University of Exeter

Sustainable Transport Strategy

2024-2030

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Contents

Introduction

The University of Exeter is one of the largest employers within Exeter and the South West of England. We recognise that travel to and from our sites has a significant impact on the surrounding area. This Sustainable Transport Strategy (STS) sets out how we will encourage students, staff and visitors to adopt more sustainable forms of transport, reducing carbon emissions and local environmental impacts.

With commuting accounting for approximately 6% of the University's carbon footprint in 2022/23, delivery of this Strategy plays a vital role in achieving our net zero target and our Strategy 2030 commitment to deliver meaningful action against the climate emergency and ecological crisis.

The Strategy aligns with Exeter City Council's, Devon County Council's and Cornwall Council's broader sustainable transport plans, establishing the University as a leader and innovator in the South West.

Context and related policies

United Nations' Sustainable Development Goals (SDGs)

This Strategy supports the delivery of the following SDGs:

9 INDUSTRY, INNOVATION AND INFRASTRUCTURE

11 SUSTAINABLE CITIES AND COMMUNITIES

12 RESPONSIBLE CONSUMPTION AND PRODUCTION

13 CLIMATE ACTION

17 PARTNERSHIPS FOR THE GOALS

University of Exeter strategies

Travel Plan and Policy

The University's previous Travel Plan 2016-2020, adopted in September 2016, aimed to excel in sustainable travel planning at a local, regional and sector level. A travel plan 2021-30 was drafted in 2021 but was never adopted due to Covid-19. This Sustainable Transport Strategy takes account of post-Covid travel patterns.

In September 2023, the new Travel Policy was adopted with the aim of ensuring that travel is undertaken in accordance with University values, and meeting wider University targets and objectives relating to sustainability, cost, compliance, equality, diversity and safety.

Progress against the sustainable transport targets contained in the University's Environmental and Climate Emergency Policy Statement is as follows:

Target (by 2025)	Summary of progress
Renew and promote flexible working policy.	In 2023, the new Flexible Working Policy was adopted with new hybrid working and remote working contracts.
Enable up to 60% off campus working.	According to the annual travel survey, off campus working is on average 40%. Today, 'off campus' working is on average 40% as captured in the annual travel survey.
Reduce non-essential business travel carbon footprint by 50% (stretch goal 75%), through adoption of low carbon travel alternatives and policy of 'essential travel only'.	In September 2023, the new Travel Policy was adopted, encouraging climate conscious travel and banning flights to destinations reachable by train domestically or served by Eurostar in Continental Europe – unless travelling by train would prevent attending an essential event or meeting due to EDI considerations.
Incentivise sustainable travel, e.g. low carbon/slow travel.	The University provides bike infrastructure (hoops, shelters, showers, wheeling ramps, cycle lanes) and seven e-bike sharing stations on Exeter campuses. It also offers a cycle to work scheme, free bike check events, free cycle confidence sessions, cycle mileage reimbursement for business travel, and an active travel section of the Liftshare app. Additional incentives include 1/3 off discount for staff bus tickets, subsidised UNI line service, a free minibus service from St David's Railway Station to the Streatham and St Luke's campuses and a car sharing platform with a journey validation app to access free car share parking permit.

Target (by 2025)	Summary of progress
Improve and incentivise active travel, e.g. improve pedestrian access points, more sheltered and secure cycle storage, preferential parking off campus, preferential routes for walking/cycling, preferential rates for parking of electric vehicle (EV) vehicles, and improved access catering for all abilities.	Stocker Rd has been pedestrianised and active travel routes have been created from Prince of Wales Rd. EV charging has been set at 20p/kWh. Tactile paving surfaces have been installed across campus. UNI line buses have been updated with low floors and easy access. More than 240 accessible parking spaces are available on campus.
Provide 50% parking as charging points for cars and bikes (vans, fleet, other EVs).	Currently 57 EV charging bays are available on Streatham campus, of which 30 are for staff and visitors. There are 10 EV charging bays on St Luke's Campus. The utilisation of these is less than 25%.

Staff and student travel survey

With a move to more hybrid working post Covid-19, the 2023 staff and student travel survey revealed that:

- Single occupancy cars are used by 31.4% of staff and 3.4% of students.

- Active travel (walking and cycling) represents the largest proportion of travel: staff 40.5%; students 91.4%. It needs to be supported with an improved network of cycle routes and footpaths on campus, with better connections to the city of Exeter and between the University's various sites. The need for network improvement and the lack of cycle facilities on campus (such as cycle hubs, showers and drying cabinets) is currently hindering growth in active travel.

