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University of Glasgow
Strategic Transport and Travel Plan

Action Plan 2021 - 2030

On behalf of **University of Glasgow**

University of Glasgow

Document Control Sheet

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	Name	Position	Signature	Date
Prepared by:	G Scott	Associate	GS	30/09/2021
Reviewed by:				
Approved by:				
For and on behalf of Stantec UK Limited				

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1.1	28/06/2021	Working Draft	GS		
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Appendix A   Action Plan

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1   Introduction

1.1   Travel Planning Background

Strategic Travel and Transport Plan 2016 – 2025[1]

1.1.1   The current University of Glasgow Strategic Travel and Transport Plan (STTP) 2016 – 2025 was published in April 2016 to support the major campus development programme. It is set in the context of relevant University policies and best practice. It also drew on the findings of a staff and student survey undertaken in Autumn 2015. The plan identified aims, objectives and targets for travel behaviour change and it defined a series of interventions which would assist in delivering these. The 2016 STTP updated an earlier 2010 Travel Plan.

1.1.2   The STTP covers the full estate with a primary focus on Gilmorehill, Garscube and Dumfries.

1.1.3   The latest staff and student Travel Survey was undertaken in 2019 and showed some progress towards modal shift targets, as in the Plan. This shows that some of the interventions including car parking management and activities to encourage walking and cycling, have the potential to influence travel behaviour and instigate behavioural change towards more sustainable travel uptake.

1.1.4   The STTP is considered to still be relevant and current.

Previous STTP Action Plan 2016 - 2020[2]

1.1.5   The STTP includes a section on travel plan measures which provides a high-level summary of the measures the University will take to achieve its travel targets defined across 11 different themes. To support the STTP an Action Plan was prepared which set out the detailed actions required to meet the objectives.

1.1.6   While the STTP covers the period 2016 to 2025, this Action Plan focuses on the shorter term to 2020 and includes timed actions against specific themes.

1.2   Action Plan 2021 - 2030

1.2.1   This Action Plan is an update / refresh to the 2016 – 2020 Action Plan. It builds upon the previous Action Plan with consideration to the University's commitment to net zero carbon by 2030 and the medium to longer term impacts of Covid.

1.2.2   The Action Plan covers the period 2021 to 2030 to provide a clear pathway to delivering net zero carbon emissions within the timescale the University is committed to. However, it should be considered a 'living document' which should be reviewed and updated regularly.

1.2.3   The following transport and travel themes are covered:

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[1] https://www.gla.ac.uk/media/Media_462432_smxx.pdf

[2] https://www.gla.ac.uk/media/Media_462625_smxx.pdf

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Within Travel Planning Area of Responsibility		Outside Travel Planning Area of Responsibility	Mobility as a Service (MaaS) (areas of co-operation)
• Active Travel • Public Transport • Business and Inter Campus Travel	Information and Awareness Raising	• Public Realm, Accessibility and Mobility • Directional Signage Strategy • Fleet Vehicles, Servicing and Deliveries • Car Parking	

Figure 1.1 Action Plan Themes

1.2.4   As can be seen, some of the themes are directly within the area of responsibility / control of transport planning activities (led by the Travel and Transport Co-ordinator), while other themes which help support and deliver upon the objectives and targets are led by other teams within the University. For the latter, the STTP and the 2021 – 2030 Action Plan still seek to set the strategic direction.

1.3   Transport and Travel Tasks

1.3.1   To prepare the 2021 – 2030 Action Plan, several tasks have been undertaken with support from the University's appointed Transport and Travel consultant, Stantec, as set out below.
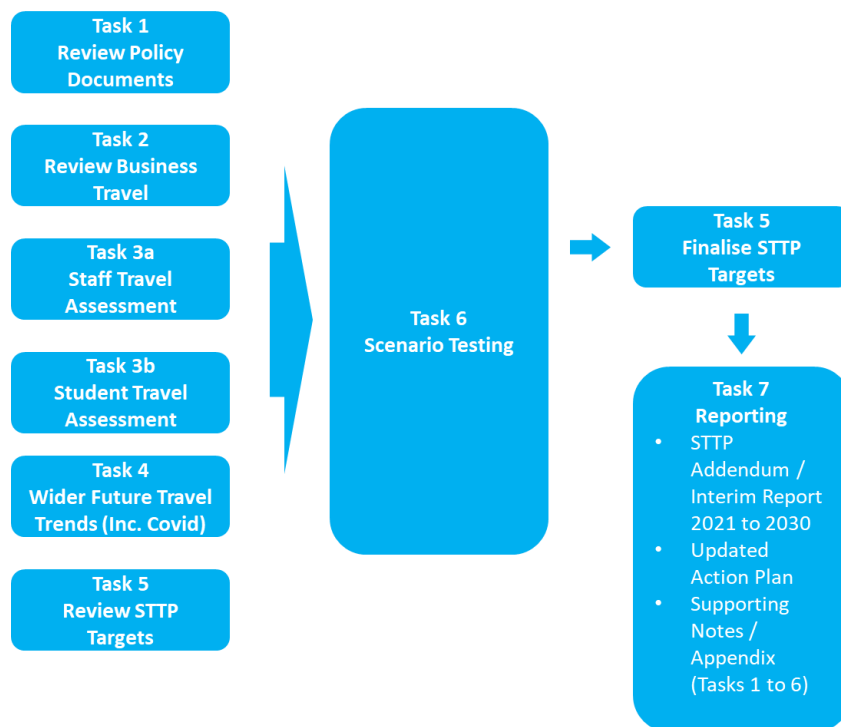
Figure 1.2 Tasks to Inform Action Plan

1.3.2   The tasks draw together a wide range of data, evidence, and best practice examples to allow evidence-based solutions to be identified. They provide a clear and transparent rationale for the actions identified as well as the revised travel targets.

