



Cranfield University Campus Travel Plan

2024 Annual update

Department: Facilities

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Introduction

Scope

This Campus Travel Plan aims to increase the travel choice for students, staff, visitors and associated business travel to and from the Cranfield campus, whilst reducing carbon emissions. The interactions with Cranfield University operations at Shrivenham Campus; in particular, the commute between the two campuses is considered.

The Campus Travel Plan builds on the previous plan developed in 2018 and the ongoing consultation with staff, students and the local community. Staff and students are engaged with annual travel surveys. This version of the plan serves as a major update, and now considers 'working at home' as an option because of the 'Flexible Working Framework' which was introduced in 2020. Business travel includes aspects of travelling to and from campus for research, teaching, attending conferences and meetings. The Plan should be read in conjunction with the new Sustainable Travel Policy and Sustainable Business Travel Plan which focuses on sustainability. The plan will be reviewed and updated on an annual basis and will feedback results of the annual staff and student travel survey along with other monitoring activities.

Policy context

Planning policy NPPF

The National Planning Policy Framework (NPPF) emphasises the importance of sustainable transport as part of the planning system. Travel Plans are a requirement for all developments which generate significant amounts of movement.

<https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

CBC Local Transport Plan 3 (LTP3)

The local authority Central Bedfordshire Council has a Local Transport Plan (see <http://www.centralbedfordshire.gov.uk/transport/strategy/overview.aspx>) launched in 2011 and covering the period up to 2026.

Guidance for Travel Plans and Transport Assessments (2012)

This guidance document sets out Central Bedfordshire Council's requirements for Travel Plans and identifies when they are required in support of a planning application.

Other- Best practise

BREEAM

The University has a policy to develop new buildings to the Building Research Establishment Environmental Assessment Method (BREEAM) Excellent standard. This includes requirements for certain levels of sustainable transport provision.

EAUC

The Environmental Association for Universities and Colleges, of which Cranfield is a member, offers guidance and support on a range of environmental issues including sustainable travel.

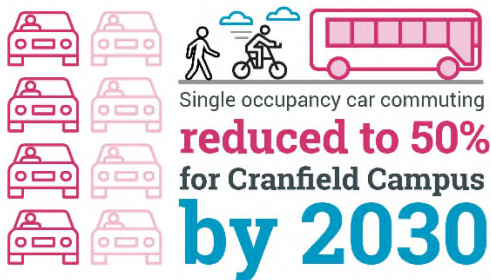
Aims and Objectives

The overarching aim of the Cranfield University Travel Plan is to improve the travel options for students, staff and visitors to and from the Cranfield campus, whilst reducing environmental impacts.

Objectives

The objectives of this Travel Plan are to:

1. Reduce single car occupancy commuting by 50% by 2030 for Cranfield Campus. This to be achieved by:
 - a. Increasing car sharing
 - b. Increasing public transport use
 - c. Increasing cycling to and from campus
 - d. Increasing walking to and from campus
2. Drive reduction of scope 3 emissions for commuting, University owned vehicles and also by supporting an active Sustainable Travel Policy
3. Make the Cranfield campus a more attractive environment to encourage student intake and improve staff working environment
4. Support future planning applications associated with the University
5. Improve travel links with MK:U and Shrivenham
6. Align with the Sustainable Development Goal 11 target of 'Make cities and human settlements inclusive, safe, resilient and sustainable' which includes sustainable transport.



Above: our Environmental target to 'reduce single car occupancy commuting by 50% by 2030' and our alignment with UN Sustainable Development Goal 11- Sustainable Cities and communities

Site Description

Site location

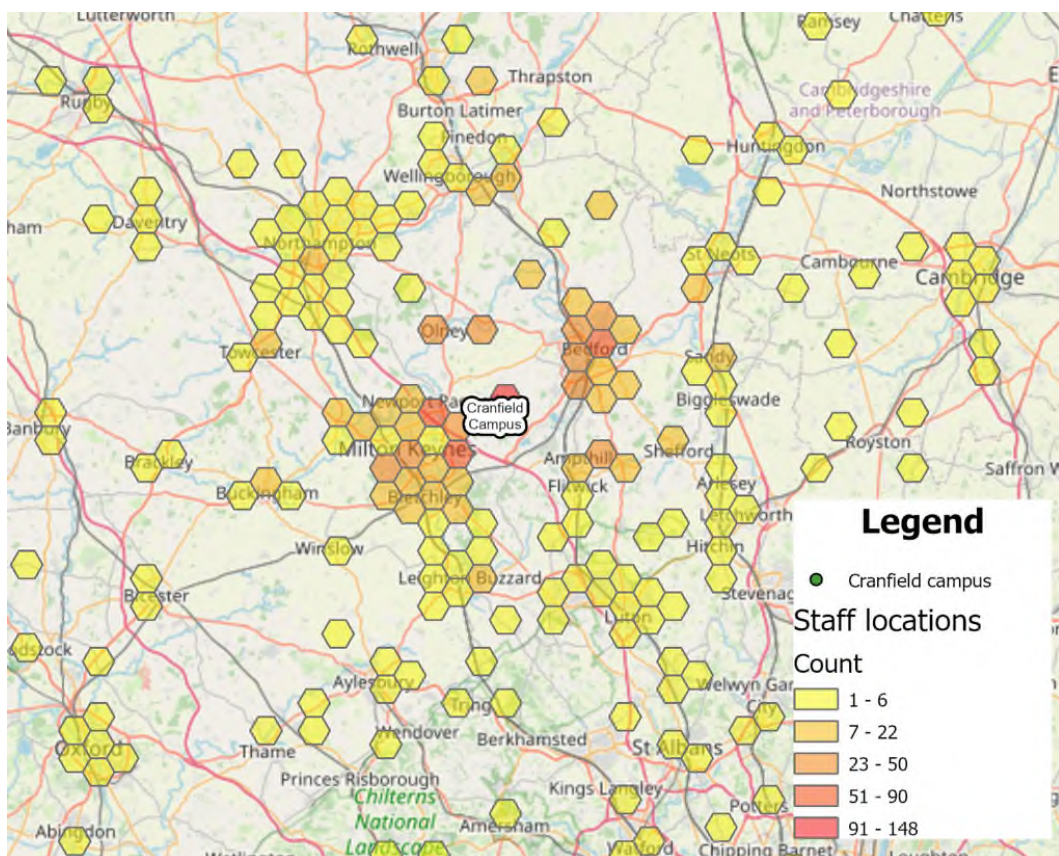
Cranfield campus is situated approximately one mile from Cranfield Village centre and is bordered by the Cranfield Technology Park to the south and Cranfield Airport to the east (see Figure 1). The campus is located approximately 6 miles east of Milton Keynes and 8 miles southwest of Bedford. Junctions 13 and 14 of the M1 are nearby and the A421/A428 dual carriageway provides a fast link to the A1. The University also has a second campus at Shrivenham, which although not directly covered by this Travel Plan, is intended to benefit from some of the wider Travel Plan measures affecting University Policy.

