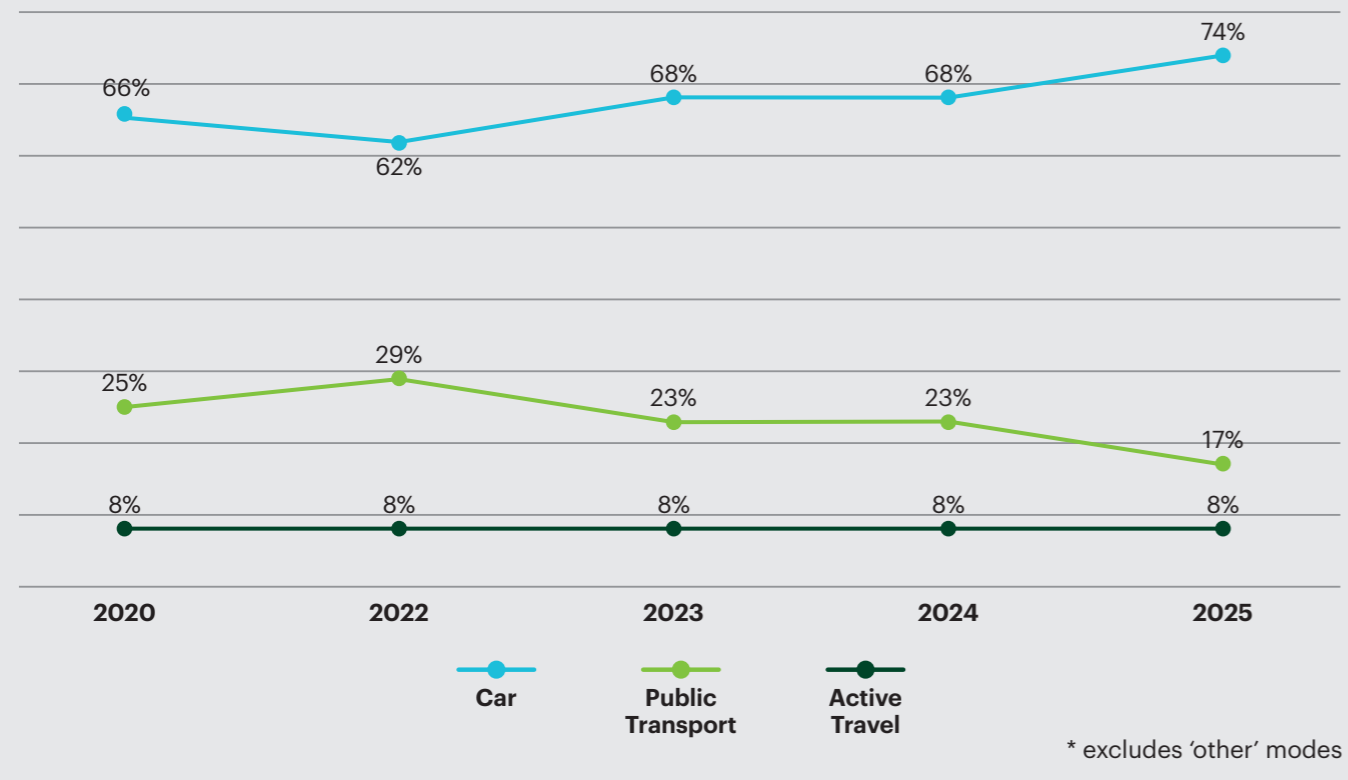
**For active modes** – Improving local routes (on and off-campus), improving bike security on campus and providing better shower and changing facilities.

**FIGURE 7: TRENDS IN COMMUTING MODE SHARE (STUDENTS), 2020 TO 2025**

Mode	2020*	2022	2023	2024	2025
Car Alone	6.6%	6.0%	5.8%	5.7%	6.1%
Car Share	1.7%	1.8%	2.2%	1.9%	1.8%
Bus	21.2%	22.9%	19.4%	17.9%	12.4%
Train	3.4%	5.6%	4.0%	5.5%	4.1%
Walk	53.0%	52.7%	56.2%	58.6%	64.6%
Cycle	13.3%	9.1%	11.3%	8.9%	9.4%
Other	0.8%	1.8%	1.1%	1.5%	1.6%

\* Surveys undertaken prior to the onset of the pandemic in March 2020.