- Relatively low usage of public transport (bus, minibus, train) – staff 17.3% and students 4.0% – points to the imbalance between current service provision and the demand for convenient, reliable transport. It also highlights the need for better integration in the transport network over a wider area and between providers. The survey highlighted willingness to increase usage based on improvement of these issues. The University currently subsidises the UNI bus, night bus and a free minibus service. Since Covid restrictions were lifted, UNI bus numbers have increased significantly by 370% (academic year 2020/21 – 2022/23).

- The University has supported financial investment to develop the bike sharing network on campus (currently under tender with Devon County Council (DCC)) and the new Liftshare car sharing platform.

Strategy 2030

Strategy 2030 states that "[w]e will use the power of our education and research to create a sustainable, healthy and socially just future" and aims at "delivering on the commitments in our carbon management plan, delivering net zero throughout our operations and driving change within and through our partnerships." These are all aspects that directly and indirectly influence and inform sustainable transport choices.

Other policies

Sustainable transport planning sits at the heart of all systems and processes that take place at the University and, as such, are interrelated with several other sustainability plans and policies, including:

- Sustainability Design Guide

- Sustainable Procurement Policy

- Equality, Diversity and Inclusivity Vision 2019-2025

- Travel Policy

The University of Exeter is a signatory to the Concordat for the Environmental Sustainability of Research and Innovation Practice, which aims to ensure that UK Research and Innovation not only contribute to understanding how our planet is changing, but to ensure that they are environmentally sustainable in design and practice.

Regional strategies

We recognise that sustainable transport planning will be most effective when we work together with regional partners. This Strategy has been developed taking into account regional transport strategies, such as:

- DCC – Exeter Transport Strategy 2020-2030 which focuses on improving travel choices, creating better places for people and taking advantage of technology opportunities to positively influence travel behaviour.

- DCC – **Exeter Local Cycling and Walking Infrastructure Plan (LCWIP)** identifies cycling and walking improvements required at a local level. The plan will allow DCC to seek funding and ensure improvements are incorporated into future development.

- Devon Climate Emergency – Devon Carbon Plan, which includes a **chapter on transport**, is the roadmap for how Devon will reach net-zero emissions by 2050. The Devon Climate Emergency Response Group (DCERG) is made up of 25 organisations, including councils, emergency services, businesses and voluntary organisations to provide the strategic response to the Devon Climate Emergency.

- Cornwall Council – **Local Transport Plan to 2030** which sets out a vision for a cleaner, greener Cornwall, with a transport system that connects people, communities, businesses and services, to enhance quality of life, while minimising the impact upon the environment.

- Exeter City Council (ECC) – **Sustainable Transport Supplementary Planning Document** is a guidance to applicants for planning permission, that may be required to satisfy planning policies and ensure that development results in sustainable travel outcomes.

- ECC – **Air Quality Action Plan** 2018-2024 focuses on reducing pollution levels in the city's Air Quality Management Area, which covers some of the busiest roads in Exeter where pollution levels exceed government standards.

Civic University Agreements establish how the University will work in partnership with other strategic institutions in the region to help find solutions for society's most pressing problems.

Scope

This Strategy covers:

- Commuting of staff.

- Local travel by students while they are living at their term-time address.

- Student travel to non term-time address, including international destinations.

- Travel by external visitors to events, conferences and recreational activities on campus.

- Business travel as covered by the University's **Travel Policy**.

- Travel between University campuses in Devon and Cornwall.

This Strategy covers staff and students on all our campuses, but delivery of commuting initiatives within Cornwall will primarily be via FXPlus, who are developing a campus-specific sustainable travel plan.

Out of scope

- Principles to improve the sustainability of field courses are being developed by the Field Course Task and Finish Group.

- The internal vehicle fleet management and supplier deliveries will be included in a future Sustainable Logistics Plan.

This Strategy will continue to evolve to take account of changing circumstances locally and regionally.

Vision

Transform University of Exeter campuses into sustainable travel hubs connecting both local and international transport networks. This transformation will facilitate growth while empowering staff, students and visitors to make sustainable transport choices, reducing transport emissions and improving the impact on our local community.

Goal

To support the movement of people and services whilst reducing the negative impact of travel on the local and global environment.

Principles

1. Open boundaries

The Exeter **Travel to Work Area (TTWA)** is identified in the Exeter Transport Strategy 2020 as the second largest in the country. An effective STS goes beyond city limits and regional boundaries and will envisage actions that transcend these limitations to improve accessibility over a wider catchment area.

2. Cooperation and cocreation

University staff and students represent a significant part of the community in terms of movement and workforce in Exeter. Effective transport planning, which crosses institutional boundaries, includes creating connections and working in partnership with other large employers and organisations who also contribute to levels of traffic in the area. We will collaborate with local, regional and international partners and transport service providers to create facilities and services that benefit both our campuses and the surrounding community.