Organisation

Cranfield University is a renowned Postgraduate Institution specialising in Aerospace, Automotive, Energy, Environment, Management, Manufacturing, Security and Defence. It is also a major local employer with around 1800 staff on the Cranfield campus and a student population that comprises over 4,000 Masters' and Doctoral students (full time and part time). In addition, of the order 7,000 continuing professional development delegates attend the University for courses throughout the academic year.

Catchment area

Most staff live within a 20 mile radius of the University. They are spread out, but there is a concentration in Cranfield Village and within Milton Keynes and Bedford. Equally students living off campus tend to be in the same locations. The location of staff is shown on the map below.



Above: Map of Cranfield University showing staff density data. The higher staff densities are located in Cranfield Village, Bedford and Milton Keynes (based on staff postcode data, updated: 2023)

Issues and Problems

Key issues

Staff commute

The Cranfield University Campus is located in a rural area. Most staff live within a 20 mile radius (as the crow flies) of the campus but are well spread out. This presents challenges for sustainable transport options such as car share, buses, cycling and walking. The surrounding roads are narrow, often used for “rat-running” and junctions have limited capacity. This can create traffic congestion at certain times.

Student Experience

The rural location presents challenges for students who wish to access more shopping choice and social activities offered by urban areas. It also provides opportunities to access nature.

Increased size of campus

The Cranfield campus is growing in size. The development of the campus with the new MUEAVI road connecting Martell House, its increased activity, and the new buildings along the road have effectively doubled travel distances for many working and studying on campus. With the addition of Baroness Young halls of residence, there is now an increased population of students living on campus since the 2018 update.

Links to Shrivenham and COTEC

Cranfield University has operations based at the MOD site at Shrivenham (the Defence Academy of the UK) and at an outstation on Salisbury plain where the Cranfield Ordnance Test and Evaluation Centre (COTEC) is based.

Greenhouse Gas Reduction

The University has a net Zero carbon target which includes Scope 3 emissions associated with travel. An accompanying Sustainable Travel Policy and associated Sustainable Business Travel Plan will also be published with an aim to reduce emissions associated with business travel particularly from aviation.

Existing travel links

Road

Traffic flows

As part of the Cranfield campus Masterplan a Transport assessment was carried out in 2017. The flow of vehicles coming onto the campus and technology park was measured.

Access	AM peak			PM peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
University Way	531	69	600	74	450	523
College Road	524	43	566	59	383	442
Folly Lane	101	14	114	27	99	126
Total	1156	125	1281	160	932	1091

Above: Traffic flows of vehicles coming onto the campus and technology park

Based on the expected increase in floor areas according to the Masterplan then the Transport assessment predicted an increase in traffic trips.

	Number of Trips (77,0000 sq.m)	
	AM peak	PM peak
Vehicles	514	438

Above: Predicted traffic flows onto/off campus (Source: Ref: cranfield-transport-assessment_tcm3-27112 tables 4.7 and 5.1)

Parking

The Transport Assessment also looked at parking. There are noted 2000 car parking spaces (81 of which are disabled) with a peak of 2,247 cars parked. The assessment suggests that the parking provision allowed for within the Masterplan would be a 40% uplift (3,146 vehicles) and that this is more than enough to satisfy the demand created by the Masterplan.

Rail

For the majority of University Students and Staff, the Milton Keynes Central Railway Station offers the greatest attraction in terms of rail travel, with an average of 8 services to/from central London (Euston Station) each hour. Milton Keynes to London fast train takes 35 minutes, slower trains are 58 minutes. Birmingham can be reached in 52 minutes and Manchester in 1 hour 38 minutes. This railway station is a 9 miles journey to the West by the shortest road route and is served by a regular bus service from the University.

Bedford and Flitwick rail stations to the North East and South East at 10 miles are a similar distance from the University. They also provide a service to London going to St Pancras rail station with rapid links to Europe via Eurostar. This line also links to Luton Airport Parkway in 15 minutes to 27 minutes. The fastest train from Bedford to London takes 38 minutes, slower trains are typically one hour.

The closest rail station is Ridgmont. A 5 miles journey to the South. This is currently only providing local journeys into Bedford and Milton Keynes. However there are plans to link this station with a new Oxford to Bedford service, which will eventually also link through from Bedford to Cambridge. The Ridgmont to Oxford service is projected to open by 2030 and will provide one train an hour to Oxford with a journey time of less than one hour.

Bus

Uno bus currently serves Cranfield University with two main bus stops along College Road and University Way. Details of their service are listed in the table below.

Bus route	Service numbers	No. services per day Mon-Friday	No. services Saturday	No. services Sunday
Cranfield to Milton Keynes	C1, C10, C11, CX	31	21	21
Milton Keynes to Cranfield	C1, C10, C11, CX	30	16	16
Cranfield to Bedford	C1, C10, C11	30	17	17
Bedford to Cranfield	C1, C10, C11	29	17	15
Cranfield to Wootton via Marston Moretaine	C5	2		
Wootton to Cranfield via Marston Moretaine	C5	2		

Above: Bus services which serve campus and frequencies. For the most up to date timetable information, please go to: <https://www.unobus.info/services/?region=Cranfield>

Please note: C1 and C10 service runs every half hour between Milton Keynes and Bedford via Cranfield University, C11 only serves a single service on weekday evenings, and every 2 hours at the weekend. CX is an express service between the campus and Milton Keynes railway station which runs only during weekdays. C5 service run between Cranfield and Wootton Upper school and serves twice weekdays only. The earliest bus arrive on campus at 5.30am from the village, and the latest departs at 11.52pm to the village.