1.3.3   Several future scenarios have been tested which consider wider likely changes to the way people travel as well as how the University can influence how their staff and students travel. These take account of, for example:

- Projected growth in staff and student numbers of 2% per year until 2030

- Impacts of national, regional, and local policy, in particular measures to increase active travel and public transport use

- Impacts of Covid-19 pandemic on the way people travel and change to future working/studying, including increased working from home and some blended learning

- Future changes in vehicle technology with likely increased fuel efficiency
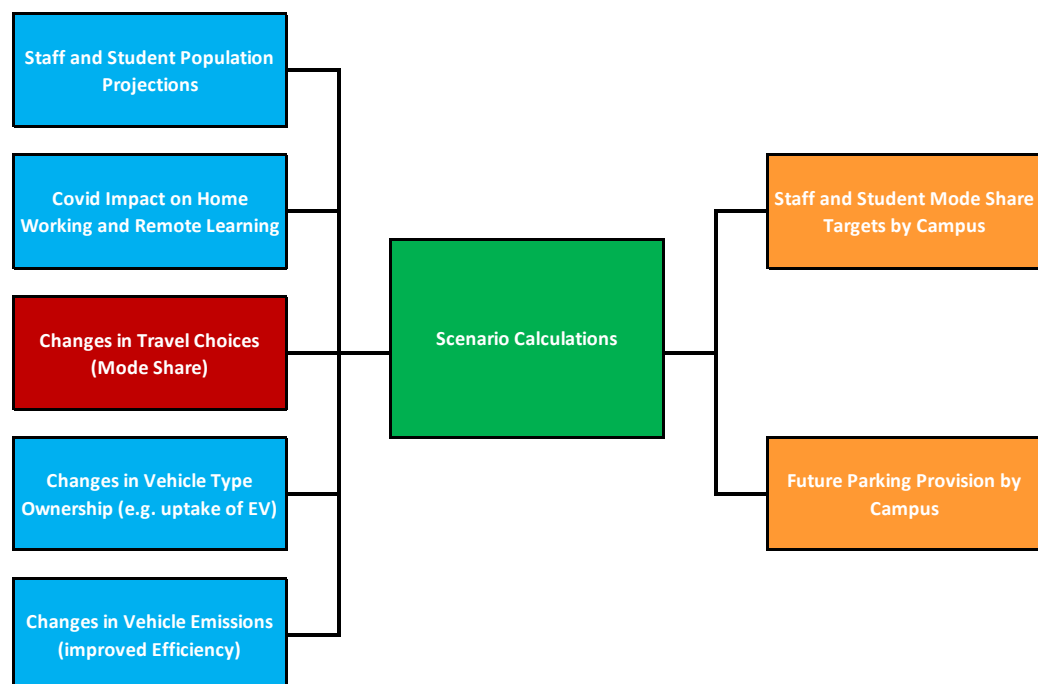
Figure 1.3 Scenario Testing overview of Inputs and Outputs

1.4   Net Zero Carbon Emissions

1.4.1   The University recognises that the world is facing a climate emergency; urgent action is needed. Glasgow Green represents the University's response to that emergency and commits the University to a very significant plan of action to achieve carbon neutrality by 2030, with interim targets over the next decade.

1.4.2   The document notes that staff / student commuting and business travel are key contributors to the University's carbon footprint, as shown in Figure 1.4. Fleet vehicles also contribute carbon emissions, although to a much small degree.
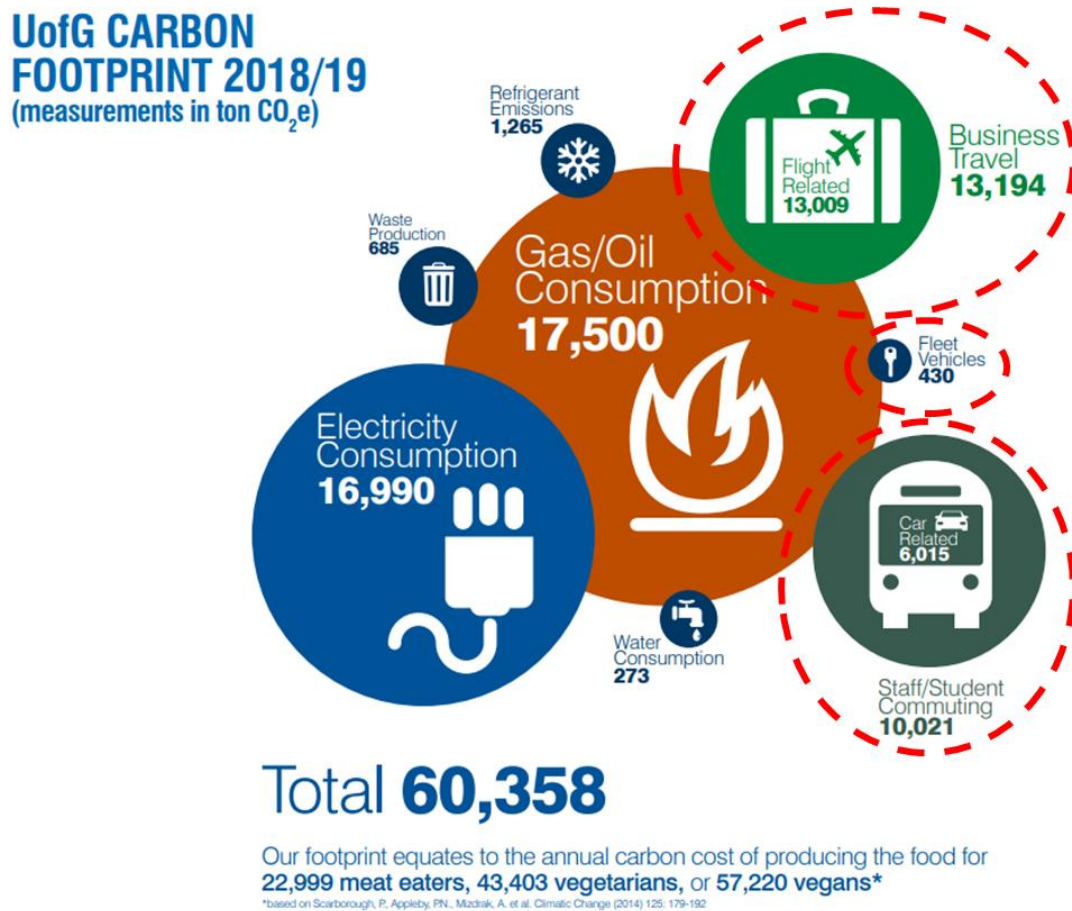
Figure 1.4 University Carbon Footprint (2018/19)