3. Engage and involve

The success of this Strategy depends on the engagement and involvement of staff and students; they must be active participants in its cocreation. In order to encourage and support sustainable travel practices, the University will keep improving the ways in which it engages and communicates with its employees, students and visitors. Projects and innovations will be shared through various channels and technology will be employed to enhance the quality of information disseminated. Engaging activities and events will foster positive changes in sustainable travel behaviour.

4. Assess, define and implement

This Strategy is based on past and present transport data and analysis of infrastructure needs. Implementation will be based on resources available and stakeholder engagement to prioritise key interventions which deliver on key objectives.

5. Multimodality and integration

To reduce air and noise emissions generated by the use of single occupancy cars, it is necessary to promote multimodality by creating highly accessible, convenient, safe and fast connections for sustainable modes of transport. Integrating the use of these alternative systems will enhance the specific advantages in different usage scenarios.

Objectives

6. Setting SMART targets

We are setting specific, measurable, achievable, relevant and time-bound (SMART) targets to clearly track progress towards the Sustainable Transport Strategy. This approach ensures that all stakeholders can easily access and understand our objectives. This Strategy will adapt to changes and new opportunities in real time. It includes ongoing data collection and analysis to assess the impact of travel-related activities, identify challenges and implement continual improvement.
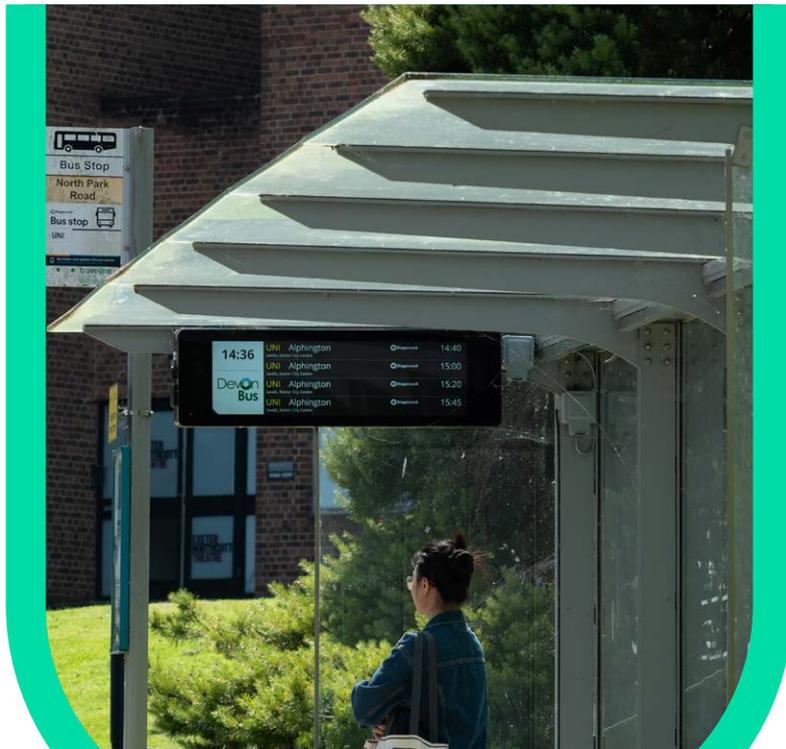
1. **Reduce** the local, national and global environmental impact of commuting emissions for staff and students to our campuses. Minimise the impacts on the local community of travel associated with the University, extending the area where staff and students can live and comfortably reach the University without increasing emissions, and protecting Exeter's environment and air quality.

2. **Develop** reliable and better value sustainable transport systems that empower staff, students and visitors to make sustainable travel choices to and from the University, and between its sites, reducing the use of single occupancy cars and facilitating access to commercial and recreational activities on campus.

3. **Promote** the use of technology to develop shared mobility and policies to support working practices that reduce parking demand on campus in order to improve campus liveability and staff and student wellbeing.

4. **Encourage** active travel by improving road safety for vulnerable road users (pedestrians and cyclists), extending pedestrianisation, reducing areas accessible to cars and allocating parking areas to other use.

5. **Create** a strategy linking to the surrounding area, with the University of Exeter acting as a catalyst for change and a model of innovation in the South West, and steering campus master planning to embed sustainable transport requirements in new estate development.