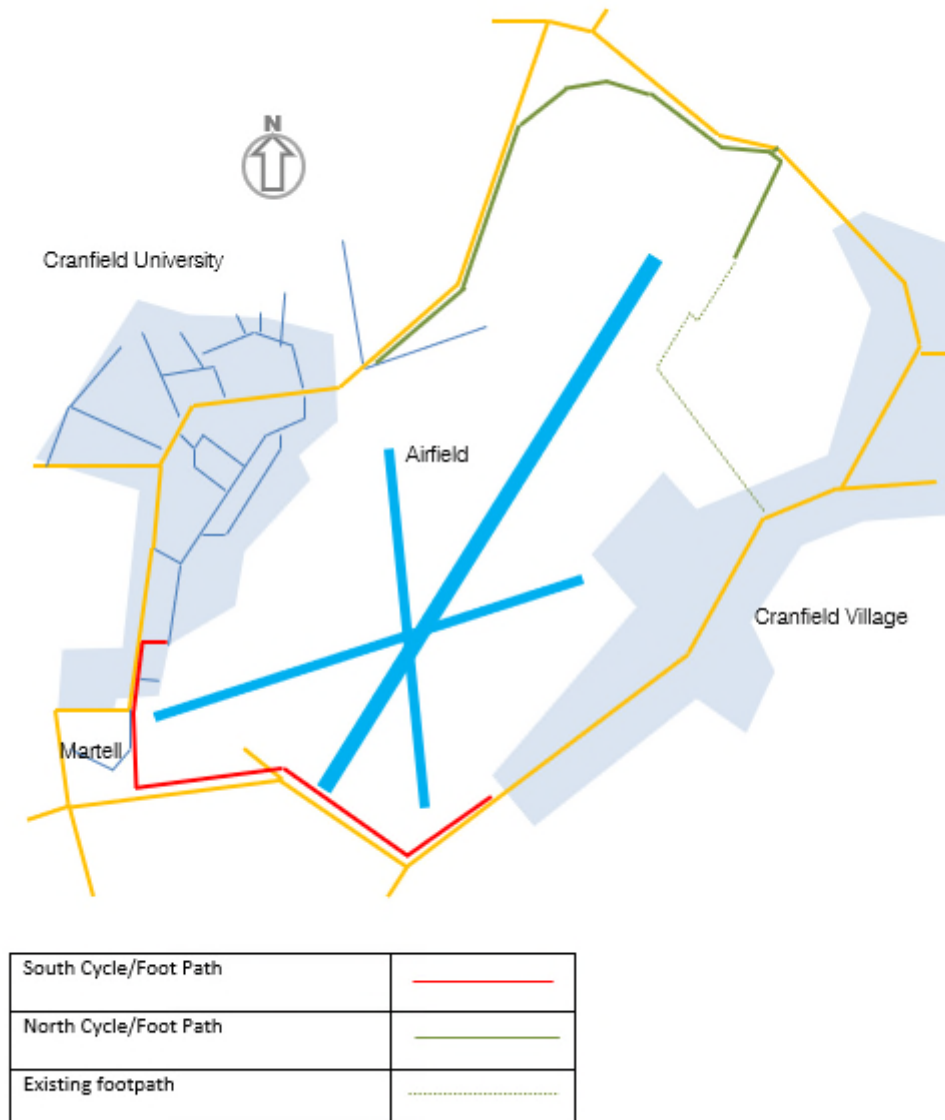
During weekdays, there are currently 34 return journeys from Cranfield University campus to Cranfield village per day, at the weekend, there is 17 return journeys per day.

Milton Keynes Coachway, a 4 mile journey west of the University, provides regular buses to London Luton Airport (40mins) and London Stansted (2 hours 15 mins) and changing at Luton to London Heathrow (1 hour 50 mins). There are also links to Cambridge (1 hour 49mins) and Oxford (1 hour 53 mins).

Cycle

An additional Northern cycle path has been built in collaboration with Central Bedfordshire Council in 2021. This completes the loop to Cranfield Village, which is now connected with a north and south cycle path for both pedestrians and cyclists, particularly for staff and students commuting from Cranfield village.

Cranfield University to Cranfield Village Cycle Routes



Above: Map showing route of cycle paths from campus to Cranfield Village. This can also be found on the interactive campus map <https://viewer.mapme.com/cranfield-campus-map>

Foot

The cycle path from the North and South of Cranfield Campus to Cranfield village provide a safe walking route adjacent to, but off the road. Otherwise, there are no footpaths along other road routes to the village or other nearby settlements. There is scope to better connect the north cycle path, so it stretches the full extent to the village.

Nearby facilities

Many facilities are available on the Campus itself. These include a shop, post office, dentist, petrol station, restaurants, cafes, library, mosque, chapel, pre-school, laundrettes, nursery, sports centre with gym, CSA (Cranfield Student Association), Amazon lockers, hotel, observatory, airport. The nearest doctor's surgery and chemist is in the village about 2 miles distant. There are also supermarkets, pubs, hairdressers, car servicing, car sales in the village. For greater shopping choice the Kingston Shopping Centre in Milton Keynes is 6 miles distant and accessible by bus. There is a larger shopping centre in Central Milton Keynes 8 miles away and Bedford town centre is 12 miles.

Travel to and from Shrivenham

A number of staff make regular visits to and from the Shrivenham campus. The potential for greater car sharing or use of a "shuttle" service need to be investigated.

Travel to and from MKU

The MK:U Bourvie House based in Silbury Boulevard, Milton Keynes opened in 2021 to welcome new students. As MK:U develops, there will be an increasing requirement for commuting between Cranfield Campus to the site in Milton Keynes. The following observations were made:

National cycle route NCN51 (aka Varsity Way) passes by the proposed site for MK: U and runs through Cranfield joining with the cycle path to the University. However, for a proportion of its length it uses main roads which are unsuitable for safe cycling. This is the part of the route between the Milton Keynes Redway network and Cranfield. A new off-road safe cycling route would provide a useful link between Cranfield University and MK: U but would also link with the Open University and enhance this part of the NCN51 cycle route which stretches to Oxford and Cambridge. It would also enhance the commuting opportunities for staff and students living in Milton Keynes travelling to Cranfield. There are rights of way running southwest from the University towards Broughton in Milton Keynes with access over the motorway, which could potentially form the basis for such a route if they were appropriately surfaced.

The Uno bus service already operates a fast and regular service to Milton Keynes rail station from Cranfield campus.

Campus layout and Masterplan

The campus is growing with a new road and new buildings being added to the south of the campus.