1.4.3 Overall aims have been developed for the three main activities which contribute to transport carbon emissions and are based on the UN Environment Programme's target of a 7.6% reduction in greenhouse gas emissions per year between 2020 and 2030[3]. The two overall aims are therefore:

- Daily Commute – a 67% reduction in the volume of kgCO2e between 2021 and 2030 (a from ~10,021kg to ~3,300kg based on mode share targets informed by accessibility analysis; and

- Business Travel - reduce the volume of kgCO2e by around 7.6% per year between 2021 and 2030 (around a 50% reduction overall) from ~13,000kg[4] to ~6,500kg.

- Fleet Vehicles – reduction from 77 tonnes CO2e to 24 tonnes CO2e by 2030.

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[3] https://www.unep.org/news-and-stories/press-release/cut-global-emissions-76-percent-every-year-next-decade-meet-15degc

[4] Emissions from the 2018/19, the last year which was not impacted by Covid
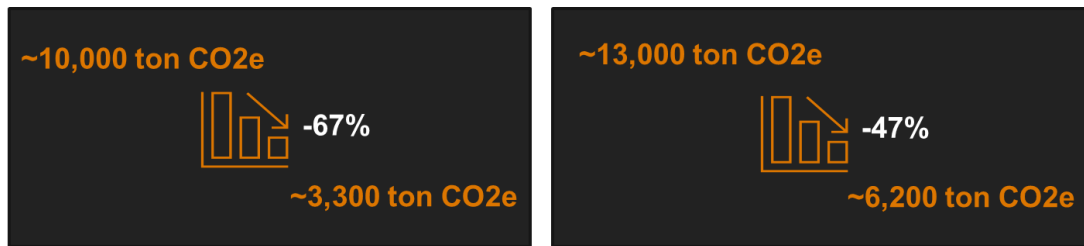
Figure 1.5 Overall Carbon Emissions Aims

1.5   Travel Plan Targets

1.5.1   New targets have been developed based on the SMART principles:

- Specific (simple, sensible, significant).

- Measurable (meaningful, motivating).

- Achievable (agreed, attainable).

- Relevant (reasonable, realistic, and resourced, results-based).

- Time bound (time-based, time limited, time/cost limited, timely, time-sensitive).

1.5.2   Three sets of targets have been prepared with a view to achieving the overall aims:

- Overall Transport and Travel Targets to 2030

- Staff Mode Share Targets by Campus

- Student Mode Share Targets by Campus
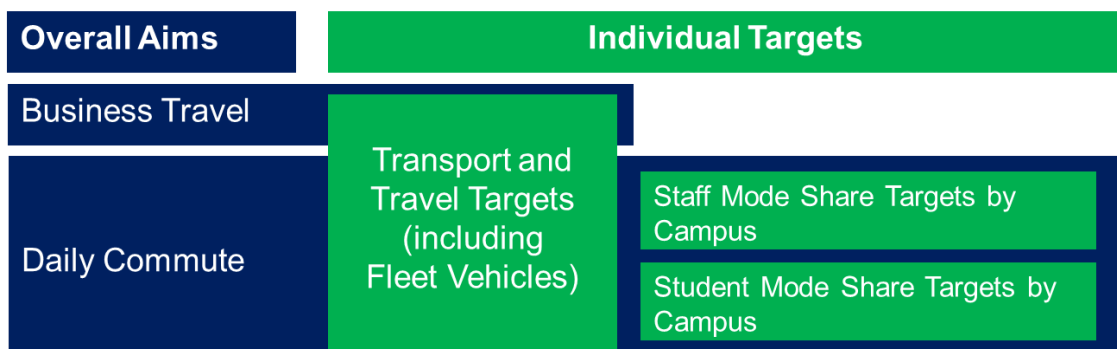
Figure 1.6 Overall Aims and Individual Targets Overview

1.5.3   Table 1-1 presents the transport and travel targets to 2030 which covers the daily commute, business travel and fleet vehicles.

Table 1-1 Transport and Travel Targets to 2030

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Theme	Ref	Target Description	Current	Target		Monitored Through
				2025	2030	
Daily Commute	DC1 - Mode	Achieve the mode share targets for staff, by campus, as set out in Table 1-2	~4.3k CO2e	~2.0k CO2e	~1.3k CO2e	Biennial Travel Survey
	DC2 - Mode	Achieve the mode share targets for students, by campus, as set out in Table 1-3	~5.7k CO2e	~3.3k CO2e	~2.0k CO2e	
	DC3 - Park	Improve public realm to support sustainable travel with reduction in the number of parking spaces on the Gilmorehill Campus	~586	~386	~136	Count
	DC4 - Park	Improve public realm to support sustainable travel with reduction in the number of parking spaces on the Garscube Campus	~559	~413	~230	
	DC5 - Park	Reduce the number of parking spaces provide for Tay House	~50	~28	~0[5]	
	DC6 - WfH	Staff, on average, to work from home two days per week (i.e., travelling to the University, on average 3.0 days per week)	4.3 days[6]	3.0 days	3.0 days	Biennial Travel Survey
			Days travelling to the University (On average)			
	DC7 - RL	Students, on average, to travel to the University one day per week less than in 2019	4.6 days[7]	3.6 days	3.6 days	
			Days travelling to the University (On average)			
Business and Inter Campus Travel	BT1 - International	Reduce the carbon emissions associated with international business flights by 7.6% annually	12,722 tonnes CO2e[8]	9,273 tonnes CO2e	6,246 tonnes CO2e	Travel Agent Data