**FIGURE 8: TRENDS IN COMMUTING MODE SHARE (STUDENTS), 2020 TO 2025**



Those living at home with parents are far more likely to commute to university by car alone than those in university residences or other student accommodation.

**Active modes and public transport account for 99% of commuting trips by those in university-managed accommodation. This compares with 51% of those living in a parental or family home.**

In recent years, the University has invested heavily in providing additional high-quality accommodation on campus to minimise its travel and transport impacts; as of the start of the 2025/26 academic year, there were some 6,935 bed spaces on campus. The majority of new accommodation is focused on Campus East, which means accessible links between campuses is critical.

## PRIORITIES AMONGST STUDENTS

Students suggest the key priorities for encouraging and supporting 'greener' commuting are:



**For car sharing** – free parking permits for sharers and a car share app to find a journey match.



**For public transport** – more direct and frequent bus services to the University and cheaper tickets.



**For active modes** – Discounts on new bikes and e-bikes, free bike servicing and better bike security on campus.



# TRAVEL PLAN MEASURES

## SUCCESSES TO DATE

Our long-standing Travel Plan programme delivers a range of initiatives to encourage and facilitate sustainable travel. It also includes events, marketing campaigns and communication activities that support them, including:

### ACTIVE TRAVEL

- ✓ Parking for over 5,000 bikes on campus, in a mix of access controlled stores and Sheffield-style stands **(ongoing)**.
- ✓ Multiple fix-it stands across campus to allow cyclists to make minor repairs **(ongoing)**.
- ✓ Regular Bike Dr. sessions on campus, offering free maintenance checks and advice to staff and students **(ongoing)**.
- ✓ Annual bike amnesty and recycled bike sales **(ongoing)**.
- ✓ A Cycle to Work salary sacrifice scheme for staff **(ongoing)**.
- ✓ Cycle pool scheme; staff and students can borrow a bike for up to 4 weeks to try out cycling **(ongoing)**.
- ✓ Annual 'Light Up, Be Seen' campaign, offering free lights, reflectors etc to staff and students **(ongoing)**.
- ✓ Discounted cycling accessories available to buy on campus **(ongoing)**.
- ✓ Active travel audit undertaken to inform priorities on Campus East **(Summer 2025)**.
- ✓ A cycle forum and slack channel for effective communication **(ongoing)**.

We run Bike Dr. sessions three times a month on campus, offering staff and students a free maintenance check for their bike.

### PUBLIC TRANSPORT

- ✓ Financial support for university bus services **(ongoing)**.
- ✓ Free inter-campus bus travel for staff, students and visitors **(ongoing)**.
- ✓ Interest-free season ticket loans for bus and rail **(ongoing)**.
- ✓ Discounted student First bus fares **(ongoing)**.
- ✓ Discounted University staff bus pass for First buses **(ongoing)**.
- ✓ Public Transport Information and Ticketing Guide prepared and regularly updated **(ongoing)**.
- ✓ Additional bus route linking the campus with the Fulford Road corridor and Designer Outlet **(launched September 2024)**.

Our staff and students can travel between campuses for free on our fast and frequent university bus network.

### CAR TRIPS

- ✓ Enterprise Car Club vehicle on campus for use by students and staff **(ongoing)**.
- ✓ Electric vehicle charging points for use by staff (10no. in Church Lane Building car park) **(from May 2021)**.
- ✓ Promote the benefits of car sharing **(ongoing)**.
- ✓ Live car parking capacity updates to avoid unnecessary vehicle mileage **(ongoing)**.
- ✓ Restrictions on student car parking permits. Only blue badge holders and those on a small number of courses are eligible **(ongoing)**.
- ✓ Annual campaign with new students around on-street parking **(each September)**.
- ✓ Financial commitment to the Residents Parking Scheme in Badger Hill (beyond planning obligations) **(agreed September 2025)**.

We work with our local community to minimise the impacts of staff and students driving to campus, including contributing financially to a nearby Residents Parking Scheme.

### AWARENESS / ENGAGEMENT

- ✓ Travel and Transport web pages provide comprehensive travel information, referencing iTravel York **(updated Summer 2025)**.
- ✓ Travel Plan steering group meetings **(ongoing)**.
- ✓ Bus engagement meetings with operators **(ongoing)**.
- ✓ Regular Good Neighbour meetings with the local community to discuss transport-related topics **(ongoing)**.
- ✓ Member of the York-wide travel plan group aimed at sharing best practice across York St John University, York District Hospital and the City Council **(since September 2025)**.
- ✓ Development of business travel policy, prioritising 'greener' modes **(updated 2025)**.
- ✓ Annual travel surveys aimed at capturing feedback on travel and transport across the University community **(ongoing)**.
- ✓ Interactive campus map developed to show bus stop and cycle parking locations **(ongoing)**.

