



# UNIVERSITY OF STRATHCLYDE

## TRAVEL PLAN

**2021**

June 2021

*Please note that an update of the Sustainable Travel Plan for 2023-2030 is currently underway. This will include updated objectives and new targets to build on progress to date.*

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## 1.0 INTRODUCTION AND BACKGROUND

### 1.1 Introduction

This document is intended to outline the University's objectives with respect to travel planning. The content is informed by regular surveys and analysis of travel patterns at the University and the wider Glasgow area. The Plan is designed to be succinct and focuses on the areas that the University can actively influence in order to improve travel and transport options at its facilities. The document is focused on the main John Anderson Campus but also includes reference to the University's other related facilities across the central belt of Scotland.

### 1.2 Background

Due to its central location, the John Anderson Campus at the University of Strathclyde has excellent public transport links. As a result of being a teaching and research intensive institution, the University operates throughout the day and into the evening, so flexible and regular transport links are vital to ensure that there is good access to and from the University.

Being in the city centre also means that the John Anderson Campus is crossed by a number of very busy roads. The intensity of road traffic makes it particularly challenging for the University to encourage cycling. It also means that pedestrians have to be very aware of the need to adhere to road crossings and safe walking routes to and from the University. An example of this is the Cathedral Street area which acts as the main route for vehicles travelling to and from the M8 motorway and which is used by bus operators to access the city's main bus station at Buchanan Street. Cathedral Street is also the location for the University Library as well as several intensively used Faculty and administrative buildings. The new Glasgow City College also adds to this intensive usage.

Despite this, the University and the Council manages traffic flows around and within the Campus relatively well. There is a robust car parking infrastructure and management process to control the usage of the University's car parking. There is investment in cycle parking and associated facilities. Disabled parking provision and access at the site remains an area of focus.

The University also operates facilities at several other locations in the wider Glasgow area. These are:

- The University Sports Facilities located at Stepps in Glasgow;
- the Power Networks Demonstration Centre (PNDC) at Cumbernauld, North Lanarkshire; [PNDC Website](#) ;
- the Advanced Forming Research Centre at Inchinnan Drive, Renfrew, Renfrewshire; [Strathclyde - AFRC](#) ;
- Ross Priory near Gartocharn in Stirlingshire. [Ross Priory Website](#)

New developments that will be incorporated into this Travel plan in the near future will include:

- The National Manufacturing Institute for Scotland (NMIS) at Glasgow Airport. This site is part of the Advanced Manufacturing Innovation District Scotland (AMIDS) being developed by Renfrewshire Council. NMIS will have a dedicated Travel Plan in place by 2020/21.
- The Glasgow City Innovation District, a collaboration between the University, Glasgow City Council and Scottish Enterprise

## 2.0 NATIONAL, REGIONAL AND LOCAL PLANNING POLICY

This Travel plan is aligned to a range of policies and guidance on travel and transport planning. The Plan supports the Scottish Government's National Transport Strategy 2016. The Plan is particularly guided by Glasgow City Plan 2 and the Glasgow City Development Plan as well as the Glasgow City

Centre Transport Strategy 2014 - 2024. The University Travel Plan also focuses on initiatives that help to deliver Glasgow's Strategic Plan for Cycling 2015-2025. The recently published Glasgow Connectivity Commission Report is also relevant.

Glasgow city council are currently reviewing the Active Travel Strategy, as well as liveable neighbourhood plans and the City Centre strategy and the University are in regular contact with the Council to receive updates on the progress of these plans and how they will impact the campus.

### **3.0 STRATEGIC PLAN, POLICY COMMITMENT AND OBJECTIVES**

#### **3.1 Strategic Plan**

The University's Strategic Plan Vision 2025 commits the University to a 70% reduction in carbon emissions by 2025 against a reviewed baseline figure of 37,500 tonnes. This target now explicitly includes business travel, and commuting emissions from staff and students, and will require the University to further improve its environmental performance, including the impact of carbon from travel and transport emissions.