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[5] Two spaces to support service vehicles and / or blue badges

[6] Source: 2019 Travel Survey

[7] Source: 2019 Travel Survey

[8] 2018/19 value

	BT2 - Domestic	Reduce the carbon emissions associated with domestic flights by 90% by 2030 (includes reduced travel / transfer to rail)	2,025 tonnes CO_2e	565 tonnes CO_2e	203 tonnes CO_2e	
	BT3 - Local	'Reduction in miles travelled by private cars on business ('grey fleet')	290 tonnes CO_2e	218 tonnes CO_2e	163 tonnes CO_2e	Expense Claims
Fleet Vehicles	FV1 – CO2	Reduce CO2 emissions associated with fleet vehicles	96 tonnes CO_2e[9]	54 tonnes CO_2e	30 tonnes CO_2e	Fleet Vehicle Records

1.5.4   Table 1-2 contains the staff mode share targets by campus which are required to meet the over aims for reducing emission associated with commuting.

Table 1-2 Staff Mode Share Targets by Campus

Theme	Code	Mode	Campus	2020	2025	2030
Daily Commute	DC1 - Walk	Walk	Gilmorehill	26%	28%	31%
			Garscube	13%	11%	9%
			Tay House	9%	10%	10%
			Overall	23%	26%	29%
	DC1 - Cycle	Cycle	Gilmorehill	10%	15%	20%
			Garscube	12%	20%	29%
			Tay House	6%	13%	21%
			Overall	10%	15%	21%
	DC1 - PT	Public Transport	Gilmorehill	34%	37%	40%
			Garscube	17%	23%	29%
			Tay House	56%	60%	64%
			Overall	33%	36%	39%
	DC1 - Car	Car	Gilmorehill	29%	19%	9%
			Garscube	58%	46%	33%
			Tay House	29%	17%	5%
			Overall	33%	22%	14%

1.5.5   Table 1-3 contains the student mode share targets by campus which are required to meet the over aims for reducing emission associated with the daily commute.

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[9] 2018/19, excluding minibuses and farm vehicles

Table 1-3 Student Mode Share Targets by Campus

Theme	Code	Mode	Campus	2020	2025	2030
Daily Commute	DC2 - Walk	Walk	Gilmorehill	53%	51%	49%
			Garscube	40%	33%	26%
			Overall	53%	51%	49%
	DC2 - Cycle	Cycle	Gilmorehill	6%	10%	15%
			Garscube	9%	19%	30%
			Overall	6%	11%	15%
	DC2 - PT	Public Transport	Gilmorehill	32%	33%	34%
			Garscube	32%	36%	41%
			Overall	32%	33%	35%
	DC2 - Car	Car	Gilmorehill	8%	5%	2%
			Garscube	16%	9%	2%
			Overall	8%	5%	2%

1.5.6   One of the key assumptions for the modal shift targets is that over the period to 2030 staff will work from home, on average, two days per week and that students will travel to the University one day per week less than they did in 2019, as set out in Table 1-1. It is essential that the University takes steps to accommodate and maintain this shift over time by providing the software / hardware staff require, adopting flexible working approaches and having a policy which allows staff to work from home.

1.5.7   While these are not strictly transport / travel matters, they will have a major influence on transport and travel carbon emissions.

1.6   Actions

1.6.1   The next section provides an overview of each including the key considerations, background information and progress since 2016. The following information is also provided:

Table 1-4 Information Provided for Themes and Actions

Information		Description
By Theme	Supporting Background Evidence	What data / information has been used to identify the targets
	Governance	The group that is accountable for each transport / travel theme
	Delivery	Who will be responsible for delivering actions under each theme
	Monitoring	How the progress towards meeting the targets is measured
	External Partner Involvement	Identifying where working with external partner will be required
	Support within the University	What support and co-operation from within the University will be required
By Action	Reference Target(s)	Clearly relating each of the actions to achieving specific targets
	Owner	The owner responsible for taking forward individual actions

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	Timeframe	As a guide: Short – 1 to 2 years Medium – 3 to 5 years Long – 5 to 9 years
	Cost Estimate	An estimate of the associated cost, both capital and ongoing maintenance. Capital covers the cost to set up an action or, where appropriate, the cost of exploring / scoping / preparing a plan or strategy. Maintenance covers the ongoing cost of providing an action or the cost of delivering, for example, works once the scope has been set. None = no cost or no additional cost (i.e., part of exiting role or already in place) Low – <less than ~£5k Medium – between around ~£5k and ~£25k High – More than ~£25k
	Carbon Savings	An indication of likely carbon emissions savings associated with each action
	Impacts / Consequence / Risk	Any risks to delivery or impacts / consequences that should be considered

2 Active Travel (AT)

2.1 Overview

2.1.1 Measures to encourage active travel are a key focus of the STTP given that walking is the main mode of travel for many staff and students, for example, at Gilmorehill for both staff (26%) and students (53%) and at Garscube for students (40%) and cycling is also on the increase across the University (from 6% in 2013 to 9% in 2019). By comparison, the percentage of people cycling to work or study across Glasgow is 1.4% and across Scotland 1.3%[10].

2.1.2 Travel Surveys have found that a high proportion of staff and students are interested in cycling to the University and that there is clear demand for additional secure cycle parking facilities and associated facilities (such as showers and lockers). Wider local, regional, and national policy demonstrate a clear commitment to promoting active travel, as being the top priority in the transport hierarchy, and is evidenced by major infrastructure projects being delivered across Glasgow and the wider area. Measures to improve walking infrastructure are of benefit to all staff, students, and visitors, as regardless of mode choice, all trips involve at least an element of walking (e.g., from the bus stop/station to the destination).