6. **Harness** the power of new technology and research to best allocate resources and most effectively move towards goals through collaboration and the cocreation of projects that engage and involve all stakeholders.
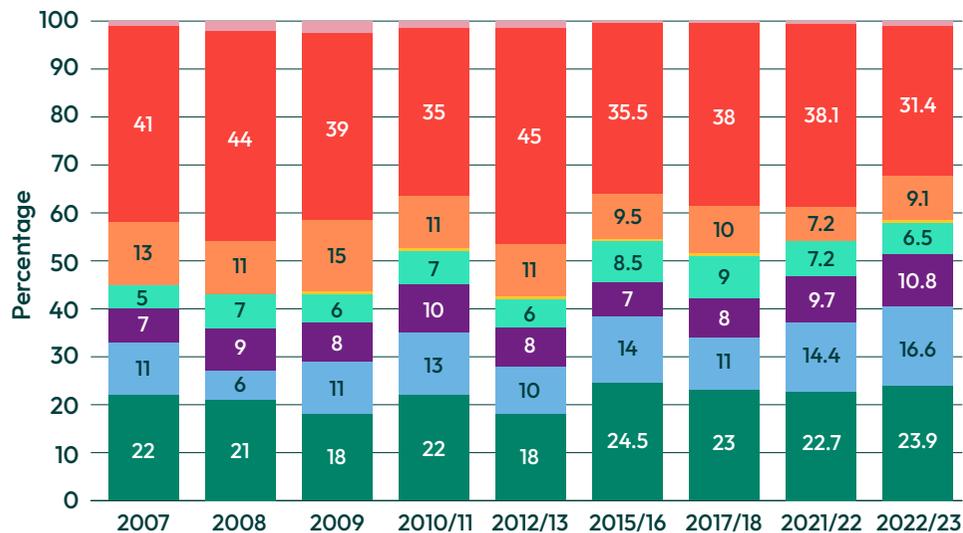
Baseline

Commuting modal shift

During the spring of 2023, staff and student travel surveys were published to update the travel data post Covid-19.

Thanks to an information campaign directly involving the University's various faculties, departments, student associations and communication structures, the surveys saw a significant increase in the number of responses (1,861 staff and 748 students compared to 329 and 213 in the previous surveys), both compared to previous years and to other University surveys. Staff and student travel surveys will be undertaken annually.

Key:

- Motorbike
- Car share
- Car alone
- Other
- On foot
- Bicycle
- Rail
- Bus

Figure 1: Staff travel modal split for commuting to Exeter campuses

Figure 2: Mode of transport utilised by students from term-time address to Exeter campuses
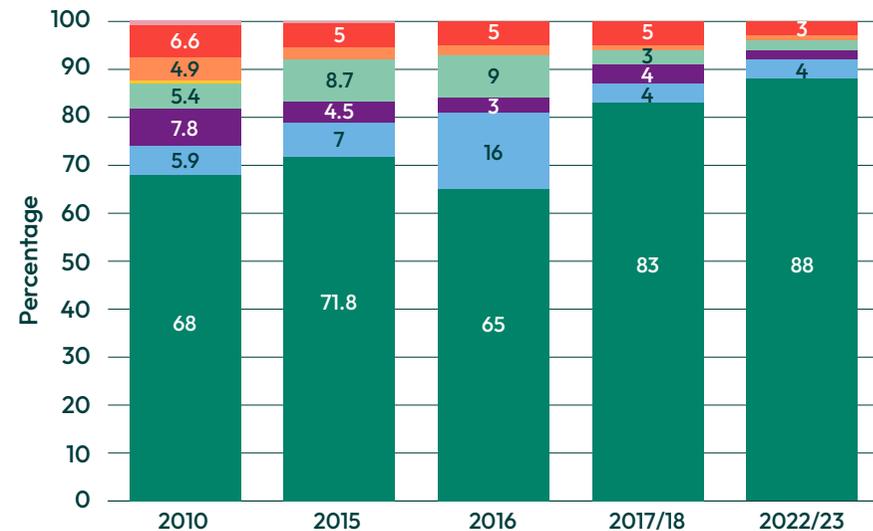
Note that figures 1 and 2 do not include Penryn data. The modal split for Penryn will be included in the FXPlus Travel Plan.

Greenhouse gas emissions

Scope 3 greenhouse gas (GHG) emissions related to staff and student commuting, reported for each academic year, are published in the Sustainability Report from 2019 onwards. From 2022/23, emissions related to student commuting to out of term-time accommodation are also reported.

From an analysis of this summary representation, some initial observations can be made:

1. The continued reduction in the use of single occupancy cars for staff is evident, which testifies to the interest in alternative means of transport both for environmental reasons but also because of the rising cost of living.

2. The increase in walking by students represents a concentration of term-time residences in areas close to the campuses, with a consequent risk to overcrowding and increased rental prices.

3. The continuous increase in student numbers and the growing demand for alternative transport systems away from private car use necessitates a radical change in transport management on Streatham Campus.

Detailed evaluation of the data provided by these surveys, including the willingness to change to alternative transportation systems, will inform proposed actions.

