

Professional Support Service

De Montfort University / Leicester City Council

**Promoting Cycling through Leicester's
De Montfort University Travel Plan**

Draft Report

April 2008



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Contents

Introduction	3
Context	3
Research methods	4
Research findings	4
<i>Develop a cycling ethic</i>	4
<i>Students and Staff</i>	4
<i>Bicycle User Group</i>	5
<i>Secure cycle parking</i>	5
<i>Shower and changing facilities</i>	5
<i>Routes to the University sites</i>	5
<i>Maps</i>	5
<i>Car Parking</i>	5
<i>Employer initiatives to promote cycling</i>	5
<i>Home Bike Park</i>	6
<i>Training</i>	6
<i>Recycled bikes</i>	7
<i>Leicester Bike Park</i>	7
<i>Information gathering</i>	7
<i>Collaborating with neighbouring organisations</i>	7
<i>Useful websites</i>	8
Appendix 1: Survey of cycle facilities in and around De Montfort University Leicester Campus	11

Introduction

The report has been prepared in response to a joint request to the Cycling England Professional Support Service from Leicester City Council and De Montfort University for assistance in further promoting cycling to staff and students through the University's well-established travel plan. The request was passed to Jo Cleary, a member of the support service team with considerable experience of identifying opportunities to facilitate cycle use through the travel planning process.

Context

De Montfort University (DMU) prepared its initial travel plan during 2003, in response to a Section 106 planning condition for development on the Leicester city centre campus. The plan was developed by the University's first Transport Coordinator, Sarah Wells, and was subject to an annual monitoring and review process. The travel plan, and its updates, include relevant background information about the University, evolving staff and student travel patterns, objectives and proposed actions for achieving these objectives relating to the range of different modes of transport. This information will not be repeated here, but can be accessed from the internet via the following web link: www.dmu.ac.uk/aboutdmu/services/estates/transport/travelPlans/index.jsp

What the University is doing specifically to encourage cycling can be found at: www.dmu.ac.uk/aboutdmu/services/estates/transport/travel_info/Cycling.jsp

Dr Ian Murdey took over from Sarah in 2006, working 2.5 days per week. Ian is a keen 'active traveller', invariably running or cycling to and from work, and his approach to implementing DMU's travel plan can be summed up as follows: *"I think about what encourages and helps me to use sustainable modes and try and provide those incentives for other staff and students."* A good deal of progress has been made in delivering on the DMU travel plan during its five year existence, at least in terms of providing measures that ought to increase the appeal and feasibility of alternatives to the car. **Appendix 1** contains examples of some of the measures on the ground, albeit this concentrates primarily on those put in for cyclists – as that is the focus of Cycling England's interest (and this assignment).

To date, the focus of delivery of the DMU travel plan has been on the University's 3,500 members of staff, rather than its 20,000 students. The rationale for this is that there is no car parking provision for students on the Leicester City Centre campus, so they shouldn't be commuting by car anyway. Car parking for staff is continually being squeezed due to campus development pressures, which has created an increasing demand for (or opportunity to promote) alternative modes. Moreover, the DMU Travel Coordinator has found it far easier to communicate with staff – via established newsletters, email, meetings, etc – than students. The Student Union, for example, seems mainly concerned with pressing for student car parking provision on campus.

The focus of travel plan activity on staff, rather than students, is reflected in the annual monitoring surveys, which take place in April. The latest results (for 2007) reveal a reduction in car use among staff from 60% to 49% since the start of the travel plan process. The greatest shift has been to train travel, up to 9% from 4% in 2003; although cycling has also increased, from 6% to 10% of journeys to work. Students were not analysed as a separate group until 2006, and have been very poorly represented among survey respondents throughout the process. Nevertheless, indications are that they have changed their travel habits to a much lesser degree than staff. The most popular mode for University-related journeys by students is walking (49% of trips in 2007 compared to 51% in 2006), while relatively few cycle (4%, no change from the previous year). In 2007 20% of students commuted to University by car, again no change from 2006.