### OTHER TRIPS

- ✓ Business travel policy updated to include hierarchy of travel options **(February 2025)**.
- ✓ 'TR2AIL' tool developed to help track and monitor emissions from travel **(development ongoing)**.
- ✓ Management of student arrivals at the start/end of the academic year to minimise traffic impact on the local highway network **(annually in September)**.
- ✓ Encourage students to minimise the number of trips they make to go home and when they do make trips, to do so as sustainably as possible **(ongoing)**.

## FUTURE ACTIONS

We will continue to deliver the initiatives above, supplementing them with additional activities:

Area	Planned Actions	Academic Year (Indicative)
<b>Active Travel</b>	Respond to increased use of e-Bikes, by improving security of cycle parking and providing integrated charging facilities. Develop policy on charging of batteries, to include mobility aids.	Throughout period of the Travel Plan.
	Play an active role in any new e-scooter/e-bike scheme introduced by the City Council, including providing hire locations across campus.	TBC, dependent on work by City of York Council.
	Undertake an Active Travel Audit of Campus West and identify priorities to enhance accessibility for walking, wheeling and cycling.	To be completed alongside Campus West Masterplan progress
	Review maximum value of the Cycle to Work Scheme to facilitate access to a wider range of bikes.	2026/27.
	Ensure that all development projects are designed to prioritise walking, wheeling and cycling over car users.	Throughout period of the Travel Plan.
	Support the Council's aspirations to improve Campus East-West active travel links.	TBC – dependent on work by City of York Council.
	<b>Public Transport</b>	Feed travel survey results into Council's bus network review to ensure opportunities to benefit from this are maximised.
	Work with operators to strengthen ticket offers available to staff and students.	2025/26.
	Review capacity of U1/U2 services at peak times (including start/end of term) and liaise with First to understand opportunities to increase service levels.	2025/26.
	Promote public transport to students for journeys to/from an out of term address, including discounts available.	2025/26.



Area	Planned Actions	Academic Year (Indicative)
<b>Car Trips</b>	Increase promotion of car sharing amongst staff, particularly, and consider supporting measures, e.g. a car share permit.	2025/26.
	Launch new car park management software to facilitate rationalisation of permits.	Throughout period of the travel plan.
	Provide additional electric vehicle charging points (and upgrade existing points), to include accessible bays.	2026/27.
	Investigate salary sacrifice for electric vehicles for staff.	2026/27.
	Review parking permit eligibility criteria for staff and students.	2027/28.
	Review parking charges in the context of public transport costs.	2028/29.
	<b>Engagement and Collaboration</b>	Consider rewards-based active travel scheme (e.g. Better Points) and explore opportunities to collaborate with others on this.
	Prepare a travel guide for those living in university accommodation to raise awareness of sustainable transport options.	2025/26 and ongoing.
	Work with the Council to promote and engage with iTravel York initiatives and events.	2025/26.
	Share travel survey data with other major employers in the city to see where benefit might be derived from collaboration.	2026/27.
	Pool procurement powers with other major employers in the city (such as York District Hospital), e.g. for electric vehicle charging.	2025/26.

These are not exhaustive; travel planning activities will be reviewed as part of the annual monitoring process and additional or alternative actions identified, where appropriate.



# TARGETS

## PROGRESS TOWARDS PREVIOUS TARGETS

The annual travel surveys are used to calculate our Scope 3 emissions from staff and student commuting. The figures take account of the number of days per week staff and students attend campus, mileage and mode of travel. For those who travel by car, the fuel type of the vehicle is also reflected.

In 2022, we set a target to reduce Scope 3 commuting emissions by 10% by March 2025 (equivalent to a 33% reduction against a pre-pandemic baseline of March 2020).

**FIGURE 10: PREVIOUS TARGETS TO REDUCE SCOPE 3 EMISSIONS FROM COMMUTING**

Year	Tonnes CO <sub>2</sub> e from Staff and Student Commuting	Percentage Reduction Against Baseline
Baseline – March 2020	7,618	-
Target - March 2022	5,635	26%
Target – March 2025	5,071	33%

We have surpassed our target and Scope 3 emissions from commuting have reduced by 38% overall between March 2020 and March 2025. This is primarily because of increases in hybrid working and the resultant reduction in vehicle mileage amongst staff. An increase in greener vehicle technology (for private vehicles and public transport) has also played a role.