#### **3.2 Climate Change and Social Responsibility Policy**

In 2016, the University updated its policy on climate change and social responsibility (CCSR) to include travel and transport commitments and the detailed objectives outlined here. This new policy was approved by the University's Estates Committee and University Court in 2016. Performance against travel commitments is reported on a regular basis to the University's Estates Committee and University Court.

A CCSR plan in draft form has been approved by court that outlines the University's strategy for meeting the aims outlined in the CCSR policy. Consultation on this plan is to follow in late 2021 that will seek input from the University community and convey the need to drive this work forward.

#### **3.3 Travel Plan Policy Commitment**

The policy commitment in relation to travel and transport is as follows:

Reducing atmospheric pollution and resource use, and improving the local environment, through encouraging more sustainable travel alternatives to, from and between University sites.

#### **3.4 Sustainable Travel Hierarchy**

The sustainable travel hierarchy promotes walking, cycling, public transport and car sharing in preference to single occupancy car use for movement of people. Particularly for shorter, everyday journeys.

The Travel Plan will use the sustainable travel hierarchy as seen in the Scottish Governments National Transport Strategy as a basis for future strategic planning and as a template from which to prioritise modes of transport.

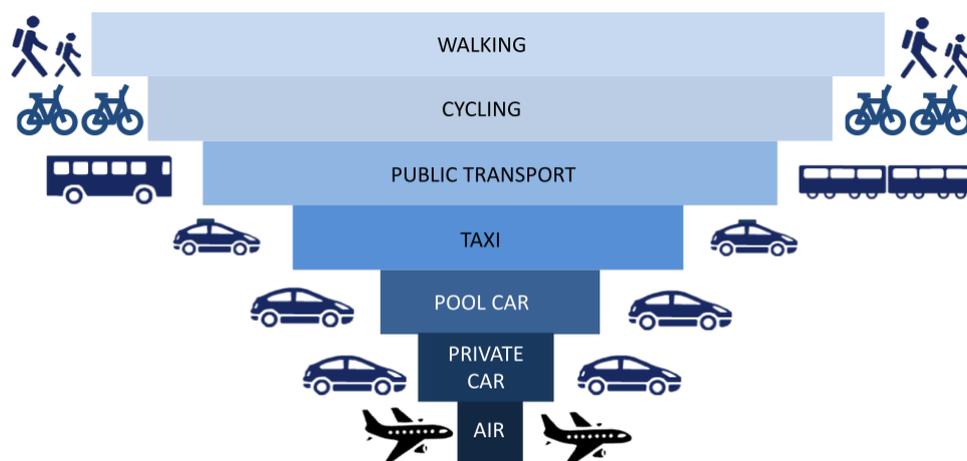


Figure 1: Transport Scotland Sustainable Travel Hierarchy

### 3.5 Travel Plan Objectives

The following objectives have been developed to meet the policy commitment:

- Reduce the impact of travel and transport emissions generated by the University on the rest of the city and the wider environment;
- Widen the choice of travel modes to and from the University of Strathclyde, and between the University's sites for staff, students and visitors;
- Provide more sustainable transport options for those staff that need to use their car for travel in the course of their work;
- Allocate rationally the parking spaces available and plan for their future allocation as the University develops.

### 3.6 Previous Target Update

- **Reduce student single occupancy vehicle (SOV) use from 6% to <4% by 2020.**
  - By the end of academic year 2019/20 this target was met – according to the most recent large sample size student travel survey (2018).
  - Survey's since have been negatively impacted by the Covid Lockdown.
- **Reduce staff single occupancy vehicle (SOV) use from 19% to <15% by 2020.**
  - By the end of academic year 2019/20 this target was not met.
  - There was an overall reduction in car use but this was unfortunately mostly seen through a decline in car sharing.
- **Increase covered cycle parking capacity from 190 to 500 spaces by 2020.**
  - This target has not yet been achieved. However, there has been a significant increase in the number of cycle parking spaces and in covered spaces. With 357 covered spaces and a total of 668

## **4.0 TRAVEL PLAN PROGRESS TO DATE**

The Travel Plan has adopted one key performance measure for staff and for students upon which to judge the degree of progress made as a result of the introduction of a range of travel planning initiatives. It is recognised that looking at a single measure has its limitations.