Figure 3: Staff daily GHG emissions for all UoE campuses

y-axis: tCO_2e Emissions (0 to 4000)

	2018/19	2022/23
Rail	127	292
(top segment)	9	9
Car	2,835	2,510
Bus	170	115

Figure 4: Student daily GHG emissions for all UoE campuses

y-axis: tCO_2e Emissions (0 to 4000)

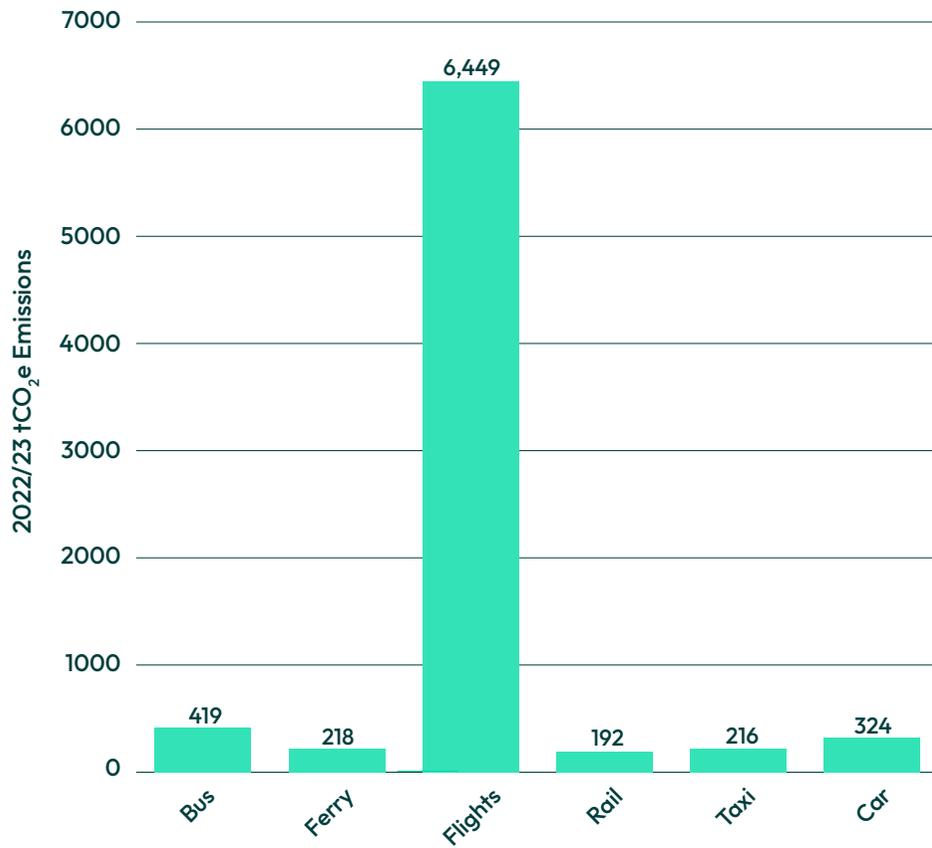|	2018/19	2022/23
Rail	161	256
(upper segment)		24
Car	900	2,142
Bus	161	299

Key:

- Motorbike
- Car
- Bus
- On foot
- Bicycle
- Rail

Business travel emissions are reported annually. In 2022/23, 87.5% were generated by flights, 4.3% by bus travel and 2.6% by car travel.

Figure 5: Business travel GHG emissions for all UoE campuses

The following graph shows emissions for the different travel types, including student travel to out of term-time accommodation. Emissions from working from home as an alternative to staff commuting were also estimated.