2.1.3 Accessibility analysis reveals that around 1,500 staff live within around a 20-minute cycle of the Gilmorehill campus and around 230 within 20 minutes cycle of Garscube. For students, around 16,000 live within a 20-minute cycle of Gilmorehill and 475 within a 20-mile cycle of Garscube.

Supporting Background Evidence: Travel Survey Report (2019), Staff and Student Home Postcode Accessibility Analysis (2021)

Governance: Sustainability Working Group

Delivery: Delivery will be overseen by the Active Travel Working Group under direction of the Travel and Transport Coordinator

Monitoring: The impacts of the interventions can be measured through the staff and student travel survey as well as participation in Cycling Scotland's 'Big Count'

External Partner Involvement: Glasgow City Council, Bike for Good, SPT, Nextbike, Cycling Scotland, Glasgow Green Infrastructure and Transport Hub, EAUC informal Glasgow Group

Support within the University: Estates Facilities and operations, GUBUG, GUEST, SRC, student Unions, Centre for Sustainable Solutions

2.2 Progress

- In 2018 the University prepared a Cycling Strategy intended to support the University meeting objectives and contribute towards the achievement of the targets in the Strategic Travel and Transport Plan (STTP) 2016—2025. Several projects have been delivered from the strategy including additional cycling parking facilities and a cycle parking and shower audit.

- There have been several significant infrastructure projects delivered or in planning that are intended to encourage active travel in Glasgow and the wider area. This includes the city's avenues projects, City Deal projects for a new Partick to Govan footbridge and public realm improvements to Byres Road, Woodlands Road and Queen Margaret Drive.

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[10] Census 2011

- The University introduced changes to make University Avenue a safer and more user-friendly environment which is better able to accommodate higher footfalls. This work included widening of pavements, high quality surfacing which prioritises pedestrians, new lighting, and increased capacity bus shelters.

- Construction works underway to deliver significant new public realm supporting the western campus development. This includes substantial areas of high-quality hard landscaping and outdoor civic spaces, cycling facilities, SMART lighting, street furniture and integration of Sustainable Urban Drainage.

- New path linking the Gilmorehill Campus (Dumbarton Way) to Kelvingrove Park/Kelvin Hall has been provided in a temporary finish. This will be made permanent and upgraded as part of the western public realm works and as part of the western campus masterplan.

- The temporary measures under the *Spaces for People* programme may become permanent, such as Kelvinway, which is closed for through motor traffic.

- Opening of the £90m James McCune Smith Learning Hub which will be a key student facility offering 160 cycle parking spaces, showers, lockers etc

3 Public Transport (PT)

3.1 Overview

3.1.1 The University understands the importance of having public transport services which serve the University campuses and facilities to provide realistic alternative means of travel. The accessibility analysis of staff and students confirms that around 53% of staff (around 4,500) and 56% of students (around 17,500) live within a 40-minute journey by public transport to access the campus they are mainly based at. The average travel times by public transport, including walking times between stops / stations and home / university, to the Gilmorehill Campus is 77 minutes, to Garscube it is 87 minutes and to Tay House 65 minutes (excludes home postcodes outside the central belt, such as Aberdeen).

3.1.2 Analysis of the distance and travel times suggests that there is opportunity to increase modal shift with more people travelling by public transport and/or active travel. Public transport must be made as attractive and accessible as possible to achieve significant modal shift. While public transport services are provided by external operators and out with the University's control, the University are committed to working with providers and key agencies to identify improvements, publicise existing services, improve routes to transport hubs and negotiate discounted fares.

3.1.3 One known issue is the relative cost of public transport compared to car travel. Often parking fees, plus the associated cost of driving, still works out cheaper than public transport fares and, where parking permits are provided by the University, there is an issue of equality. The 2019 Travel Survey found that 33% of staff and 33% of students travel by public transport and this requires to increase to 39% and 34% respectively. While this may seem relatively small increase, it will be a challenge given the significant reduction in people using public transport during the Covid-19 pandemic. A critical factor to achieving these targets will be the relative cost between modes of transport and the aim is to ensure the most sustainable forms of travel are affordable and accessible to all by comparison to car travel.

3.1.4 There are significant groups of staff and students who live in Edinburgh (163 staff and 789 students), Falkirk (100 staff and 308 students), Kilmarnock (132 staff and 614 students) and Midlothian (212 staff and 932 students) postcode areas who have access to rail network which offers direct/reasonable public transport link to the city centre or Partick interchange.

Supporting Background Evidence: Travel Survey Report (2019), Staff and Student Home Postcode Accessibility Analysis (2021)

Governance: Sustainability Working Group

Delivery: Delivery will be led by the University's Travel and Transport Co-ordinator with coordination from colleagues in HR, finance, and the wider estates team.

Monitoring: The impacts of the interventions can be measured through the staff and student travel survey and uptake of implemented measures.

External Partner Involvement: Strathclyde Partnership for Transport (SPT), public transport operators (i.e., Scotrail, First Bus, Glasgow City Bus/West Coast Motors, McGills, Stagecoach), Glasgow City Council, East Dunbartonshire Council, Dumfries, and Galloway Council

Support within the University: HR, Finance, Communications, Disability Services, SRC, IT

3.2 Progress

- Interest free loans have been made available to staff for annual season tickets

- The University submitted a response to the Williams Rail Review to represent the needs of staff and students

- The University has installed larger capacity bus shelters and other road improvements on University Avenue as part of the public realm improvement works

- The University successfully lobbied SPT and Glasgow City Bus to help get the number 15 City Bus reinstated when this service was reduced. This is the only commercial direct bus service which connects Garscube, Gilmorehill, Tay House, Dental Hospital, and various other city destinations.

4   Business and Inter-Campus Travel (BIC)

4.1   Overview

4.1.1   Many staff and students are required to travel between university campuses and the 2019 Travel Survey found that:

- shows that around 15% of staff who travel from Gilmorehill to Tay House on university business typically get a taxi, despite the relatively short distance and presence of public transport options.

- nearly a half (43%) of staff typically get a taxi from Gilmorehill to the Garscube Campus, similarly, almost a third (30%) of students.