Key Performance Measure – Single Occupancy Vehicle Use:

- Staff single occupancy vehicle (SOV) use has reduced from 37% to 19% since 2005/06.
- Student single occupancy vehicle (SOV) use has reduced from 9% to 6% since 2005/06.

### **4.1 Cycling Infrastructure and Initiatives**

A number of initiatives have been taken to improve infrastructure and support for staff and students over the past few years. Our cycle parking capacity has more than doubled since 2015 from 311 spaces to 690 parking spaces in 2020/21 and a number of initiatives have been launched to support the use of this improved infrastructure.

#### **4.1.1 New Post - Sustainable Travel and Transport Planner**

Following a successful placement funded through the Smarter Choices Smarter Places fund, the team's Active Travel Coordinator was kept on to continue their work delivering improved active travel facilities, engagement workshops, and active travel support. The team secured funding in 2020 to create three new permanent posts, one of which was a Sustainable Travel and Transport Planner – to support the new Head of Climate Change in delivering the aims of this Travel Plan and the CCSR. This new role will take on the responsibilities of the Active Travel Coordinator, alongside work to decarbonise the university fleet, report on and reduce business travel emissions, and increase collaboration with the council and other local FHE institutions in creating a more pedestrian friendly city.

#### **4.1.2 Cycle Friendly Employer Award**

In late 2017, the University applied for Cycling Scotland's Cycle Friendly Employer award for 4 of its facilities: PNDC, AFRC, Ross Priory and the Estates Service Directorate Building (181 St. James Rd) to encourage and facilitate cycling as a way for staff to commute to and from work. PNDC have improved their changing facilities, and AFRC have re-organised their allocation of lockers to staff. Estates Services has increased the amount of bike parking available within the building on St James Road. These three locations secured the Cycle Friendly Employer award in late 2018 and with the recent installation of Drying cabinets funded through the Cycle Friendly Development Grant, Ross priory has also been awarded the Cycle Friendly Employer status.

#### **4.1.3 Cycle Friendly Campus Award**

In December 2018 the University received the Cycle Friendly Campus award for the John Anderson Campus. The new cycle hubs in the Curran underground carpark and the Royal College Cartway are well used, providing secure parking and bike maintenance facilities to staff and students. Lockers have been added, as well as a subsidised inner tube dispenser to further improve the facilities available. Funding from the Cycling Scotland Employer Development fund was secured in 2019 to install a secure cage around existing cycle parking at the McCance building (an area of historically high bike thefts). The cage along with 20 additional spaces was installed in early 2021, bringing the total number of secure swipe access bike parking spaces to 217

#### 4.2 Sustainable Travel Support

The following support is in place to help encourage increased uptake of more sustainable travel modes:

- Cycle to Work Scheme offering salary sacrifice bicycles to all staff.
- A 50% discount for students and staff joining the Nextbike cycle hire programme.
- First class rail travel available on all business journeys exceeding four hours. Subject to reasonable cost.
- Business mileage rebates for all staff cycling on business journeys.
- Free cycle security tagging from Police Scotland and Bike Register
- Dr. Bike sessions;
- Social Walking Group
- Training for cycle ride leaders
- Lock Amnesty: trading in less secure locks for upgrade
- Led bike rides across the city;
- “Fix Your Own Bike” bike maintenance sessions;

#### 4.3 Electric Vehicles

The Switched on Fleets funding period of original five electric vehicles came to a close in November 2020 and two of the five vehicles were kept on with internal funding (Estates department car and one staff pool car). The Covid-19 Lockdown had reduced the use of the other vehicles to a point where it was deemed no longer viable to keep them on. However, outside the context of the lockdowns, the vehicles were a success – avoiding approximately \_\_\_ CO<sub>2</sub>e over their 3 years.

Funding was secured to install additional charge points at Ross Priory and AFRC to support the electric vans secured through a subsequent round of Switched on Fleets. These will be departmental vans, replacing existing Ford Transits and the minibus at Ross Priory.

These vans were delivered between July 2020 and September 2020 with the Charge points being installed at similar times to provide a dedicated point for each vehicle.