Figure 6: Travel emissions split by travel type, for all UoE campuses
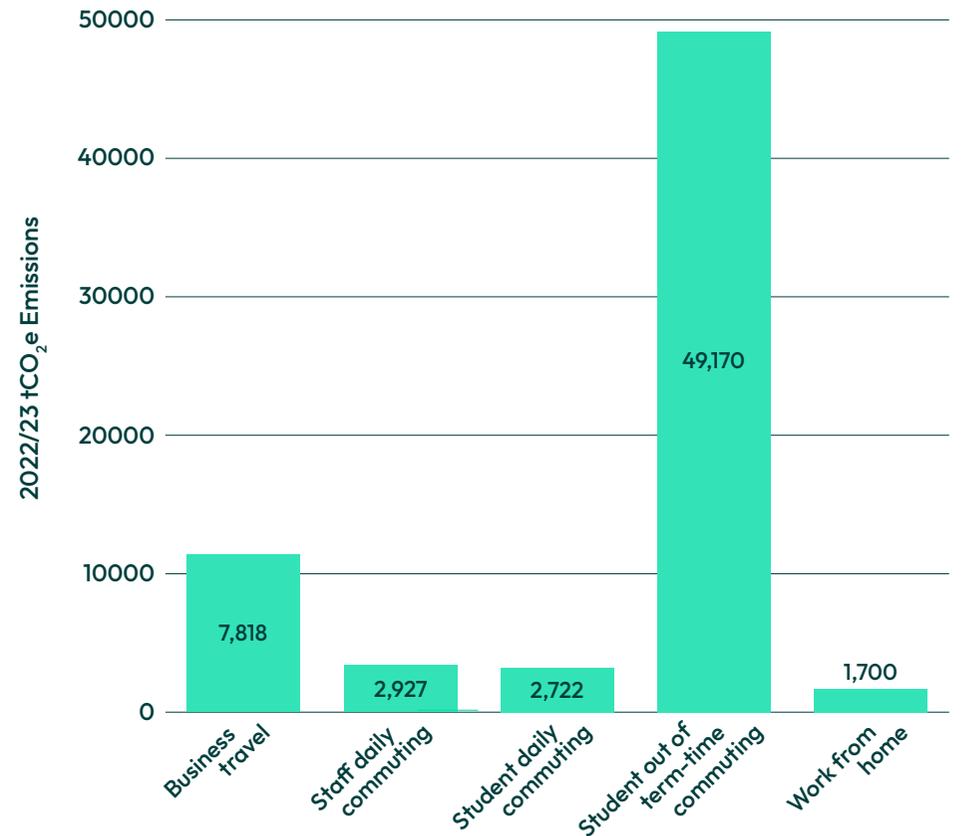
Targets and KPIs

Our overarching targets are:

Targets	Key performance indicators (KPIs)	2022/23 baseline	Reporting
Reduce staff single occupancy car use by **20%** by 2030 (target 25.1%).	Staff single occupancy car journey (%) for Exeter campuses.	31.4%	Annually within the Sustainability Report. Measured through the annual travel survey.
Reduce student single occupancy car use by **20%** by 2030 (target 2.4%).	Student single occupancy car journey (%) for Exeter campuses.	3%	Annually within the Sustainability Report. Measured through the annual travel survey.
Reduce annual commuting CO_2 emissions by **20%** by 2030.	Staff commuting annual CO_2 emissions (tCO_2e).	2,927 tCO_2e	Annually within the Sustainability Report.
	Student commuting annual CO_2 emissions (tCO_2e).	2,722 tCO_2e	Annually within the Sustainability Report.
Reduce business travel emissions by **5%** by 2030.	Business travel annual CO_2 emissions (tCO_2e).	7,818 tCO_2e	Annually within the Sustainability Report.

Additional KPIs that will be used to monitor the success of this Strategy are:

Objectives	Key performance indicators (KPIs)	Unit of measurement
Modal shift rebalancing	Staff commuting modal shift.	% Car alone % Car share % Bus % Train % Bicycle % On foot
	Students commuting modal shift.	% Car alone % Car share % Bus % Train % Bicycle % On foot
Reduction of emissions for commuting, with the aim of net zero in 2030.	Annual CO_2e emissions.	tCO_2e /staff/year. tCO_2e /student/year. tCO_2e /student/year – out of term-time accommodation.

Delivery and action plan

The Sustainability team will be responsible for the implementation of this Strategy, including facilitation of activities by other teams.

The Strategy will be communicated widely with internal and external stakeholders. Due to the complexity of the various processes that take place on the campus, stakeholder involvement will be continuously reviewed. A collaborative approach to development and improvement of this Strategy will encourage stakeholders to feel ownership, providing feedback and ideas, and to act as advocates for change.

Delivery of this Strategy will require a joined-up approach and we will work closely with local and regional stakeholders to improve sustainable transport choices across the region. These stakeholders include Devon County Council, Exeter City Council, Civic University Agreement Partners, Stagecoach, Great Western Railway, South Western Railway, Devon & Cornwall Railway Partnership and other major employers.

This delivery plan sets out a series of measures to encourage staff, students and visitors to adopt more sustainable travel habits and achieve the targets and objectives contained in this Strategy.

Actions and responsibilities to meet the targets of the Sustainable Transport Strategy

Timeframe: Short = completed within 1 year,
Medium = completed 2-4 years,
Long = completed 5-6 years.