- over one third (39%) of staff typically get a taxi from the Garscube Campus to the Gilmorehill Campus.

4.1.2   To reduce the carbon impact of business travel or travelling between campuses the University will encourage staff and students to undertake these journeys using more sustainable and, in many instances, cheaper modes which, in some cases, are already available.

Supporting Background Evidence: Travel Survey Report (2019), business travel information from travel agent (2018/19 to 2020/21)

Governance: Sustainability Working Group

Delivery: Framework for sustainable travel led by Travel & Transport Coordinator. Delivery will be across all relevant Colleges, Schools and Services based upon business travel policy and guidelines.

Monitoring: The impacts of the interventions can be measured bi-annually through the staff and student travel survey and other data such as expenses, booking system for e-bikes, pre-paid tokens etc. Monitoring by Sustainability Working Group, (distinguishing between local business travel and non-local, including air travel) Annual Dashboard reports of travel agent data

External Partner Involvement: Public Transport providers (such as First Bus who provide tokens for business travel), Nextbike, Travel Agent

Support within the University: Transport Services, Student Representative Service (SRC), HR, Finance, IT Services, Colleges/Schools, GUEST

4.2   Progress

- Guidance for Sustainable Business Travel for Staff has been prepared (guidance only)

- International business travel severely impacted by Covid – updated Risk Assessment process for international travel

- E-bike fleet obtained

5 Car Parking (CP)

5.1 Overview

5.1.1 Car parking was one of the key considerations in preparing the STTP in 2016 and was consistently identified as a contentious issue amongst stakeholders and through the 2015 Travel Survey, particularly at Gilmorehill. All university campuses have a limited supply of land; however, this is an acute issue at the Gilmorehill campus where car parking provision mainly consists of surface car parking often located within the most important and sensitive historic parts of the campus. Conversely is it these historic areas which also have an under supply of the required active travel facilities such as secure cycle parking storage, showers and well-designed dedicated safe pedestrian and cycle routes. The provision of car parking spaces is contrary to wider ambitions contained in the Approved Campus Development Framework, Gilmorehill Masterplan and Glasgow Green all of which outline strategies to reduce the University's carbon footprint, create a more sustainable campus and improve the public realm and pedestrian environment.

5.1.2 The 2019 Staff and Student Travel Survey found that 21.1% of staff and 6.9% of students drive alone to Gilmorehill, a relatively small proportion of the number of people visiting the campus. Of those staff who responded to the 2019 Travel Survey, 188 were unsuccessful in applying for a parking permit for Gilmorehill and 313 were successful. A larger group of staff who responded to the Travel Survey, 489, are not permit holders but still drive to Gilmorehill, parking in a mix of other locations around the campus; 59% of which park for free and 41% pay. Generally, people walk up to 20 minutes from where they park to Gilmorehill, but some walk 30 to 45 minutes.

5.1.3 Analysis shows that, despite their relatively proximity to Gilmorehill, there is a high proportion of staff driving alone from G12 (15% - West End / Dowanhill / Hillhead / Hyndland) and G13 (12% -Anniesland, Knightswood, Yoker). To the north, some areas have a high proportion of staff driving alone to the campus such as G61 (40% - Bearsden) and G62 (44% - Baldernock, Milngavie, Mugdock).

5.1.4 There is continued pressure from changes out with the University control on the surrounding street network and current and future changes to residents parking schemes are likely to have further impact on availability of on street carparking around Gilmorehill. The significant redevelopment of the western campus and further incremental/phased changes to the Gilmorehill campus offer a unique opportunity to enhance the overall campus experience that meet several strategic objectives of providing a campus which supports the world changing ambitions, promotes health and well-being, creates access to greenspace and useable outdoor spaces and encourages people to come together. There is opportunity to make significant improvements to the public realm environment and deliver upon the movement hierarchies and access strategies outlined in the approved strategic planning documents. The University is therefore committed to reviewing and over time reducing the total volume of car parking spaces provided, adapting how they are managed and reviewing how permits are allocated to meet revised supply and demand.

5.1.5 A recent survey[11] shows that 23% of those surveyed say they will use public transport less about a year from now if no restrictions are in place, with 72% of those predicting a switch to car. If this happened, 17% of public transport journeys would be replaced by car journeys. Additionally, 10% have bought, or are planning on buying, a car primarily due to Covid-19. Whilst 23% predict a reduction in their public transport use, this demonstrates a bounce-back from June 2020, when 39% predicted a longer-term reduction in public transport use. Positively, over a third (35%) intend to replace their public transport journeys with walking.

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[11] https://www.systra.co.uk/en/newsroom-37/latest-news/article/climate-change-still-high-on-the-agenda

Supporting Background Evidence: Travel Survey Report (2019), Staff and Student Home Postcode Accessibility Analysis (2021)

Governance: Senior Management Group and Sustainability Working Group

Delivery: Delivery will be led by a Car Parking Working Group.

Monitoring: Sustainability Working Group and Travel and Transport Co-ordinator

External Partner Involvement: Glasgow City Council, East Dunbartonshire Council, Scottish Enterprise (West of Scotland Science Park), NHS (various hospital sites), various leased property Landlords

Support within the University: Facilities and operations (including Security who undertake car parking enforcement), Centre for Sustainable Solutions, Car Parking Allocations Team, SRC, Communications and Public Affairs Office, HR, Finance, Estates Property, Development & Investment

5.2   Progress

- In January 2019 the University introduced a new system and process for managing vehicles on university sites and for the allocation of car parking permits. The system provides an online portal where permit applications are submitted and managed. This links to the enforcement of car parking on site where the car parking enforcement/security team use handheld devices to monitor vehicles parked on campus. This also has the potential of integrating with ANPR (Automated Number Plate Recognition) technology which will be installed at key access points so only authorised vehicles can enter the campus.

- The car parking permit scheme was suspended in April 2020 due to Covid (with reduced public transport services, individual concerns about safety of using public transport etc.)