Leicester City Council is supportive of DMU's travel planning efforts, and has introduced a number of complementary measures, such as ongoing improvements to cycling and pedestrian routes in the vicinity of the City Centre campus. The local authority has recently submitted a bid to Cycling England for Cycle Demonstration City status, to significantly augment its planned programme of

Professional Support Service

investment in a range of 'soft' and 'hard' measures of the coming years. To support this, both DMU's Transport Coordinator and the City Council's Cycling Coordinator, are keen to explore ways in which cycling among staff and students at De Montfort University can be further encouraged. In particular, they are looking for good practice examples from other further and higher education establishments that could feasibly be applied to DMU's city centre campus in Leicester. That is the focus of the main body of this report.

Research methods

The following literature was reviewed:

- De Montfort University Travel Plan, February 2004 (first revision)
- De Montfort University Travel Plan Phase 2 – 2008/2013, October 2007
- De Montfort University Travel Plan Progress Report, November 2006
- De Montfort University Travel Plan Progress Report, November 2007

The Cycling England representative consulted the following individuals for information and ideas relating to this assignment:

- Dr Ian Murdey, Transport Coordinator, De Montfort University
- Andy Salkeld, Cycling Coordinator, Leicester City Council
- Hugh McClintock, former senior lecturer at the University of Nottingham and long-standing cycling champion

And also drew on advice provided indirectly by:

- Dave Holladay, Tramsol (acknowledged cycle parking expert)
- John Parkin, Reader in Transport Engineering and Planning, University of Bolton

A site visit of the University and its environs took place on 9th April 2008, involving the Cycling England representative, Ian Murdey and Andy Salkeld.

An internet search was also carried out to gather information on what universities are doing to promote cycling among staff and students.

Research findings

The following is a summary of ideas solicited from the research carried out by the Cycling England consultant, to be considered by DMU as additional means of promoting cycling through the University's Green Travel Plan.

Develop a cycling ethic

Leicester is a relatively flat city with good facilities for cycling and a council who are keen to encourage cycling as a mode of transport. For impecunious students in particular, cycling should be their first choice for trips of one to five miles. De Montfort University should work with the City Council to develop more of a cycling ethic amongst its staff and students, by continuing with the measures already in hand and considering the suggestions below.

Students and Staff

Measures to encourage cycling should be aimed equally at students and staff of the University. However, some measures / promotions / perks may apply to only one or other group. For example, staff may prefer to have separate secure cycle parking, as student bikes are often treated as common property. Moreover, setting up a salary sacrifice bike to work scheme (more below), and the payment of cycle mileage allowance for business trips would only apply to university staff.

Professional Support Service

Bicycle User Group

The DMU Bicycle User Group should include both staff and student members. It could be an important tool for encouraging cycling as its existing committed cyclists can help encourage others by:

- Having a presence at the **Fresher's Fair**, to show new students the benefits of using a bike to get about and what help and resources are available. Most age groups more readily take advice from their peers.
- Running **Doctor Bike** sessions, where cyclists can bring their bikes for simple repairs and learn how to do it themselves.
- Setting up a **Bike Buddies** scheme, where experienced cyclists ride with those less confident and experienced on their way to the campus. See, for example, the scheme at Edinburgh University.
www.transport.ed.ac.uk/Cycling/bicycle_users_group.shtm#bikeBuddies
- Organising short **led rides**, utilising local cycle-friendly routes to visit places of interest to students (e.g. pubs), to introduce those new to the City and / or cycling to the opportunities for biking around Leicester.

Secure cycle parking

Work with the DMU BUG to identify where further secure cycle parking is needed in and around the campus, and whether improvements to existing facilities are needed. Encourage the student members of the BUG to work with the Student Union to better manage and promote the student cycle lockers on site.

Shower and changing facilities

Determine whether existing shower and changing arrangements are adequate. In particular, assess whether there is a currently unmet demand among students and, if so, how this could be addressed.

Routes to the University sites

Put on the website, experienced riders preferred routes to the campuses, from each main area of the city where staff and students live. See, for example, the Bristol University website.

www.bris.ac.uk/transportplan/transport/cycling/routes/

Maps

Revise the general-purpose campus map to show cycle-friendly routes to / from key destinations, e.g. the railway station, together with facilities such as the location of secure cycle parking and showers and changing facilities available to cycle commuters.

When finalised, promote and distribute the Leicester City cycling map amongst existing students and staff, and to new additions as they join 'the family'.