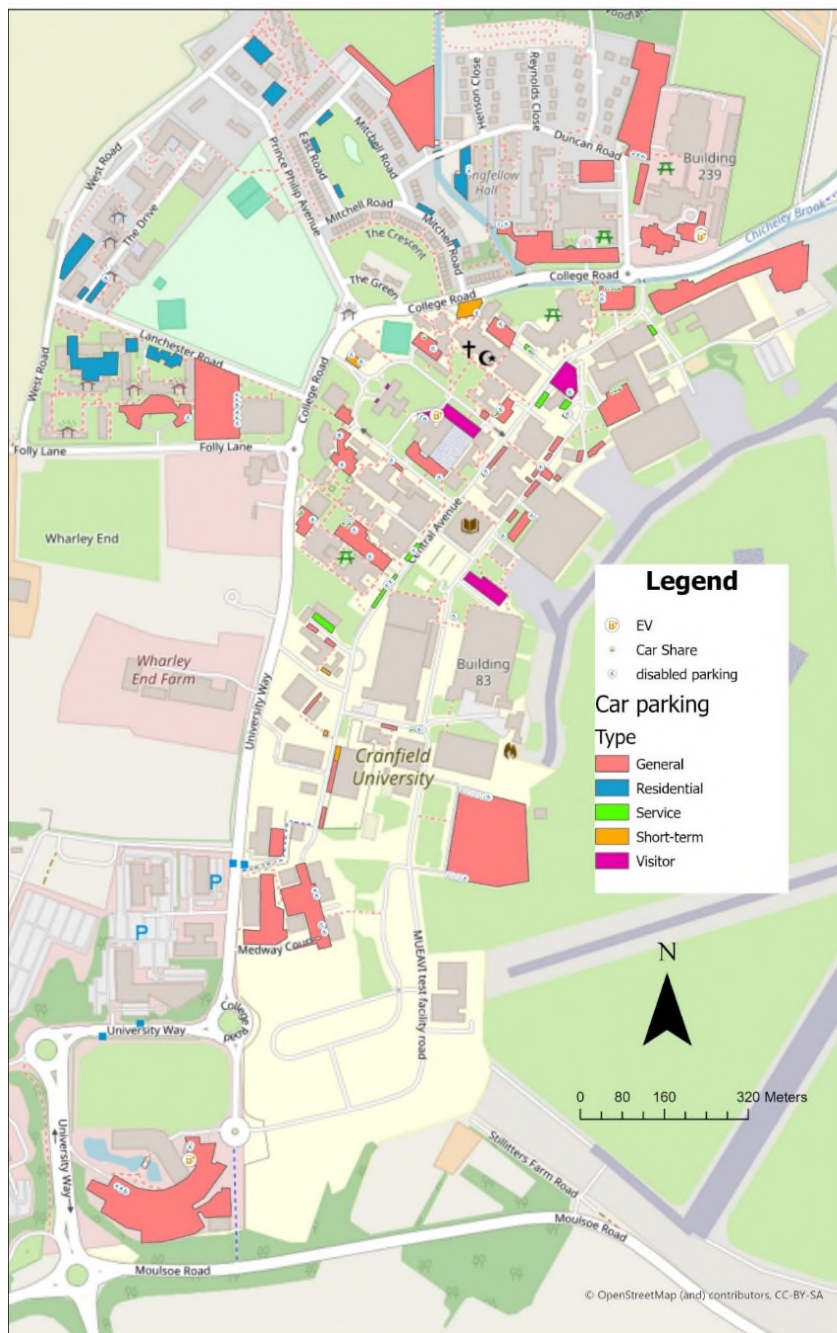


Above: Map of campus showing sites for new development (Ref: cranfield-masterplan-03_tcm3-27044)

Existing infrastructure

Car and motorcycle parking

Historically car parking has been distributed across the campus in small car parks and with car bays along the main roads on campus. In line with the Masterplan, this is now being changed with new larger car parks on the periphery of the campus and some of the spaces in the centre of campus now removed. The disabled car parking is still distributed close to buildings. Some of the smaller car parks are being designated for visitors. Car sharing priority spaces are also still distributed close to buildings. Parking is now closely policed with a permit system. The map below shows locations of car parks on campus:



Above: map of car parking spaces on campus. Also find on interactive campus map [Campus map](#) | [Interactive Map \(mapme.com\)](#)

Standard parking spaces- Car parking for staff and students with permits.

Standard car parking location	Spaces
AIRC	320
North car park (near BHR)	212
B084/79	93
B111	36
CMDC	158
Sports Hall	129
Medway Court and Tech Park	70
Martell House	270
B46	21
B41	9
B32	12
B39	11
B244	4
CSA/B42	30
B43a	13
B45	22
B34	16
B003	34
B108/44	26
B115/53	17
Mitchell Hall	150
East Road/Mitchell Road	25
Lanchester/Chilver	120
Other	74
Total	1872

Car share spaces- parking for staff and students with car share permits

Car share parking location	Spaces
B003/3a	5
B050	2
B039	7
B32	1
B111	2
B53	3
B122	6
B83	6
B42/CSA	11
Total	43

Visitor spaces- parking for visitors with permits only

Visitor car parking location	Spaces
Martell House	26
B83	24
B41	34
B31	4
B58	37
Total	125

Short term parking – Staff and student parking for a limited time only.

Short term car parking locations	Spaces
B44/108/35	11
B52A	3
CSA/B42	5
B26	5
B45	1
B53	1
B003	6
B122	1
Total	33

Disabled parking spaces- parking for blue badge holders only

Disabled car parking locations	Spaces
Martell House	6
Medway Court	4
AIRC	20
B50	2
B84/79	3
CSA/42	5
B53	1
B83	1
B41	3
B56	1
B58	1
B39	1
B26	2
B32	1
B111	1
B122	2
CMDC	3
Stringfellow Hall	5
Sports Hall	7
B45	2
B34	1
Chilver Hall	1
Total	73

Services/loading parking- parking for registered service vehicles only.

Services/loading parking locations	Spaces
Martell House	10
Medway Court	2
AIRC	5
B44/108/54	6
B52a	3
B43A	3
B115/53	2
B45	2
B41	6
B56	4
B84/79	5
B83	3
B58	18

B32	1
B26	7
B34	4
B111	2
B122	4
CSA/B63	12
Total	101

EV car charging points

There are car charging points at the following locations:

Location	Number	Operator
B41/Stafford crips	1	BP Pulse
Martell House	1	BP Pulse
CMDC	5	

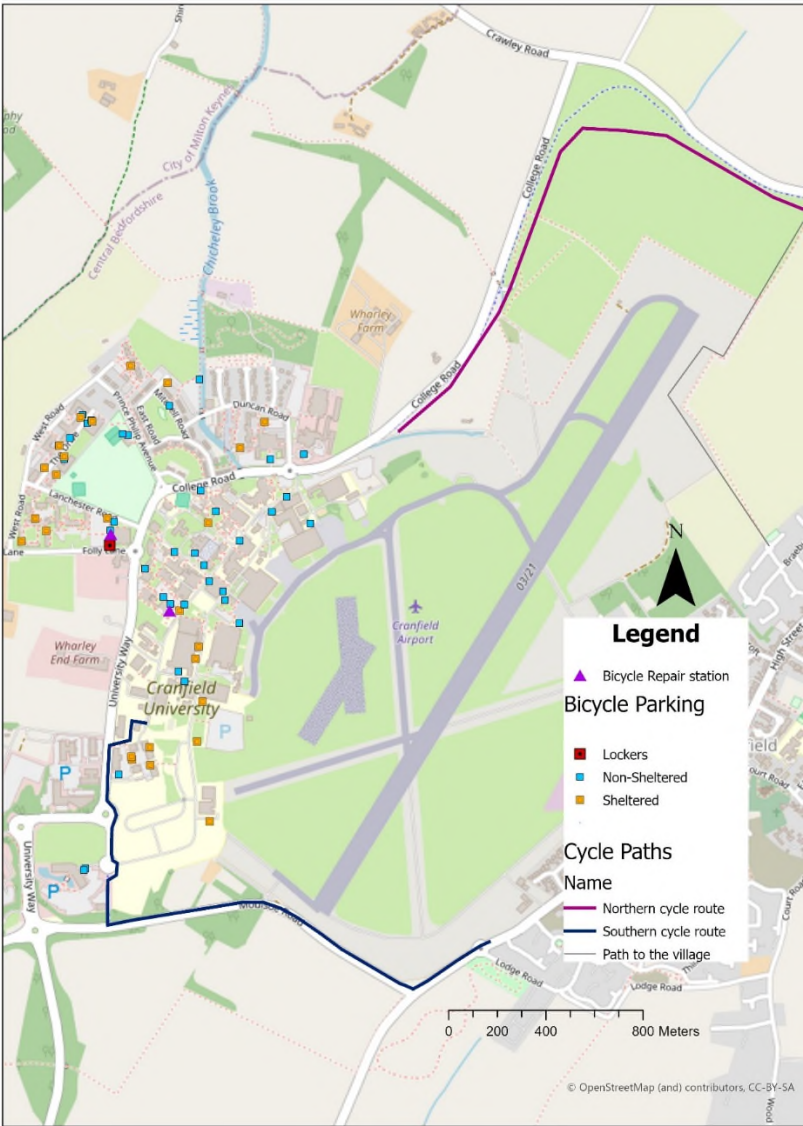
There are plans for 40 more EV charging points on campus.