- The car parking permit scheme will be reintroduced from 1st September 2021 and will return to a criteria-based scheme.

6   Public Realm, Accessibility and Mobility (PRAM)

6.1   Overview

6.1.1   The University are keen to improve the quality of public realm on and around campuses as poor public realm is considered to impact on accessibility and is a barrier for the mobility impaired.   The University has published several strategic documents, informed by substantial public consultation exercises, which outline the vision, aims and principles of how the campus should be developed. These exercises culminated in the approval of a Campus Development Framework (CDF), Gilmorehill Masterplan and Glasgow Green Strategy for Sustainability and Climate Change all of which help to plan how the campus is developed over the coming decade.

6.1.2   Physical interventions and investment in public realm should first and foremost put pedestrians at the top of the movement hierarchy and address mobility and access for the mobility impaired, although improvements to the public realm will be considered in the context of providing benefit to all users. Theme 2 also supports the wider aspirations of the University and the Gilmorehill Campus Masterplan. The University will require to engage with relevant local authorities as most external works will require planning permission and therefore must be fully designed to demonstrate

Supporting Background Evidence: Gilmorehill and Garscube Site Audit Reports (2016), Gilmorehill Campus Development Framework (2014)[12], Gilmorehill Masterplan and western campus developments

Governance: Estates Committee and Finance Committee

Delivery: Delivery will be led by Estates Directorate with participation of Disability Services, and Communications public realm improvements realised through Campus Redevelopment capital programme.

Monitoring: Estates Committee

External Partner Involvement: Several the proposed changes will require the approval of Glasgow City Council, Historic Environment Scotland, SPT, Nextbike, AccessAble, Sustrans, Cycling Scotland

Support within the University: Masterplan delivery teams, Disability Services, Equality and Diversity Unit, Conference and Events, Students Representatives Council, Estates Directorate

6.2   Progress

- A high level of public realm is being provided on the Western Site and as part of Campus Development[13]

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[12] https://www.gla.ac.uk/media/Media_343419_smxx.pdf

[13] https://www.gla.ac.uk/myglasgow/campusdevelopment/

7 Directional Signage Strategy (DSS)

7.1 Overview

7.1.1 The Gilmorehill and Garscube Site Audit Reports found that signage around the Gilmorehill and Garscube campuses is currently "piecemeal" with some inconsistencies in the way it is presented. The focus should be on providing signage between campuses and transport hubs, which in most cases will require input from relevant local authorities. East Dunbartonshire Council has already demonstrated a strong interest in improving signage to and from the Garscube Campus.

Supporting Background Evidence: Gilmorehill and Garscube Site Audit Reports

Governance: Estates Directorate

Delivery: Delivery will be led by Estates Directorate with input from Communications, Disability Services, SRC, Central Room Booking, Sport, Huntarian, Marketing, HR, Recruitment, Colleges & Schools. Masterplan delivery will implement significant new signage strategy on western campus and in and around University Avenue.

Monitoring: Estates Directorate

External Partner Involvement: Glasgow City Council, East Dunbartonshire Council, Historic Environment Scotland, Masterplan Team and Design Teams, Contractors

Support within the University: All Colleges, Schools, University Services and Commercial Services.

7.2 Progress

- A new Way Finding and Signage Protocol has been prepared as part of the western campus development. This protocol sets a new standard for external way finding signage and internal building signage.

8 Fleet Vehicles (FLT)

8.1 Overview

8.1.1 The University has a significant number of fleet vehicles under its control and, in preparing the STTP, stakeholders identified that there is a need to better understand the way they are used on a day-to-day basis with a view to improve efficiency. This is complex because of the wide-ranging nature of their use and by different users. It was also noted that the University currently has a lack of dedicated facilities for storing these vehicles when not is use and that their presence on campus can often cause conflict with other users.

Supporting Background Evidence: Deliveries & Servicing Baseline Report (2016), Review of Fleet Vehicle Engine Types (2021)

Governance: Facilities within Estates Directorate (Transport Working Group)

Delivery: Delivery will be led by the University's Logistics Manager supported by the University's Travel and Transport Co-ordinator.

Monitoring: Sustainability Working Group

External Partner Involvement: Car Club. Providers such as Liftshare

Support within the University: Transport Services, Security (vehicle management & enforcement), permit allocation team, Colleges/School operating fleet, HR, Finance, SRC, Sport, Commercial Services, Estates Operations

8.2 Progress

Around 14% of the University fleet are now electric / hybrid.

There has been around a 44% reduction in CO_2 emissions associated with the University's fleet vehicles since 2015.

9 Deliveries and Servicing (D&S)

9.1 Overview

9.1.1 The University is accessed by many servicing and delivery vehicles on a day-to-day basis. The exact volume and nature of the visits is difficult to quantify. Stakeholders noted that these vehicles contribute to congestion on campus and are often in conflict with other users, particularly pedestrians. There was a strong desire for the STTP to consider how the number of servicing and delivery vehicles could be reduced and / or better accommodated.

Supporting Background Evidence: Deliveries & Servicing Baseline Report (2016)

Governance: Estates Committee

Delivery: Delivery will be led by Facilities via a Deliveries & Servicing Working Group under the participation of the Travel Planning Team.

Monitoring: Facilities within Estates Directorate

External Partner Involvement: Masterplan Team and Design Teams responsible for new servicing strategy for Gilmorehill

Support within the University: Procurement Services, Security, SEPS, Estates, SEPS, Communications, Schools operational teams, janitorial, commercial services

10 Smart Campus – Mobility as a Service (MaaS)

10.1 Overview

10.1.1 The incorporation of the Western Infirmary site into the Gilmorehill campus has the potential, over the longer term, to be an ideal platform for developing Mobility as a Service (MaaS) applications to encourage more sustainable patterns of travel. The University is keen to embrace any emerging new technologies and acknowledges that there may be opportunities to take advantage of funding from external parties such as (Scottish Enterprise).