Car Parking

Charge for car parking by the day, with no annual tickets. This encourages car users who might cycle, or travel by other more sustainable modes, to do so from time to time. Consider making car parking permits valid for one campus only, to reduce inter-campus travel by car.

Employer initiatives to promote cycling

Several initiatives exist that enable employers, like DMU, to promote cycling among their staff.

Professional Support Service

- Cycle to work scheme: in brief, this is a DfT initiative (facilitated by HM Revenue and Customs) that enables staff to purchase bikes and associated accessories using gross salary, i.e. before Income Tax or National Insurance deductions. A good explanation can be found at www.bikeforall.net/content/cycle_to_work_scheme.php, while leaflets for employers and employees can be downloaded from the Cycling England website at www.cyclingengland.co.uk/promotion.php. It is understood that there are plans to introduce such a scheme for DMU staff during 2008, alongside a range of other 'staff perks' (not necessarily related to travel) that can be managed through the payroll.
- Pool bikes for staff: it is understood there are plans to provide a fleet of pool bikes for use by DMU staff during 2008, which would be useful for two main purposes. To allow staff unable to cycle to work to have access to a bike for short trips during the working day. Also to enable those without a bicycle the chance to loan one from the bike pool for a trial period, to determine whether cycle commuting is for them before committing to purchasing their own machine. The University of East Anglia offers this, see www1.uea.ac.uk/cm/home/services/units/estates/Transport/cycling. It would be advisable to offer National Standard Level 3 (on-road) cycle training to DMU staff interested in taking advantage of the bike pool.
- Mileage allowance: DMU currently pays 20p per mile cycle mileage allowance for business trips by bike. While this figure is not particularly high, it is in line with Inland Revenue guidelines. As many cycle journeys will not be very long, usually a couple of miles, there is likely to be a tendency for staff not to claim cycle mileage for business trips if they are required to do so frequently and / or for individual trips. If not already in place, it is therefore worth considering developing a system whereby people who use bikes for business journeys can claim their mileage allowance as a 'lump sum', say every six or twelve months.

Home Bike Park

This refers to initiatives, piloted by the London Borough of Hackney, to address problems of residential cycle storage. A good proportion of dwellings in urban areas, particularly inner-city terraced housing, flats and apartments, were not designed to accommodate bikes. This can be a significant deterrent to cycle ownership, and thus use, in these locations. Typical solutions include vertical storage under stairs, hoists above the hallway, lockers outside, making existing small outbuildings more secure. The Hackney pilot is summarised in a well-presented report, including a variety of case studies, which can be found at

www.hackney-cyclists.org.uk/homebikepark/hackney_homebikepark_report_2004-06_v0.2.pdf

DMU should consider investigating the need for such a scheme to benefits its staff and students, in partnership with Leicester City Council.

Training

Leicester City Council is promoting National Standards cycle training among all age groups, and has secured over £90,000 from the DfT to help fund delivery during the 2008/09 financial year. DMU should publicise, amongst students and staff, the adult cycle training available through Leicester City Council, see www.leicester.gov.uk/your-council--services/transport--traffic/transport-development/sustainable-team-homepage/cycling-in-leicester/cycle-training. The university could also encourage staff and students to put themselves forward to be trained as cycle training instructors. Cycling England bursaries are available to cover the majority of the cost of this qualification, which ought to appeal to students, in particular, as a means of earning some money (see www.cyclingengland.co.uk/training.php).

Professional Support Service

Recycled bikes

There ought to be scope to work with the **Bikes 4 All** scheme in Leicester to provide students, and maybe employees on lower incomes, access to inexpensive, recycled bikes. See www.qwill.org.uk/index.asp?page=142 Other possibilities to explore would be to invite members of the Bikes 4 All team to run periodic Dr Bike sessions at the university, to run bike maintenance classes, and / or to provide a cheap cycle repair service for staff and students.

Leicester Bike Park

This is a valuable resource and should help foster a cycling culture for the City, particularly if it receives its planned revamp. The facilities it offers, including secure storage, repairs, accessories, maps, etc. could be promoted to DMU staff and students, as it is located within reasonable walking distance of the City campus (see www.leicester.gov.uk/your-council--services/transport--traffic/transport-development/sustainable-team-homepage/cycling-in-leicester/bike-park).