	Action	Timeframe
Sustainable transport planning		
1	Undertake a review of on-campus infrastructure, including routes and space allocation.	Medium
2	Develop a Sustainable Logistics Plan.	Medium
3	Develop and deliver building level travel plans as required through the planning process.	Short
4	Work collaboratively with local partners, including Devon County Council, Exeter City Council and local employers on sustainable transport initiatives, Travel Plans and extracting external funding.	Medium
5	Work with FXPlus to ensure that their travel plan covering the Penryn campus aligns with the objectives and commitments within this Strategy.	Short
6	Make Personalised Travel Planning (PTP) available to all staff.	Medium

Action	Timeframe
Car	
7 Carry out an in-depth analysis of parking permit and payment data to improve understanding and measurement of car travel emissions, including visitors to any car park.	Short
8 Review the University's parking policy with the aim of ensuring that parking arrangements are fair, inclusive and transparent and support the achievement of the net zero target.	Medium
9 Review criteria for allocating car parking permits to ensure that permits are allocated in a fair, inclusive and transparent way that supports the achievement of our net zero target.	Short
10 Reinvest parking revenues in the implementation of sustainable transport initiatives.	Short
11 Evaluate the removal of the annual car parking permit and convert all permits to Authority to Park with daily charge.	Medium
12 Review parking charges and the frequency of increase. Ensure that the daily Authority to Park fee is at least equal to the cost of Exeter DayRider daily bus ticket.	Short
13 Investigate the feasibility of further pedestrianising parts of the Streatham Campus during peak hours of pedestrian traffic.	Medium
14 Review access to and use of the Sports Park car park.	Medium
15 Increase the number of EV charging points for staff, students and visitors.	Medium
16 Provide incentives for car drivers and passengers to try lower-carbon modes of travel for commuting (e.g. free taster tickets).	Medium
Car sharing	
17 Introduce a system to verify the correct use of the car share parking permit to prevent abuse and monitor car sharing use.	Short
18 Continue to offer a designated car sharing platform for staff and students (e.g. Liftshare).	Short
19 Increase the number of priority car share parking spaces.	Medium

	Action	Timeframe
20	Evaluate mechanisms to increase car sharing, for example, the introduction of a discounted car share parking fee, extending the time limit for priority car share parking spaces.	Long
21	Continue to provide the emergency ride home scheme for staff.	Short
22	Promote the use of the car sharing platform for car travel between the Exeter and Cornwall campuses and to other business travel destinations.	Short
Shared mobility		
23	Work collaboratively with Devon County Council on a new shared mobility service, including cars and bicycles, promoting docking stations on our campuses and the extension of the network.	Short
Active travel (cycling and walking)		
24	Work with Devon County Council and Exeter City Council on the provision of appropriate, direct, safe and prioritised cycle and pedestrian routes to and across our campuses.	Medium
25	Work with Devon County Council to improve and maintain footpaths and lighting in areas around our campuses.	Short
26	Undertake periodical cycle parking audits to ensure quantity and quality of provision meet demand and customer expectations.	Medium
27	Improve the quality of cycle parking and cycle maintenance facilities across our campuses, including residences, considering safety, accessibility and needs.	Medium
28	Improve facilities for active travel, including showers, changing rooms, lockers and drying facilities.	Short
29	Increase the availability of electric bicycle charging points.	Medium
30	Negotiate discounted prices with local cycle providers and charities for the sale of new and second-hand bicycles and accessories to staff and students.	Short
31	Subsidise bicycle safety equipment for staff and students.	Short

	Action	Timeframe
32	Offer free bicycle safety checks for staff and students during monthly Dr Bike events on campus.	Short
33	Deliver communications and engagement initiatives that promote and support active travel.	Short
34	Review the Cycle to Work Scheme to offer the possibility to purchase bicycles from different suppliers.	Short
35	Review the procedure for removing abandoned bicycles on campus by incentivising the donation of bicycles no longer used at the end of term-time.	Short
36	Collaborate on the creation of an autonomous Bike User Group to work with to improve infrastructure, organise campus events and promote cycling.	Short
37	Evaluate provision of e-cargo bikes fleet available for staff and students to borrow to carry equipment.	Medium
Motorcycles		
38	Review the location and utilisation of motorbike parking spaces.	Short
39	Evaluate the need for parking spaces for electric motorbikes with charging points.	Medium
40	Review the parking permit procedure for motorbikes to encourage the use of sustainable means of transport.	Medium
Public transport (bus, train and Park & Ride)		
41	Work with the local authorities and other major employers in the city to influence commercial operators to provide improved bus services into and across the city.	Medium
42	Collaborate with local rail providers (e.g. GWR, South Western Railway, Devon County Council and Devon & Cornwall Railway Partnership) to improve the options for travelling to Exeter by train.	Medium
43	Work with partners to create frequent and efficient direct links between our campuses and the local train stations, Park & Ride sites and the city centre.	Medium
44	Collaborate with Devon County Council, Stagecoach, Network Rail, GWR and South Western Railway on the creation of new free Park & Ride facilities at railway stations or along roads with a high public transport offer at county level.	Medium