10.1.2 Whilst this is a longer-term ambition there is strong commercial interest in MaaS with large multinationals keen to invest their own money into strong projects and hence there is significant potential for the University to be a catalyst to demonstrate these mobility services benefiting the University from operational and research perspectives, and business. Hence there is a need to ensure that we are both aware of advancing technology and systems throughout the time of this Action Plan and that we do not miss the opportunity for inward investment.

10.1.3 MaaS is a service which will deliver individually tailored mobility packages (much like a mobile phone package with monthly rental costs) which will combine car, bus, rail, cycle, taxi, car share, etc. services into a single package. Whilst this full package is aspirational, it is envisaged that key MaaS elements could be developed and taken forward in a more immediate timescale.

11 Prioritised Action Plan

11.1 Overview

11.1.1 A separate table In Appendix A presents all the actions identified to achieve the targets set. This has been prepared in Microsoft Excel which makes it possible to sort the actions based on different characteristics, for example, by theme. The actions are ranked based on their contribution to agreed objectives (including taking climate action), a methodology closely aligned to Scottish Transport Appraisal Guidance (STAG)[14].

11.1.2 The Action Plan is made up of the following panels.

Actions Panel

11.1.3 Contains high level actions and sub level actions, which can be filtered out. Allocates each action against a theme. Includes a default order of actions, by theme (like 2015 Action Plan). Includes an action code and description.

Objective Scoring Panel

11.1.4 Each action is scored against the four objectives set out in the National Transport Strategy 2 which was published in 2019 and is reflective of current national transport policy ambitions. In addition to taking climate action, reducing inequalities, inclusive economic growth and improving health and wellbeing a university objective of creating a pleasant and safe campus has been added. This approach is based on STAG which is typically used for option assessment and to create prioritised action plans based on an objective-led process.

11.1.5 Each action is scored according to how it would contribute to each objective using a score of 1 to 5 (5 being very high contribution and 0 being no contribution). The exception is the takes climate action objective which is scored based on the carbon emissions panel calculation (see below).

11.1.6 Given the importance and focus of taking climate action, the score against this objective is given a weighting of two compared to the others, which all have a weighting of one. These can be changed in cells H1 to L1. The total score is as set out below.

Sum of (all objective scores x weighting)

Carbon Emissions Panel

11.1.7 An extensive exercise has been undertaking to determine targets for the reduction of CO2 in the following areas:

- Daily Commute: based on accessibility analysis and SMART targets for modal shift

- Business – International: based on the required volume of carbon savings the University is committed to

- Business – Domestic: based on the required volume of carbon savings the University is committed to

- Business - Local & Inter Campus Fleet: based on the required volume of carbon savings the University is committed to

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[14] https://www.transport.gov.scot/our-approach/industry-guidance/scottish-transport-analysis-guide-scot-tag/

- Deliveries and Servicing: no emission savings calculated as art of this work

11.1.8 For each action, it has been determined which area they can contribute towards carbon savings. A percentage contribution is then applied. This is based on professional judgement and a balanced approach. For example, Action AT2.2 relates to improving active travel routes, but the associated carbon savings would be very much dependant on the scale of any intervention(s). Nevertheless, this process allows the relative contribution to carbon emission to be determined.

11.1.9 A value of tonnes of CO2 saved by each action is calculated and then divided by ten. This means that some of the actions score above five for taking climate action; a result of the significant impact they have on this ambition. However, most fall within the range of zero to five, meaning they do not dominate the scoring and other actions which score well against other objectives can still rank highly in the overall prioritised list.

Action Groups Panel

11.1.10 This panel can be used to filter out actions based on the following groups:

- Space Allocation on Campus: actions which relate to making changes within campus. Many are interlinked, for example, the loss of car parking spaces to provide more cycle parking or improved public realm.

- New Infrastructure: actions which require new physical infrastructure whether within or outside University campus.

- Working with Others: actions where the University need to work with others.

- Review Provision / Approach: actions which require further consideration through scoping studies or review of approach.

- Monitoring: actions only relating to monitoring progress.

- Business as Usual: actions which the University already undertake and should be continued.

- Schemes, Initiatives, Policy & Information: actions which do not relate to new physical infrastructure but to schemes, initiatives, policy, and information sharing.

Responsibilities Panel

11.1.11 Identifies who is responsible, who is accountable / decision maker, consultees and who needs to be informed.

Timeline Panel (Financial Year)

11.1.12 Sets out the timeline for delivering each action to 2030. For some actions there will be a preparation period before delivery (i.e., larger infrastructure schemes).

Cost Panel

11.1.13 Sets out the cost of each scheme based on capital / planning and then operation / delivery.

Targets Panel

11.1.14 Shows which targets each action contributes to.

12 Monitoring and Evaluation

12.1.1 Travel Plans are living documents that need to be updated regularly. Monitoring progress against targets and the success of actions is an essential part of a continuous process for improving, reviewing, and adjusting the measures to reflect changing circumstances.

12.1.2 The aim of monitoring and evaluation is:

- Monitor progress

- Allow targets and actions to be revised

- Provide the best possible case for securing external funding

12.1.3 Given the above, the University is committed to producing an annual monitoring statement.

Targets

12.1.4 The main mechanisms for monitoring progress towards each target are set out in Table 1-1 of the document and include:

- Biennial Travel Survey

- Travel Agent Data

- Expense Claims

- Fleet Vehicle Records

- Traffic counts

- Parking surveys

- Cycle counts

- List of cycle facilities etc.

12.1.5 The Action Plan is a living document which can be updated at any time, but it is recommended that a formal review is undertaken annually.

12.1.6 Several tools have been developed with a view to monitoring progress towards achieving the targets set (primarily business flights and mode share for the commute to university campus).

Actions

12.1.7 Responsibility for monitoring delivering of actions is set out in the section of this report, by theme, as well as within the Action Plan spreadsheet for each individual action.

Appendix A   Action Plan