Information gathering

The vast majority of DMU staff and students who cycle, or will start cycling, will not be involved in the Bicycle User Group. However, they will be the eyes and ears of cyclists on the street, and their experiences will be an important source of information on issues that need to be addressed to keep cyclists 'on their bikes'. These issues may relate to maintenance of cycle routes, concerns about the general highway network, personal security, cycle parking and storage, etc.

Responsibility for investigating and, where possible, addressing these issues will undoubtedly fall to both DMU and Leicester City Council. It would, therefore, be useful to establish and promote a communication channel for reporting such issues. The University of Bradford's Bicycle User Group, for example, has an online questionnaire that includes provision for reporting problems and suggesting improvements.

Collaborating with neighbouring organisations

The University of Leicester main campus is close to DMU's Charles Frears campus and they will undoubtedly share similar transport-related problems. A new environment team was set up in 2007, and they are working on a travel plan. They proposed a bicycle user group be set up late in 2007. Contact details: Room 10 of Estates in the Fielding Johnson Building, email environment@le.ac.uk or telephone (0116) 223 1439. Similarly, the Leicester Royal Infirmary is located just to the south of DMU's City campus. It is understood that contact has already been established with this large employer to explore opportunities for joint travel planning initiatives, and this relationship should be strengthened.

Professional Support Service

Useful websites

The following are links to websites that offer a flavour of the range of initiatives in place at other universities that promote and facilitate cycle use. As the content of websites is constantly evolving, it was deemed most appropriate to simply provide the web addresses, rather than account of what each site currently covers, as the latter will change over time. Notwithstanding the previous statement, attention is drawn to any particularly innovative or unique ideas featured on individual sites.

Bath University Bicycle User Group

www.bath.ac.uk/internal/bubug/

Includes advice on cycling up hills for newcomers to Bath!

Bath Spa University Bicycle User Group

users.bathspa.ac.uk/bug/default.htm

Includes an appeal for student cycling champions, and advice on roadworks that affect popular cycle routes.

Bike Parking and Security Association

www.bpsa.info/intro.htm

The aim of the BPSA is to set a realistic standard for secure and convenient cycle parking in the public domain.

University of Birmingham Bicycle User Group

www.cycling.bham.ac.uk/

Includes information about University-based cycle training and maintenance classes.

Bournemouth University Bike User Group

www.bournemouth.ac.uk/staff_new/communities/bug/bu_bike_user_group.html

Includes information about discounts secure with local bike shops and dealers, as well as a programme of regular cycle rides.

University of Bradford Bicycle Users' Group (UNIBBUG)

www.brad.ac.uk/campus/uni-cyclist/

Includes a survey to gather information about who the University's cyclists are, and what improvements they would like to see to encourage this mode.

Bristol University Transport Plan

www.bristol.ac.uk/transportplan/transport/cycling/

Lots of helpful advice for those new to cycling, including free cycle training and route-finding service. Also include information on recycling unwanted bikes.

Cambridge Cycle Campaign

This site offers ideas about the range of information of use to cyclists that can be communicated via the internet, including the location of cycle parking facilities, bike shops, even potholes, and a web-based journey planner.

www.camcycle.org.uk/map/route/

University of Chester Green Travel Plan

www.chester.ac.uk/travelplan/cycling.html

Professional Support Service

Includes links to information about local cycle routes.

University of East Anglia Travel Plan

www1.uea.ac.uk/cm/home/services/units/estates/Transport/cycling

Includes information about free weekly Dr Bike sessions, and links to leading lights within the Norwich Cycle Campaign who are willing to offer advice and support on all issues cycling.

University of Edinburgh Travel Plan

www.transport.ed.ac.uk/Cycling/index.shtml

Includes information about the pool bikes available to University staff, together with free cycle training. Also, the location and contents of cycle repair toolkits.

University of Edinburgh Bicycle User Group

www.transport.ed.ac.uk/Cycling/bicycle_users_group.shtml

Includes information about the University's Bike Buddies, i.e. experienced cyclists keen to assist others build their confidence on a bike and find the most cycle-friendly routes around the City.

Gloucester University Bicycle User Group

www.glos.ac.uk/sustainability/bug/index.cfm

Includes information about an interest-free loan facility for students and members of staff wishing to purchase a bicycle, together with a bike hire scheme run by the University.