Motorcycle parking

There is motorcycle parking in the following locations:

Motorcycle parking location	Spaces
B41	5
B45	1
B83	2
B84	1
B115	1

Cycling facilities



Above: Map of bicycle facilities on campus including parking, paths and repair stations.
Find on the interactive campus map [Campus map](#) | [Interactive Map \(mapme.com\)](#)

Bicycle repair station

A bicycle repair station was installed within the CSA recycling centre and another by the sports hall. This enables cyclists to carry out basic repairs such as inflating tyres.

Bicycle paths to Cranfield village

We have a North Cycle path connecting to Cranfield Village (starting at Merchant Lane), and a South Cycle path along University way to the village.

Cycle parking

In May 2024 there were 713 parking spaces for bicycles (compared to 474 in 2018) parking spaces for bikes with 442 of these under cover. This is greater than the total number of bikes on site.

Location	No. Spaces	Location	No. Spaces
Vincent-CSA	20	Sports Hall	38
CSA 1	18	Sports Hall (lockers)	12

B63	8	Shops	4
Library	32	B33	6
B57	4	B32	10
B146	6	B41	16
B122	4	B62	4
Mitchell Hall	58	B30	6
Car park behind Fedden House	8	Martell House	25
Fedden house	30	B313	8
Baroness Young 1 (in shed)	20	Behind AVIATE+	8
Baroness Young 1	6	B316	8
Baroness Young 2	4	Medway Court	16
Baroness Young 3	6	B85 entrance	4
Baroness Young 2/3 (in shed)	60	Conference hotel	8
Baroness Young 4	6	Mitchell Road playground	4
Baroness Young 4 (in shed)	20	Preschool	8
Baroness Young 5	12	Tennis court PPA	10
Baroness Young 5 (in shed)	20	Chilver 2	16
B52 entrance	6	Chilver 3	16
B50	6	B53	4
DARTeC	20	Lanchester 13	10
AIRC car park	20	Lanchester 16	10
AIRC	20	Lanchester 15	12
Behind 52	20	C4D	8
83 entrance	8		
Total spaces: 713			

Above: Location and quantities of cycle spaces on campus

Showers/lockers/drying facilities

There are some 94 showers on campus. However, the vast majority of these are not available or suitable for cyclists to use.

There are 16 showers in the Sport Centre (12 male, 4 female). These have a suitable changing area with lockers. There are also 5 showers in B320 AIRC, two in DARTeC (one disabled), two in IMEC and three in C146. These all have changing areas but no lockers or if there are lockers, they are not easily accessible for cyclists.

Building	Number of showers
B19	16
B52	2
B95/96	1
B146	3
B300	2
IMEC	2
B320, AIRC	5
B316 (Conway)	1
DARTeC	2
Mitchell Hall squash Courts	5

Above: number of showers with location

Disabled Access

The University reviewed and implemented many improvements to disabled car parking and access to buildings in 2006 to 2009. Car parking in general is well distributed across the campus and there is disabled car parking close to most buildings. Kerbs were modified where possible to give easier access routes for wheelchairs. There are 73 disabled car parking spaces distributed across campus.

The University has both a staff and student Disability Policy and Procedure updated 2020, which states that new buildings are designed and built to meet the latest standards of provision and that where practical and when reasonable adjustment is possible to upgrade existing buildings to accommodate disabled employees and students.

Remote Working

The University has adopted a flexible 'hybrid' working approach for staff and students. IT grant access to all staff and students to use MS Teams to make remote videos calls for meetings. Certain staff on campus are given the choice to be on campus for at least 40% of their working week, and work at home the other 60% of their time. Facilities are provided on campus to enable this such as webcams, headsets, and meeting/lecture rooms which are adapted for hybrid meeting or live streaming. Some 'meeting pods' are also available to provide private space for online meetings.

Existing measures

Car share

Car sharing is actively encouraged through the allocation of priority parking spaces and encouraging sign-up to the liftshare.com to help find suitable partners to share with. This is promoted through the intranet and promotional events throughout the year. An emergency lift home scheme has also been introduced. Priority parking is provided for car share vehicles in premium locations. As of July 2024, there were currently 42 registered car share teams.

Uno bus service

The University tendered for a public bus service connecting the Campus with nearby villages, Milton Keynes and Bedford in 2013. This service is now well established and provides staff and students with a service with reduced fares, which is frequent and operates weekdays and weekends. There are currently two main bus stops which serve campus. A UNO bus information hub for students can be found here <https://www.unobus.info/cranfield-students/?region=>

Intranet Travel Portal

Sustainable travel options are promoted on the University intranet with regular updates and links via social media are provided. Sustainable travel features are also mapped onto the existing campus maps (PDF and interactive).

Cycle registration

A bike registration scheme was introduced in 2016. The scheme is linked to road safety with Hi-Viz vests given out free to those who register. The purpose of the bicycle registration scheme is to identify owners of bicycle should their bicycle be causing an obstruction, while being parked inappropriately. It also facilitates the removal of abandoned bicycles from campus. In 2023/24 there are 156 registrations.

EV parking

We currently provide EV car charging for commuters and visitors who come onto campus.

Bike repair and recycling

Bikes, which have been left by departing students, are collected at the end of the academic year. These are passed on to a local non-profit bike repairer who repairs and upgrades them for sale to new students to use. The non-profit organisation provides monthly 'pop-up' repair sessions for students and staff.

Flexible Working policy and procedure

The 'Flexible working policy and procedure' and the 'Working Arrangement Framework' means increased flexibility for staff and the ability for staff to adopt hybrid working arrangements if possible. Staff are required to spend at least 40% of their working week on campus and can work remotely 60% of the time. This means less car commutes and car parking required on campus.

Salary Sacrifice schemes- cycle to work and EV car scheme

The University has officially signed up to a cycle to work scheme and an EV car salary sacrifice scheme. This means employees can benefit from new bicycles and EV cars at a reduced monthly cost. These schemes are available via the employee benefit portal.

Video conferencing/remote working

Remote working is actively encouraged on campus and supported by the IT team. Headsets and webcams are provided for staff and MS Teams can be used via the University's single sign on business account. Streaming facilities are also provided in some lecture rooms.

Problems or improvements identified in surveys

The 2024 Cranfield University campus travel survey asked questions as to why people use the particular mode of travel they do and what might encourage them to switch to more sustainable options. The responses to these questions are summarised below.

2024 Survey responses

What days of the week do you normally attend campus?

The majority responded every weekday (42%). The most popular days to attend campus were Tuesday (29%) and Wednesday (27%). Most respondents attend campus every week (93%) and only 6% responded every other week.

In which town/city do you live in?

34% of respondents live locally either on campus or in Cranfield Village. 15% responded Milton Keynes and 10% Bedford. Other lived in nearby villages, or in/around Northampton. Some commute as far as London.

Why people use cars to commute to campus?

The main reasons given were time saving, reliability and lack of alternatives. However, there was a significant number of responses relating to comfort and ease, cost, personal safety and needing a car for business travel. These could potentially be addressed to encourage people to try more sustainable options.