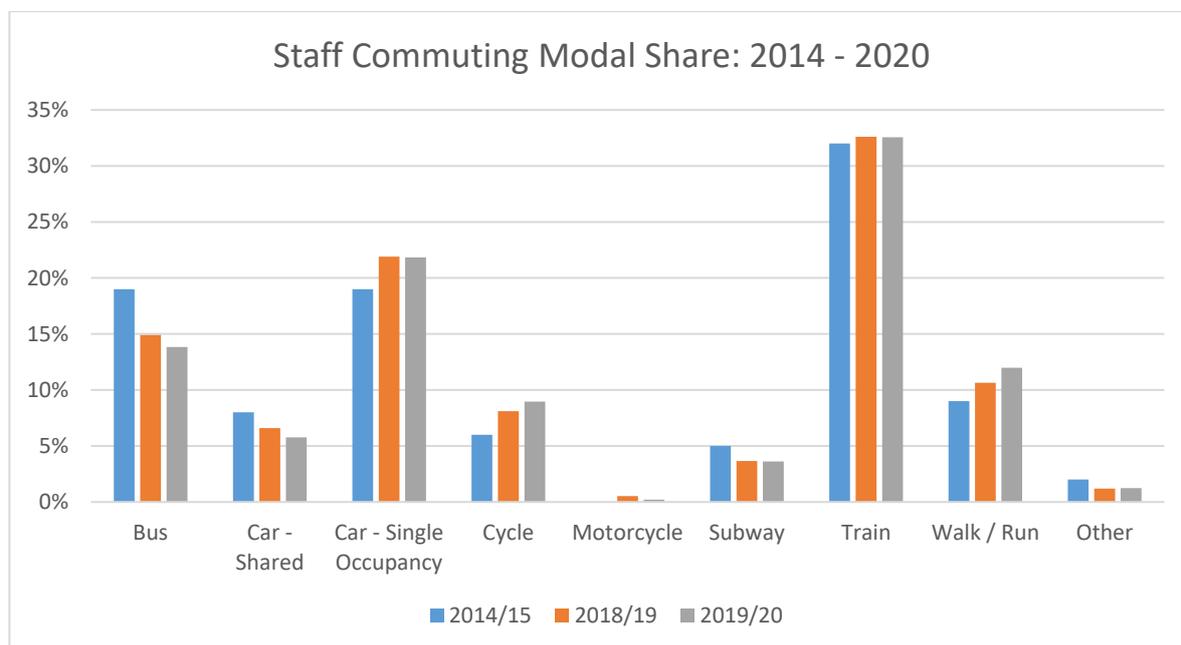
## 5.0 NATURE OF DEMAND

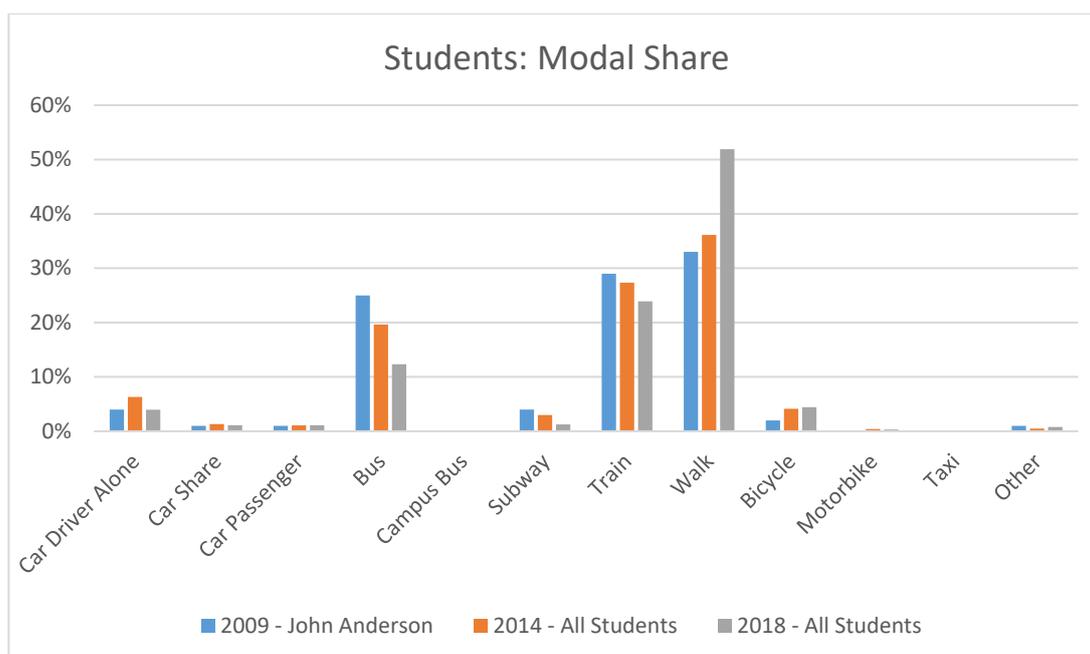
The location of the University in the city centre means that there are very good public transport links available. The graphs below illustrate the modal share for staff and students based on 2018 staff survey data. It is also worth noting that 90% of the University’s student population lives within the greater Glasgow area rather than on campus so good public transport is an important part of the student experience.