Imperial College Bicycle User Group

www.union.ic.ac.uk/icbug/wiki/index.php?title=Main_Page

Includes information about free training worth £640 to become a cycling instructor, and then teach Imperial College staff, students and neighbours how to cycle safely on London's roads.

Leeds University Bicycle User Group

www.leeds.ac.uk/leedsbug/

Includes links to a campus cycling map, indicating the location of advisory and dedicated cycle routes, cycle parking, as well as shower and changing facilities.

Leicester De Montfort University Travel Plan

www.dmu.ac.uk/aboutdmu/services/estates/transport/travel_info/Cycling.jsp

Loughborough University Bicycle User Group

www.lboro.ac.uk/staff_groups/lubug/page13/page13.html

Includes suggestions for physical improvements in and around the campus, together with promotional measures the University's cyclists would like to see implemented to encourage use of this mode.

Oxford Brookes University Sustainable Travel Plan

www.brookes.ac.uk/travel/cycling

Includes an invitation to report cycling-related problems in the Oxford area to the University's Environment Team, so that this information can be passed on 'to the appropriate person'.

Sheffield University Cycle Forum

www.shef.ac.uk/cycleforum/

Professional Support Service

Includes information about free cycle training for staff, and an invitation to staff and students to influence the setting of priorities for expenditure on cycling issues from the University's transport budget.

Southampton University Bike User Network

www.soton.ac.uk/~bikeuser/index.php

A one-stop shop of a wide range of information about cycling in-and-around the University and much further afield, including carriage of bikes on public transport services (trains, ferries buses and coaches) serving Southampton.

Warwick University Bicycle User Group

www2.warwick.ac.uk/about/environment/transport/bug/

Includes a Bike Blog to share news, views and information relevant to the University's cycling community.

York University Travel Plan

www.york.ac.uk/admin/security/transport/cycling.html

Includes information about the University's free cycle hire service for use by staff and students to travel between The King's Manor Campus and the main Heslington campus. There are ten cycles available, which can be hired for up to 48 hours at a time in exchange for a £10 returnable deposit.

Appendix 1: Survey of cycle facilities in and around De Montfort University Leicester Campus



Description: Map-style signing for cyclists in Leicester city centre, including directions to De Montfort University. This not only provides useful information to existing riders, particularly as some routes open to cyclists are not available to motor traffic, but also helps raise the profile of cycling, providing a permanent visual reminder of this option.

Recommendation: Ensure signing is comprehensive and coherent, and takes account of ongoing physical development in and around the city centre and DMU campus, which can change routes temporarily or permanently. This is particularly important for those new to cycling and / or Leicester, likely to include the target audience for this report.



Description: Deacon Street staff cycle lock-up, provides good security and weather protection, reflected in its popularity.

Recommendation: More of the same at other locations around the campus.



Description: Lockers for use by patrons of the Deacon Street staff cycle lock-up. Useful for securely storing easily detachable cycling accessories. One of them contains equipment for minor bike maintenance and repairs, e.g. lubricant, spare inner tubes and puncture repair kit.

Recommendation: Consider making similar facilities available to students.

Professional Support Service



Description: A track pump for easy inflation of tyres to 'correct' pressure. It is chained to an adjacent immovable object to ensure it doesn't 'disappear'.

Recommendation: Consider making similar facilities available to students, and provide simple instructions on use, including advice on tyre pressures, for the uninitiated.



Description: Fairly antiquated Sheffield-type stands located opposite the Estates Services building, on The Gateway. These are uncovered, to enable CCTV coverage, but consequently and ironically not well used (the bike in the picture was 'posed').

Recommendation: Cycle parking that is underutilised because of design or security problems is a waste of space and resources, and does not do the image of cycling any favours. The problems need to be addressed on a site-specific basis, with the options considered including relocation of the facilities to a better site.



Description: Well used cycle parking, a short distance from the illustration above – here outside Student Services on The Gateway. A constant flow of passing pedestrians during the day offers a degree of natural security. It is also closer to a popular student destination compared to the example above.