Traffic/road problems on commute

It was stated that the quality of the road surfaced towards and around campus needed improvements. More crossing points are needed for pedestrians. Also, need to remove 'disused' car parking on campus.

Type of car used for commuting

The majority of staff and students still use petrol cars for commuting (63%), there is a noticeable increase in respondents using electric cars (8%) and hybrid cars (6%).

Are you considering buying a hybrid or electric car in the future?

25% of respondents stated 'yes' and 26% were 'undecided'. In the comments, it was stated that cost/expense of buying an electric car/hybrid car was one of the main reasons for not buying this. Also lack of charging points on and around campus. 45% of respondents stated they would like to see more charging points on campus, and 31% stated they are interested in the salary sacrifice scheme the University has to offer. Most respondents stated they park at the AIRC car park, or at the sports hall.

Travel around campus

67% of respondents stated they would like to see more direct and safe walking routes on campus such as improved footpaths. 56% of respondents agreed that a driverless shuttle bus is a good idea, and 37% would be interested in a pool bicycle scheme. Some comments stated they would like to see e-scooters and better pedestrian crossings.

Car share

Most respondents stated they did not want to car share due to multiple reasons- for example, school runs, carer responsibilities or the new hybrid working arrangements made it more difficult to find a partner travelling on the same day. Others stated they would like help to find a car share partner from their area and would like to see more incentives and better positioned parking spaces.

Bus

The biggest reason for not using a bus service is the lack of availability where people live. For those who can access a bus service the reasons for not using are the need for a more frequent, direct and reliable service with more convenient pick-up points. There were other complaints that the bus to Bedford/Milton Keynes town centre is too long, a more regular weekend service is needed, bus drivers are too rude, and communication of cancellations/delays is poor.

Cycling

The main reason for not cycling to campus is the distance. Otherwise, the key issues are safety, improved cycle routes, and a lack showers and changing facilities on campus. There is also demand for a bicycle rental service or pool bicycles on campus. The comments suggested that the North Cycle path route needs completing to connect to the village, and more centralised bicycle lockers/high security parking is needed on campus. There was also a suggestion to create or join a cycle path to Milton Keynes Redway.

There was also demand for better training/awareness raising for new cyclists on campus for health and safety reasons. 19% of respondents stated they have not heard of any of the listed 'schemes/facilities' available for cyclists on campus, which suggests better communication is needed.

Motorcycles

Motorcyclists would like to see more covered and secure parking areas on campus, including more locker facilities. There is also demand for mopeds/scooters available for hire.

Walking

For most people walking is not an option as it would be too far. For those who have the option the main request is for improved footpaths with lighting. There was a high demand for better road crossing facilities on campus, and traffic calming measures in general. The comments suggested that there are not enough pavements on campus itself, and better lighting to the village is needed. Also demand to complete the North Cycle path to make the route safer.

Switching from single occupancy car use

The most likely switch is from single occupancy car commuting to car sharing, followed closely by public transport (train/bus) and then cycling.

Main reasons for not using a car to get to campus

50% stated they did not have a car available, 39% stated cost saving reasons. Other stated for environmental concerns, they enjoy using the alternative or health and fitness reasons.

What would encourage the use of sustainable modes of transport when travelling for business trips?

68% of respondents stated that better discounts/cheaper price for train, bus and coach journeys would encourage themselves to use sustainable modes of transport. This was followed by 'extra time allowed for travel' 50%, and incentives to use sustainable travel 47%. Some of the comments stated they felt that UK public transport network was too poor/expensive, and there

should be more incentives for 'slower' public transport options rather than plane or single occupancy car travel.

Additional Comments on other issues raised

Improved Uno bus service

Multiple comments stated that more direct Uno bus services are needed, and the communication/reliability of the service needs improvement. Complaints of constant delays, and cancellations.

North cycle path improvements

Cranfield University is in discussions with Central Bedfordshire Council to improve the North cycle path and connect this to the village.

Lockers/high security parking for cyclists

New buildings are incorporating cycle facilities as part of their specification. There are also lockers at the Sports Centre which are available for cyclists. However, there is a need to improve the provision of lockers in existing buildings or at least at strategic locations within the campus. More centralised lockers on campus are recommended.

Traffic calming measures/improved pedestrian crossings

The campus is bisected by a busy main road dividing the residential area from the main technical area. This raises safety concerns for walking and cycling.

More EV car charging points

Many comments suggested more EV car charging points were needed to encourage them to use hybrid/electric cars, or to support visitors on site. The current BP pulse charging points were stated to be unreliable.

Lack of a bike rental/pool bicycle scheme

Much effort has gone into investigating this. The overhead of managing such a scheme is an issue. However further research should be undertaken.

More disabled parking

There are complaints there is not enough disabled parking close to buildings.

Car share/travel incentive platform/scheme

As we are no longer members for liftshare.co.uk, we are looking into alternative car share/travel incentive schemes. These could provide financial incentives for using public transport or car sharing. Staff and students are encouraged to use the public car share portal in the meantime <https://liftshare.com/uk>.

Poor cycle /walking routes and paths on campus

This is something which needs to be looked at along with better walking routes. There is scope to pedestrianise parts of the campus to make them bicycle/walking only routes.

Cycle/walking path connecting to Milton Keynes Redway

An suggestion was to extend the cycle path or improve the route to better connect with Milton Keynes Redways and provide a safer cycling route between Cranfield University and MK:U.

More dedicated parking for motorcycles required

More motorcycle parking has been provided next to Building 41 in the centre of campus.

Better communication/awareness raising needed for sustainable travel options available

The survey highlighted that better communication is needed to the staff and student body regarding travel provision by the University.

Identifying new measures and improvements to existing

Walking measures

Improved footpath north of airfield to Cranfield Village

Liaise with central Bedfordshire council to Improve North Cycle path with lighting, signage and connecting path to the village.

Car movements within campus reduced

The removal of car parking spaces from the centre of campus and relocation to the periphery is helping to reduce the car movements within the centre of campus. It is also by default increasing the amount of walking on campus. This shift in modes needs to be encouraged and monitored. The enforcement of car parking permit restrictions in the centre of campus would also ensure that cars parked on the residential part of campus are not moved and parked on the technical part of campus.

Improved key walking routes on campus

Safer, more convenient walking routes need to be defined and improved. Wayfinding, safer crossing points, pleasant and interesting surroundings would all enhance and encourage walking across campus. Pedestrian routes should be given priority within the campus. During 2024, work will commence on College Road to install traffic calming measures such as speed humps, and pedestrian crossings. A 20mph speed limit will also be implemented. This will help provide a safer environment for pedestrians.

Walking maps

Routes in and around the campus including out into the neighbouring countryside would help encourage more walking for health and well-being.

Disabled Access

The provision of dropped kerbs and the strategic placing of car parking spaces for those with disabilities should be reviewed.

Traffic calming/pedestrian crossings

Central Bedfordshire Council have a plan in place to improve College Road and add in traffic calming measures and crossing points.