More than 50% of staff and students use public transport to travel to and from the University. Over 50% of students walk to the University while only 10% of staff walk to and from campus – a slight increase since 2014. While uptake of cycling is still under 10%, rates have increase for Staff and Students, showing that while more needs to be done; current measure are having a positive effect.

### 5.1 Travel Surveys

Due to the Covid-19 Lockdown, it was deemed not viable to perform a full travel survey of staff in 2021. The Sustainable Strathclyde team did work with a CEE masters student to do a student travel survey on the initial basis that students would be returning to campus in some for either the end of semester 1 or start of semester 2 in January 2021. However, due to the fast changing nature of the Covid-19 Pandemic, this was not the case resulting in a small sample size and results not representative of the whole student body. It was decided that the results of this survey would not be suitable for publishing or for use in emission calculations. However, additional work was done within the project to determine the level of responses for a statistically significant sample size which will be used as a target for future surveys.





## 6.0 TRAVEL PLAN ACTION AREAS

The following areas are being addressed on an ongoing basis:

Aspect	Actions and Progress (July 2019)
<b>Rationalise Car Permit Allocations:</b>	Reduce parking permits allocated for single occupancy vehicles (SOV). <b>Ongoing</b> Increase parking permits allocated to car-share commuters and low emissions vehicles. <b>No progress</b>
<b>Increase Cycle Parking Provision</b>	Increase covered cycle parking capacity to 500 spaces by 2020. <b>Total Spaces: 668</b> <b>Covered Spaces: 357</b> Increase 'short use' cycle parking capacity available at all building entrances. <b>TIC had 32 new quick access spaces installed in September 2019</b>
<b>Improve Cycle Security</b>	Pilot a range of passive security measures across the John Anderson Campus. <b>CCTV installed at Curran Basement and at Royal College</b> Align CCTV coverage with all new cycle parking upgrades. <b>Ongoing</b> Make high quality bicycle locks available to staff and students through the security office. <b>Achieved</b>
<b>Increase Active Travel Amenities</b>	Provide secure covered cycle storage as well as lockers, showers, changing rooms and storage/drying areas in all new buildings in line with the <a href="#">Sustainable Design Quality Standard</a> , and <a href="#">BREEAM certification</a> requirements. <b>Ongoing</b> Align campus cycle infrastructure with "Cycle by Design 2010" specifications. <b>Ongoing: New campus design guide has been informed by the <a href="#">Cycle Infrastructure Design - Local Transport Note 2020</a></b> Increase the provision of lockers, showers, changing rooms and storage/drying areas in existing building on the John Anderson Campus where feasible. <b>Achieved. Improved shower facilities.</b>