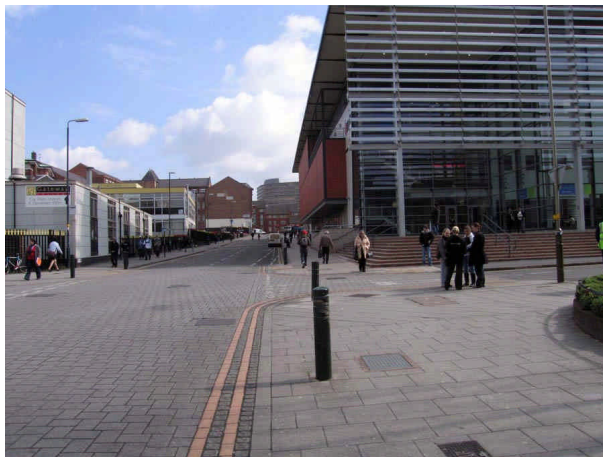
Recommendation: Ensure cycle parking is located where it will be used. As a rule of thumb this should, ideally, be within 25m of the destination.

Professional Support Service



Description: Fairly well-used cycle parking in the vicinity of the Eric Wood building, a the heart of the campus. A wide footway and the location of the stands 'in the lee' of the post box ensure that these facilities do not impede pedestrian flow.

Recommendation: Consider provision of shelter for the Sheffield stands.



Description: Junction of The Gateway with Hall Lane. A raised junction at the centre of DMU's City campus, heavily used by pedestrian.

Recommendation: Consider narrowing the relatively wide Hall Lane carriageway to keep vehicle speeds low, ideally below 20mph, to create an environment that is attractive for walking and cycling and where the impression is that motor traffic is 'a guest'.



Description: Cycle parking outside Queens building, offered a degree of weather protection and security by the enclosed courtyard setting. However, the stands are located rather too close to the wall, possibly to allow 'cherry-pickers' easy access for window cleaning.

Recommendation: Consider orientating the Sheffield stands in echelon fashion.

Professional Support Service



Description: Attractive, but uncovered, stainless steel Sheffield stands outside the front of the Library. Again, they are located rather too close to the adjacent wall, yet the relatively long length of the horizontal 'top bar' reduces the adverse effect of this

Recommendation: In future, consider providing some form of shelter and orientating the stands in echelon fashion.



Description: Covered cycle and motorcycle parking in the corner of the staff car-share car park. The design of this facility offers a degree of weather-protection and easy access. It's chosen location is understandable, in that it presents a nice visual 'package' of sustainable travel options. However, the cycle parking is rather underutilised, suggesting it is not sufficiently close to destinations.

Recommendation: In selecting locations for cycle parking, observe where existing cyclists are (informally) leaving their bikes.



Description: Sticker on the inside of a vehicle windscreen denoting that the owner is a member of the DMU car-share scheme, and can thus use the dedicated parking area, which is in a prime location.

Recommendation: Increase the number of car-share parking spaces on the City campus in time, at the expense of single occupancy vehicle parking. Also, move towards a system of car parking charges where users pay by the day, rather than a one-off annual charge that, once paid, encourages drivers to make as much use of it as possible. Most drivers ought to be able to use an alternative, sustainable, mode at least once a week.

Professional Support Service



Description: Clear visual reminder of the existence of the dedicated car-share parking area, which most people using the wider car park will pass en route to DMU buildings

Recommendation: Where appropriate, and with an eye on the aesthetic impact, extend the use of visual messages as a reminder to staff and students of the opportunities and facilities created under the Green Travel Plan.



Description: Cycle gap in a road closure at the northern end of The Gateway.

Recommendation: Look for other opportunities in and around DMU's City campus to enhance permeability and create advantage for non-motorised users, thereby increasing the attractiveness of these modes over motorised transport.



Description: Cycle lockers, providing space for ten bikes, outside the Fletcher building on Newark Close. Management and use of these facilities have been handed to the Student Union. However, the indications are that they are not being promoted and utilised as well as they could.

Recommendation: Work with the DMU Student Union to develop an effective management and promotion system for these relatively expensive facilities.

Professional Support Service



Description: Uncovered Sheffield stands adjacent to the cycle lockers (above) outside the Fletcher building on Newarke Close. These are, ironically, better used than the lockers – evidence that the latter are not well managed / promoted.

Recommendation: Consider some form of weather protection in time.



Description: Informal cycle parking on the inside of railings at the rear of the Hawthorne building, on The Gateway. A good use of otherwise largely 'dead space', although access needs to be maintained along this occasionally used path, so the introduction of dedicated stands would be inappropriate.