**FIGURE 11: SCOPE 3 EMISSIONS COMPARISON, 2020 AND 2025**

Year	March 2020		Total	March 2025		Total
	Staff	Students		Staff	Students	
Total	4,639	2,979	7,618	2,485	2,241	4,726
Per head*	0.817	0.148	-	0.475	0.109	-

\* Based on 5,677 staff and 20,000 students in March 2020 and 5,321 staff and 20,559 students in March 2025.

**↓ 46%** Scope 3 emissions from staff commuting have reduced by 46% between 2020 and 2025.

# FUTURE TARGETS

We are committed to building on our success so far, recognising that new working practices brought about by the COVID-19 pandemic played a pivotal role in the scale of reduction achieved between 2020 and 2025, and that further carbon savings over the next five years are likely to be more modest.

The targets reflect:

- Staff hybrid working being maintained at levels similar to 2025.
- Projected trends in personal electric vehicle use over the next five years being realised.
- Modest shift towards more sustainable modes of travel because of measures taken by the University to support and incentivise these and dissuade car use.

**FIGURE 12: TARGETS TO REDUCE SCOPE 3 EMISSIONS FROM COMMUTING, 2025 TO 2030**

Year	Tonnes CO <sub>2</sub> e from Staff and Student Commuting	Percentage Reduction Against 2025
Actual – March 2025	4,726	-
Target – March 2027	4,350*	8%
Target – March 2030	3,780*	20%

\* Based on 2025 staff and student numbers.

In addition to the above, we will continue to report on the mode split of commuting trips, as an indicator of the impact of specific travel planning measures, given that a reduction in the proportion of trips made by car will have an important role in meeting the Scope 3 emissions targets.



# ROLES AND RESPONSIBILITIES

## TRAVEL PLAN COORDINATOR

Responsibility for day-to-day implementation falls to the Travel Plan Coordinator (TPC),

whose key responsibilities are as follows:

- Chairing regular meetings of the Travel Plan steering group and influencing the agenda for these meetings.
- Identifying the priorities for the University with regards to Travel Plan implementation in the context of the action plan.
- Managing the Travel Plan budget to best effect, in pursuit of the objectives and targets.
- Liaising with Marketing and Communications to prepare and distribute travel information and details of specific initiatives.
- Organising events and campaigns, in partnership with 3rd parties (e.g. the Council, bus operators, cycle groups).
- Leading on the University's car park management strategy and approach to EV charging; and.
- Coordinating the monitoring and review process, including annual staff and student surveys.

## TRAVEL PLAN STEERING GROUP

The TPC is supported by a Steering Group made up of representatives of various University departments, as well as the YorkSU (representing undergraduate and post-graduate students). The group meets regularly to discuss the progress of the Travel Plan.

# MONITORING AND REPORTING

## INTRODUCTION

Robust monitoring mechanisms help to ensure that the Travel Plan continually evolves to meet the changing travel demands of staff and students and reflects technological advances and wider initiatives being delivered by 3rd parties. It also ensures that funding is targeted where it is likely to be of biggest benefit, in the context of the objectives and targets of the strategy.

## MONITORING OUR IMPACT

### Travel Surveys

The most recent travel survey of staff and students has been used to inform this strategy. The surveys will continue to be undertaken annually to capture feedback on:

- Staff and student commuting patterns, including mode and frequency of travel to campus.
- Student travel at the start and end of term / year.
- Staff business travel.
- Existing travel plan measures and what the priorities for the Travel Plan should be.

### Other Monitoring Mechanisms

To complement the findings of the travel survey, the University will keep a record of the response to specific initiatives, such as the Cycle to Work Scheme, season ticket loans amongst staff, and participation in events and campaigns.

## REPORTING

We are required to submit an annual monitoring report to the Council, to include:

- An overview of the methodology and findings of the travel survey, including response rates, promotional activities, and headline figures.
- The measures introduced in the previous year and the impact of these.
- Progress towards the CO2 reduction targets and changes in mode share.
- An updated version of the action plan, reflecting any changes to measures or timeframes that are anticipated.



Prepared by TPS Transport Consultants Ltd.  
on behalf of the University of York.