Cycling measures

Improved routes

- Cycling around campus can be confusing with a number of cyclists resorting to cycling on footpaths. Clearer cycling priorities need to be worked out and cycling on footpaths discouraged unless those paths are specifically designated as for cycling and pedestrians.
- Improved routes to Milton Keynes- using Redway. Connection with MK:U campus such as dedicated cycle path.
- Increased awareness of what is available to cyclists- improved intranet for example and ongoing engagement including incentive schemes. Information should be available on training platforms such as Canvas and CUTE.

Better facilities for commuters

The number of showers in key locations needs review. In most cases there are no or insufficient lockers and not enough drying or changing space. Funding needs to be sought to invest in better cycling facilities. More centralised bicycle lockers and showers- or better promotion of existing facilities.

More hoops distributed around campus and high security bicycle parking

For movement from one building to another there is a need for hoops at some buildings and for all new builds. This is in addition to larger covered cycle storage for longer distance cycle journeys. Bicycle lockers with security cameras provide higher security options for cyclists. There are currently bicycle lockers outside the Sports Hall, but there is scope to place more on central campus.

Clearer guidance and training

New students may lack awareness of the Highway Code rules for cyclists. A communication plan is needed to raise awareness to all new staff and students and provide some equipment/training. A cycling policy for the campus has been developed to ensure improved security for bikes, safer cycling behaviour and improved support and facilities.

Better security measures

Cycle shelter security needs reviewing particularly in the residential area. The Bike Registration scheme has a system in place to deal with lost or derelict bicycles. Uncollected bicycles are passed onto non-profit organisation for refurbishment and recycling.

Bicycle loan scheme

The option for students and staff to hire bikes or access bikes on a long-term loan scheme needs to be further investigated.

Provision of pool bicycles

Staff required to travel across campus on a regular basis should have access to a bike they can use. The feasibility for a scheme to encourage this should be kept under review.

Bicycle maintenance

Cycle Saviours a charity run social enterprise bicycle repair shop that provides a pop-up repair service to students and staff. They also sell used bicycles and cycling accessories. There are also two bicycle repair stations on campus for other minor repairs.

Cycle to work scheme

The University currently provides a cycle to work salary sacrifice scheme for all employees via the Vivup employee benefit platform.

Motorbike measures

Parking

Parking spaces have recently been added in the centre of campus. However they do not currently provide secure hitching points nor do they provide cover. This needs to be further developed.

Lockers

Lockers and drying area for wet weather gear need to be provided.

Incentives

People using a motorbike to travel to campus will reduce congestion on the roads. They will also help reduce carbon emission as motorbikes are usually much more efficient than cars. Centralised motorbike parking will help to incentivise the use of motorbikes.

Public Transport measures

Bus shelters

Central Bedfordshire Council currently maintains 3x bus shelters which serve university staff and students.

Taxis

Rapid electric chargers have been installed with taxi use in mind. Further opportunities to make taxi facilities available and easier to use should be investigated.

Demand Responsive Transport

Uno are developing a Demand Responsive Transport (DRT) option.

University Shuttle Service

The opportunity to provide a shuttle service serving the campus has been discussed and will be kept under review.

Partnerships and Subsidy

Uno operate a bus service for Cranfield University with funding to ensure affordable staff and student bus fares. At the same time this is a public bus service providing regular service to this part of Central Bedfordshire and links to Bedford and Milton Keynes. The Uno buses are based on site. A facility to provide basic maintenance space on site is being developed. Further collaboration and partnership working should be developed.

New services and routes

- The opportunity to develop new routes and services should be continually reviewed. More frequent service during peak periods to overcome overcrowding and better timekeeping. If it can afford a service every 15 minutes during peak times would improve reliability.
- Quicker services to central Bedford

Sustainable car use measures

Encourage electric cars

There are currently two rapid 50kW charging points provided by BP Pulse on campus. A tender has been sought to provide up to 40 slower 7KW and 22 kW charging points across the Cranfield campus over the next couple of years. These would mainly provide charging for staff and students but the 22 kW would also be suitable for visitors.

EV car salary sacrifice scheme

An EV salary sacrifice scheme is available to staff via the Vivup employee benefits portal.

Increase car sharing

The reorganisation of car parking on site has provided the opportunity to incentivise car share. This has been through allocating car share only car parking in convenient locations nearer to where people work. Further work is also required to promote car sharing and introduce further incentives. Investigate platforms to promote car sharing and to give incentives.

The use of video conferencing

Video conferencing facilities are provided both in meeting rooms and direct from the desktop and laptops. Live streaming is also inbuilt into some lecture rooms on campus. All staff and students on the Cranfield Campus have MS Team accounts for business installed with cameras and audio devices inbuilt into equipment or available for purchase at low cost. Use of conferencing facilities is encouraged to reduce both business travel and traffic between the Cranfield Campus and Shrivenham, where staff also have access to conferencing facilities within meeting rooms and can request IT support for further help if needed.

Sustainable Business travel

A University Sustainable Business Travel Policy is due to be published. This will implement an action plan to reduce the amount of air travel required for business trips in the UK and mainland Europe.

Promotion and Management Measures

Automatic vehicle, cycle and pedestrian counting

It is difficult to find the resources to monitor traffic onto and off site with manual counting. An automatic counting system would provide better data to understand the frequency of cycling and walking in different seasons for example.

Communications strategy

A communications strategy needs to be developed. This should highlight existing and proposed measures. Make use of the new intranet platform to present information, as well as training platforms such as Canvas and CUTE.

Travel Plan Coordinator

The Travel Plan Coordinator role rests with the Head of Energy & Environment.

Ensure Travel Plan is approved by the Energy and Environment Committee

The Travel Plan will be reviewed by the University Energy & Environment Committee on an annual basis.

Register Travel Plan with Central Bedfordshire Council

Investigate the possibility of registering the Travel Plan with Modeshift Stars platform <https://modeshiftstars.org/>.

Maintain and improve travel portal and investigate incentive schemes

The existing travel portal on the intranet needs to be reviewed and updated. An alternative platform needs to be investigated with an incentive scheme to encourage individuals to car share and use sustainable transport measures.

Target

As for the previous plan the overarching target for Sustainable Travel has to be the reduction in single occupancy car use or commuting. For this plan the target is set in terms of overall commute to the Cranfield Campus. This includes students and tenants living off site as well as staff.

The target is set for 50% single occupancy car commuting by 2030. There was a step change between 2012 and 2014 with the introduction of the Uno bus service and the new cycle lane to the village boosting bus use, cycling and walking. Post 2020 the impact of Covid and subsequent working from home is obvious. Whilst this has reduced slightly it is good to see that bus usage has returned to pre Covid levels.

Journeys/week	2011/12	2013/14	2015/16	2017/18	2021/22	2022/23	2023/24
Car alone	70%	58%	59%	59%	35%	38%	38%
Car share	13%	11%	13%	10%	5%	8%	9%
Motorbike	1%	1%	1%	1%	0%	1%	1%
Bus	7%	19%	13%	18%	14%	13%	17%
Cycle	6%	8%	8%	7%	5%	4%	6%
Walk	2%	3%	5%	3%	3%	2%	3%
Other	1%	1%	2%	1%	5%	5%	5%
Working at home*					34%	29%	23%
*Avoided journeys							

Above: Progress on modal shift for commute to Cranfield campus

Progress review

The below table summaries progress and achievements made in the last 5 years since the travel plan was updated in 2018. New targets and implementation are written for 2024 onwards.