Recommendation: Consider CCTV coverage for the bikes parked in this area.



Description: Empty cycle storage area near a DMU-controlled halls of residence to the north-west of the City campus. While the design of the stands inside this shelter is not ideal, there are a number of other, probably far more significant reasons why cycling among DMU students is relatively low. These include lack of a cycling culture among the high proportion of ethnic groups attracted to the university and, indeed, in Leicester itself.

Recommendation: Upgrade this facility. Use some of the ideas and recommendations in the main body of this report to promote cycling to DMU students – to build on the good progress already made with staff.

Professional Support Service



Description: Cycle stands and lockers outside the John Sandford Sports Centre. Staff engaged in active commuting can use the centre's facilities during dedicated times to enable them to shower and change before and after work. These facilities are better used in the summer months.

Recommendation: Consider providing shelter for the uncovered Sheffield stands. For short stay customers (<2 hours) it is likely that using the stands is more expedient than going through the rigmarole of obtaining a locker key.



Description: Again, nice use of signage to remind passers-by of some of the facilities available and funded through the DMU Green Travel Plan.

Recommendation: More of the same in other suitable locations.



Description: National Cycle Network Route 6 passes through DMU's Leicester City campus, although it is not particularly well signed, mapped or promoted among staff and students.

Recommendation: Work with Leicester City Council to promote cycle-friendly routes in the catchment of DMU through mapping, comprehensive signage and internet-based route-finding software.

Professional Support Service



Description: Part of the Great Central Way (NCN Route 6) in the vicinity of DMU's City campus. Although this is well lit and vegetation has recently been cut back from the edge of the path to create a more 'open' feel, the path does suffer from perceived personal security problems.

Recommendation: Encourage Leicester City Council to provide more links on / off this NMU corridor from adjacent areas. Development proposals to the east of the path should provide opportunities for this.



Description: Toucan crossing providing an at-grade crossing of the A47 St Augustines Road for the Great Central Way cycle route (NCN Route 6), which joins NCN Route 63 near the DMU city campus. This path provides a largely traffic-free link from residential neighbourhoods popular with students and staffs to the University.

Recommendation: Encourage Leicester City Council to consider removing the metal barriers, which are inconvenient for both cyclists and pedestrians, and should not be necessary with all the other 'visual clues' that some caution is needed at this location.



Description: Some of the signage and 'artwork' on the Great Central Way in Leicester suffers from vandalism, which undermines the attractiveness and perceived safety of this facility, particularly for women.

Recommendation: Encourage Leicester City Council to use innovation and imagination in design and management of NMU route 'accessories' to address this problem.

Professional Support Service



Description: One of many road closures in the Westcotes area of Leicester, a popular residential neighbourhood among DMU staff and students. This was part of a traffic management scheme introduced in the 1980s to deal with anti-social behaviour, e.g. kerb-crawling and rat-running.

Recommendation: Encourage Leicester City Council to open up roads closed roads for cycle use to enhance the permeability and attractiveness of this neighbourhood for non-motorised traffic.



Description: One-way street, with two-way provision for cycle traffic, in the Westcotes neighbourhood. A commendable example (despite a question mark over the legality of the signage) of how efforts are being made to encourage and facilitate cycle use in this area, redressing earlier deficiencies.

Recommendation: Encourage Leicester City Council to apply similar principles on neighbouring streets to provide a fine 'mesh' of de facto cycle routes.



Description: NMU crossing over the canalised River Soar, providing an attractive traffic-free link into DMU's City campus from the west.

Recommendation: Encourage Leicester City Council to consider designating, signing and promoting as a cycle route, as its current status is unclear to the 'passer-by'.

Professional Support Service



Description: Part of a network of largely pedestrian priority streets, with limited motor vehicle access for loading, etc. Cycling is now permitted on many of these streets, although this is not well signed or promoted.

Recommendation: Encourage Leicester City Council to increase awareness, and the visibility, of where cyclists are permitted to ride in central Leicester through comprehensive signage. However, an eye should be kept on avoiding visually intrusive clutter. On a wider scale, a map of cycle-friendly routes in the city, along the lines of the Kettering model (which grades all roads and paths open to cyclists according to the level of competence required) would be an effective promotional tool.