

Workplace Travel Network Meeting

Date: 7 June 2022 Time: 9.30am-1.30pm

Location: University of Winchester

Chair: Andy Whincup

Minutes: Anna Herron

To amend any information within these minutes, send feedback on format and content, or make suggestions for what you would like to see / hear about next time please email:

workplaces@myjourneyhampshire.com

	Agenda Item
1.	<p>Welcome</p> <p>Andy Whincup welcomed attendees to event.</p>
2.	<p>University of Winchester</p> <p>Jo Meekley shared the University's staff travel survey approach and results.</p> <p>The current situation: The University is well placed for train station and buses. Few staff use the park and ride. The University offers pay per year parking permits on campus for staff. The amount based on their salary or car emissions. If staff live in the city, they can't buy an annual permit but can buy parking per day at higher rate.</p> <p>Survey results show driving has gone up, but public transport has gone down. The University plans to target local car users. The University already:</p> <ul style="list-style-type: none"> • arranges bike discounts with local shops and runs bike doctors on campus • has an uncapped C2W scheme • offers bus season ticket discounts with Bluestar • bought into easit Hampshire offering 15% SWR discount and other offers • has a car club car on site • offers cheaper parking for EV / car sharers. However, this is being reviewed • subsidises park and ride for staff (£100 to use P&R during term time) <p>In future they are hoping to offer:</p> <ul style="list-style-type: none"> • a better discount SWR and buses • an EV salary sacrifice scheme • two e-bikes to loan out • an electric cargo bike to move across various sites within the campus • new secure bike storage

3. **My Journey Workplaces team**

My Journey Update: Anna Herron gave an update on My Journey workplaces news. Including a reminder to make use of free events at your workplace, including Led Walks and Rides. The team can also provide site specific walking and cycling maps to promote active travel. The audience were also reminded of the availability of RIDES e-cargo bike loans and the Workplace Travel Grant. The next round of grants is 4 July – 26 August and the next Workplace Travel Network event is 6 September.

Love to Ride: Ursula Dowd explained that Love to Ride (LTR) is a behaviour change platform. It's free, there are prizes to win, and it encourages sustainable travel.

Ursula talks through the LTR workplace profile webpages:

- Set your profile up - Name, number, email.
- Choose your business from drop list, or if not add it on there.
- You can then see the stats for your business: new riders, total riders.
- You can create departments and set goals
- Send messages to your team

Check - Who is your workplace champion? It might not be you – it might be that you have a real keen cyclist who really wants to get out there.

Ursula shared statistics from LTR Bike month (May 2022):

- Monty's is number one in Southampton. University of Southampton was second, Barton Peveril was third.
- Monty's third in country overall
- 65 new riders in Bike Month this year vs 55 last year
- 128k total miles in Bike Month this year vs 118k last year
- 22k transport miles in Bike Month this year vs 14k last year

Get ready for Cycle September:

- Who is your LTR champion? Are they up to date?
- Ensure in internal comms plan/comms team know it's coming

Carbon reporting/monitoring: Leon Girling asked audience:

- Who collect Scope 1 / Scope 2 data for business? *Around half do*
- Who collects scope 3 data? *Only 3 or 4 do*

If collecting carbon data for scope 1,2,3 this should include business travel, commuting travel, operational travel. We want to understand:

- how are you collecting carbon data?
- what plans, if any, are in place now to tackle your carbon levels scope 3?
- how do you collect your data (excel formulas, robust data system)?

When you gather all carbon data together and interrogate and understand it, then you can set KPI to reduce your carbon.

Leon outlined My Journey grant offers:

- Data – we can contribute to software to help you do this
- Training – we can provide IEMA carbon training. This could potentially be in the form of a large group training day around carbon data.

	<ul style="list-style-type: none"> • KPI/AP –My Journey can fund some of the time needed for staff/consultants to work on action plans. Some KPIs would need to be around business travel, operational travel and commuter travel. <p>We are working with the Insights team to take the modal split data from our staff travel survey, use DEFRA calculations to calculate carbon figures.</p>
4.	<p>Alternative fuels</p> <p>Andrew Ellis, Transport Manager at Hampshire County Council explain that in 2017/2018 they were considering the 850 vehicles in their operational fleet. Many could transition to EV. They spoke to fuel supplier, Wessex Petroleum, and started looking at Hydrotreated Vegetable Oil fuel (HVO). They conducted a trial of 2 vans and 2 trucks for one year. After this was successful, they transitioned all depot fuel at 5 sites to HVO as part of wider trial to collect the data.</p> <p>There are misconceptions about HVO and they needed to get councillors on board. It is made from waste animal food/food products. Cheaper HVO is available, but the one used is fully renewable, and produced from waste. It is refined in Holland and shipped over here so there is significant embedded carbon of moving that across. Wessex Petroleum use trucks fuelled by HVO once the fuel is in the UK. Their certificate shows total tonnes of Co2 saved.</p> <p>They’ve had no mechanical issues to date. Many vehicles are minibuses for schools. They make short journeys, and the engines don’t get warm. Blocked filters have been less of a problem with HVO so less maintenance is required.</p> <p>Estimated 1900 T of Co2e reduction in 1 year pilot. This doesn’t include the Hampshire Highways fleet of gritters. Trying to transition a fleet of this size to EV is a big steppingstone, this is doing something NOW. When fill fuel up with HVO there’s no smell, stores better than diesel and petrol (12 months for HVO).</p> <p>Questions:</p> <ul style="list-style-type: none"> • <i>We’ve looked at similar for port but the cost has been a barrier. 20% is significant. Don’t have to make the whole switch, can make 1 in 3 or 1 in 4 deliveries.</i> • <i>No DEFRA official value for HVO. What do you use? My organisation needs an official DEFRA value. It can’t be exact. There are so many variables as many different vehicles, so we use an average.</i> • <i>Do you pay duty in import from HVO? Yes, same duty on importing as for diesel.</i> • <i>How do we do this for a small fleet? If you are located near to one of our sites, then we could potentially look at working together.</i> • <i>Where would stuff it’s made from normally go, and would it become profitable for people to grow stuff for this fuel: It’s waste, would usually go for landfill, waste oils from food production.</i> • <i>Any issues with insurance providers? Ours told us we can’t support that. Lease provider said we wouldn’t support that. Sounds like they are being risk averse. We haven’t had any issues with that.</i> • <i>What do you think the additional cost is? Literally that margin (19%) if you also account for the drop in particulates then probably about 14%.</i> • <i>Is there a vehicle and journey best suited to this switch? Biggest case is school minibuses – transporting kids, short journeys not blocking filters</i>

5.	<p>National Highways</p> <p>Jim Droxford explained that National Highways (NH) is undergoing a shift in the way our organisations works – Travel demand management strategy.</p> <p>These events and material from My Journey workplaces fall under the umbrella of travel demand management. This work in Solent area is flagship TDM project. We want to use the learning from this programme to determine national strategy in our day-to-day operations. Going forward NH will be looking at how we can promote active and sustainable travel in our day-to-day activities. We want to have maximum collaboration and consultation. We will be running some workshops with external partners and stakeholders. There’s the potential to talk to this network in a more formal way e.g. surveys, interviews. We very much want to hear from people.</p>
6.	<p>Travel planning workshop</p> <p>Andy Whincup poses questions to the group, to discuss during lunch, about making a new trip:</p> <p>What are the audiences at your workplaces that you have to provide travel for?</p> <p>What information would you need to know to get to your site?</p> <p>What information wouldn’t you tell them?</p>