	Action	Timeframe
45	Review the subsidised UNI line bus service and seek to make improvements so that it also facilitates travel for operational staff and visitors outside of normal working hours.	Short
46	Gather and analyse information on the utilisation of and demand for public transport provision and the effectiveness of subsidies.	Short
47	Seek to influence local and regional transport operators in providing multi-modal, multi-operator tickets.	Medium
48	Continue offering staff interest free loans for discounted public transport season ticket purchases.	Short
49	Explore public transport corporate discount schemes for staff.	Medium
50	Investigate the feasibility of providing discounted and subsidised tickets for staff and students.	Medium
51	Improve provision of real-time information through, for example, increasing the number of bus stops on campus with real-time displays and integrating bus and train information into the iExeter app, and – if possible – the MyExeter app.	Short
52	Make improvements to shelters at bus stops on our campuses, including at halls of residence.	Medium
Minibus		
53	Review the minibus service to reflect the introduction of the new Line 4 between St Luke's Campus, Exeter St David's station and Streatham Campus.	Short
54	Review the minibus service as an internal distribution service on Streatham Campus during the pedestrianisation of central areas and to support accessible mobility.	Short
Student travel to non term-time address		
55	Develop a plan to raise awareness as regards travel emissions and promote sustainable transport choices where possible to reduce travel impact.	Medium
56	Consider what initiatives may encourage students to stay on campus for longer, reducing the numbers of return journeys undertaken each year.	Medium

	Action	Timeframe
Business travel		
57	Monitor the implementation of the Travel Policy.	Short
58	Enabling Rail Travel Task and Finish Group working to support travel by train for business travel and field courses.	Short
59	Undertake initiatives to ensure that the sustainability aspects become embedded. The STS sets out known areas of work but is an evolving document and further measures will be undertaken as they are identified.	Medium
Monitoring		
60	Undertake annual staff and student travel surveys to gather information on commuting patterns and feedback on sustainable transport initiatives.	Short
61	Undertake an annual survey of student travel to non term-time address to gather information on travel patterns and feedback on sustainable transport initiatives.	Short
62	Further analyse business travel data and provide specific data to departments to support efforts to reduce emissions.	Short
63	Carry out regular transport surveys (car, pedestrian, bicycle) on Exeter campuses.	Short
64	Develop a Communications Plan to engage staff and students in the development and delivery of sustainable transport initiatives.	Short
65	Deliver activities and communications that promote the use of sustainable transport to staff, students and visitors.	Short

Governance, reporting and review

This Strategy has been approved by the Advocate Climate Taskforce (ACT), the Climate & Environmental Crisis (CEC) Board, and the University Executive Board (UEB).

The Strategy will be reviewed every three years and updated as necessary.

Progress against this Strategy will be reported annually to the ACT and CEC Board. Highlights will be included in the University's Sustainability Report which is published annually.

Glossary

Active travel

Active travel refers to modes of travel that involve a level of activity. The term is often used interchangeably with walking and cycling, but active travel can also include trips made by wheelchair, mobility scooters, adapted cycles, e-cycles, scooters, as well as cycle sharing schemes.

Climate conscious travel

Climate conscious travel means avoiding unnecessary travel and, where travel is required, choosing transport that reduces negative environmental impacts.

Low carbon travel

Low carbon travel includes but goes beyond just travel methods. It also refers to the choices made in the selection of destination, accommodation, activities, etc. to have as small an impact as possible on the planet.

Slow travel

Part of the slow living movement and often used interchangeably with low carbon travel, slow travel is about adopting a mindset that focuses on connection, rejecting conventional tourism. It includes a heightened awareness of the impact of mode of travel. In addition to the method of transportation, slow travel means opting for eco-friendly lodging, supporting local communities and taking care of the local environment by doing ones best to not disrupt or harm societal ecosystems.

Travel modal shift

Modal shift is essentially shifting from one mode of travel to another. In the case of sustainable travel, it refers to moving away from air and private vehicle travel and towards active travel and public transport.

Travel to Work Area (TTWA)

According to the Office for National Statistics, TTWAs are a geography created to approximate labour market areas. In other words, they are derived to reflect self-contained areas in which most people both live and work. In practice, it is not possible to divide the UK into entirely separate labour markets as commuting patterns are too varied.

There are 228 travel to work areas in the UK (as calculated using Census 2011 data): 149 in England, 45 in Scotland, 18 in Wales, 10 in Northern Ireland and 6 cross-border TTWAs.

Contact Us

Please get in touch with the Sustainability team to find out more about our plans to lead meaningful action on the ecological crisis and climate emergency, and how you can get involved at **sustainability@exeter.ac.uk**

exeter.ac.uk/sustainability

University
of Exeter