Below progress over the last 5 years: Implementation and timescale with action measures and responsibility

Travel Plan Target	Measure	Responsibility	Target Date	Progress and comments
Travel Plan Management and Promotion	Appoint Travel Plan Coordinator	Board for Energy & Environment	September 2018	Completed- role absorbed into Energy and Environment Team
	Develop Communication Strategy	Energy & Environment Manager	November 2018	Ongoing- part of environmental communications.
	Improve Travel Portal	Environmental Coordinator	Ongoing	Ongoing- new intranet will allow further development
	Automatic vehicle, cycle and pedestrian counting	Energy & Environment Manager	August 2020	Not achieved- discussion with site services regarding using cameras on site
Increase walking	Car movements within campus reduced	Facilities	March 2019	Changes to car parking and hybrid working would have reduced car movements.
	Disabled access review	Facilities	Ongoing	Ongoing
	Improved foot/cycle path north of airfield to Cranfield Village	Air Park Development	March 2022	Completed- opened during 2021
	Improved key walking routes on campus	Facilities	November 2018	Ongoing as part of the Masterplan.
	Walking maps	Environmental Coordinator	December 2018	Completed- ideal walking routes added onto the official campus map.
Increase cycling	Better facilities for commuters	Facilities	Ongoing	Ongoing- bicycle parking has increased on campus and will continue as the campus develops.
	Better security measures	Facilities	September 2019	Completed - Bicycle registration introduced and compulsory for everyone using a bicycle on campus.

	Clearer guidance and training	Environmental Coordinator	November 2018	Ongoing- increased awareness raising for health and safety purposes for all cyclists
	Government “Cycle to Work Scheme”	Finance	March 2019	Completed- cycle to work salary sacrifice scheme introduced via Vivup and Halfords
	Improved routes	Facilities	March 2019	Ongoing- North Cycle path introduced, also will review routes to MK:U and surrounding areas.
	More hoops distributed around campus	Facilities	September 2019	Completed/ongoing- Baroness Young Hall cycle storage added, bicycle hoops installed with new buildings.
	Provision of pool bikes	Energy & Environment Manager	September 2019	Not done- difficulties with securing finance/insurance.
Motorbike measures	Incentives	Energy & Environment Manager	March 2019	Not done- something to review
	Lockers	Facilities	September 2019	Not done- something to review
	Parking	Facilities	March 2019	Ongoing- Designated motorbike parking by B41
Increase use of Public Transport	Bus shelters	CBC	September 2019	Completed- bus shelters have been improved
	Demand Responsive Transport	Energy & Environment Manager	September 2019	Ongoing
	New services and routes	Energy & Environment Manager	March 2020	Ongoing- kept under review with changing demands
	Partnerships and Subsidy	Finance	March 2022	Ongoing
	Priority lane at main bus stop	CBC	December 2018	Completed
	Real time displays	CBC	November 2018	Completed

	Taxis	Energy & Environment Manager	March 2019	Not done- To be reviewed
Sustainable car use	Review options to improve car share and encourage electric cars	Energy & Environment Manager	March 2019	Ongoing

Implementation & timescales

Travel Plan Target	Measure	Responsibility	Target Date
Travel Plan Management and Promotion	Develop Communication Strategy	Head of Energy and Environment	Ongoing
	Improve Travel Portal	Environment Officer (communications)	Ongoing
	Automatic vehicle, cycle and pedestrian counting	Head of Energy and Environment	Ongoing
	Engage staff and students in a new platform or incentive scheme for using sustainable transport	Environment Officer (communications)	Ongoing
Increase walking	Car movements within campus reduced. More 'Pedestrian' only walking areas	Facilities	Ongoing
	Traffic calming measures on and around campus and crossing points	Facilities	2024
	Disabled access review	Facilities	Ongoing
	Extend North foot/cycle path so it connects to Cranfield Village and improve signage	Central Bedfordshire Council	Ongoing
	Improved key walking routes on campus	Facilities	Ongoing

	Walking maps	Environment Officer (communications)	Ongoing
Increase cycling	Better facilities for commuters including more centralized bicycle lockers and showers	Facilities	Ongoing
	Better security measures	Facilities	Ongoing
	Clearer guidance, training and health and safety awareness raising	Environment Officer (communications)	Ongoing
	Promotion of Vivup “Cycle to Work Scheme” employee benefit	Finance	Ongoing
	Improved routes to MK:U and surrounding villages	Facilities	Ongoing
	More hoops distributed around campus	Facilities	Ongoing
	Provision of pool bikes or bicycle hire scheme	Head of Energy and Environment	Ongoing
Motorbike measures	Incentives	Head of Energy and Environment	Ongoing
	Lockers	Facilities	Ongoing
	Parking	Facilities	Ongoing
Increase use of Public Transport	Introduce a campus shuttle services which travels between north and south of the campus	Head of Energy and Environment	Ongoing
	Demand Responsive Transport	Head of Energy and Environment	Ongoing
	More frequent service during peak periods to overcome overcrowding and better timekeeping.	Head of Energy and Environment	Ongoing
	New services and routes	Head of Energy and Environment	Ongoing
	Partnerships and Subsidy	Finance	Ongoing

	Quicker services to central Bedford	Head of Energy and Environment	Ongoing
Sustainable car use	Promote and support the EV salary sacrifice scheme	Environment Officer (communications)	Ongoing
	Roll out more EV car charging points to car parks on campus	Head of Energy and Environment	2024
	Encourage car sharing and introduce incentives.	Environment Officer (communications)	Ongoing
Sustainable Business travel	Look into a 'EV car club' for business use and car hire on campus	Head of Energy and Environment	Ongoing
	Publish a new Sustainable Travel Policy and Sustainable Business Travel Plan with an associated communication plan	Head of Energy and Environment, Communications Team	2024
	Look to introduce more EV/Hybrid vehicles within the existing University on-site transport fleet	Head of Energy and Environment	Ongoing

Monitoring & Review


Surveys

The University is committed to having a staff and student travel survey every year. This is supplemented with manual traffic counts which take place on campus. The latter should be supplemented or replaced with automatic traffic logging as soon as practical.

Review progress

The progress of the Travel Plan is to be reviewed by the Energy & Environment Committee annually. Also, a report is to be submitted to Central Bedfordshire Council (CBC). The possibility of adding this onto the Modeshift STARS platform as used by the council will also be investigated <https://modeshiftstars.org/>.

Document Control

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Signature	
Name	Ian Sibbald
Title	Chair of Energy & Environment Committee

Document Review

Version	Amendment	By	Date
1	Cranfield University Travel Plan 2012-2027 created by WSP	Gareth Ellis	01.12.12
2	Cranfield University Travel Plan 2018-2023	Gareth Ellis	01.11.18
2.1	Added 'MK:U: Improve travel links to MK:U (Milton Keynes University campus)	Gareth Ellis	28.06.21