	Investigate fleet cycles for staff business and campus travel use (Pilot programme). <b>Investigating potential for e-bikes. On Hold while outcome of Agile working is pending.</b>
<b>Promote Access to Public Transport</b>	University has teamed up with First Bus so staff can get a discount on bus travel. Buying a bus ticket through this scheme gives you unlimited travel within your chosen area and you can use it for getting to work and at weekends. <b>Achieved and ongoing.</b>
<b>Rationalise Accessible Access</b>	Review the number and distribution of disabled parking locations across the campus assessing student and staff needs. <b>4 more spaces provided with more planned for 18/19.</b>
<b>Achieve External Accreditation</b>	Achieve Healthy Working Lives Gold accreditation. <b>Achieved</b> Awarded Cycle Friendly Campus Award in 2018 for John Anderson Campus. To continue work at Ross Priory. <b>Achieved for all sites</b>
<b>Maintain High Levels of Student and Staff Support &amp; Engagement</b>	Provide Personal Travel Planning support to all staff and students, as required. <b>Ongoing</b> Provide resource support for the Bicycle Users Group (BUG), Student Union, and other student and staff groups promoting sustainable travel. <b>Ongoing</b> Provide trainer-led active commuting support (Pilot programme) <b>Ongoing</b> Make safety equipment and tools available to staff and students through the security office. <b>Achieved at McCance, Curran, Royal College Cycle Hubs</b>
<b>Promote Local and National Sustainable Urban Transport Best Practice Policy</b>	Integrate campus infrastructure with Glasgow’s City Council Strategic Plan for Cycling 2015 to 2025 and the Development Plan - City Plan 2 and future updates. <b>Ongoing with good progress being made.</b>

## 7.0 PLACES FOR EVERYONE

The University has joined with Sustrans, City of Glasgow College and Glasgow City Council to successfully secure funding for active travel solutions across the John Anderson Campus.



Map of Places for Everyone project

The funding secured is bringing forward designs for a range of active travel solutions that will be delivered by the parties. The work aligns with Sustrans and partner objectives, including the City Deal 'Avenues' project.

#### **8.0 BUS TRAFFIC ON CATHEDRAL STREET**

The University is working with the Glasgow City Bus Partnership to reduce the impact of express buses and non-stopping buses on Cathedral Street. The University has contracted a study into the frequency of this type of bus traffic and will discuss alternative routes with First Bus.

#### **9.0 MONITORING, REPORTING AND REVIEW**

The Travel Plan will be updated on a minimum two yearly basis and as necessary. An annual report is submitted to the University's Estates Committee and to the University Court <https://www.strath.ac.uk/whystrathclyde/universitygovernance/committees/>

**APPENDIX 1 – CYCLE PARKING AND BUS STOP LOCATIONS**

## Cycle Parking Locations and Plan

Location	Spaces	Type	Notes
AFRC	16	Covered	
Cathedral Wing	8	Covered	
Cathedral Wing Indoor	32	Cycle Hub	Cycle Hub
Cathedral Wing Uncovered	16	Outdoor	
Curran External	18	Outdoor	
Curran Internal	40	Cycle Hub	Cycle Hub
Estates	16	Indoor	
George Street: Graham Hill	6	Outdoor	Maintained by GCC
George Street: Montrose	8	Outdoor	Maintained by GCC
George Street: North Portland	8	Outdoor	Maintained by GCC
Graham Hills External	6	Outdoor	
Graham Hills Internal	16	Indoor	
Hamnett Wing	18	Outdoor	
Henry Dyer	20	Outdoor	
James Weir	22	Outdoor	Maintained by GCC
John Anderson	12	Outdoor	
John Anderson North	5	Covered	
Lord Hope	30	Covered	
McCance	60	Cycle Hub	
McCance	20	Cycle Hub	
Royal College	28	Outdoor	
Royal College Cartway	30	Cycle Hub	Cycle Hub
St Paul's	1	Outdoor	
Strathclyde Sport	35	Covered	
Taylor Street	14	Outdoor	
Thomas Graham	28	Outdoor	
TIC External 1	32	Outdoor	
TIC External 2	32	Outdoor	
TIC Internal	35	Cycle Hub	Card Access Only, Contact TIC Reception
University Centre	12	Outdoor	
Wolfson	14	Covered	
Cathedral Street - Next Bike	4	Outdoor	next bike
George Street - Next Bike	8	Outdoor	next bike
PNDC	8	Outdoor	
Ross Priory	20	Outdoor	
STEPPS	10	Outdoor	
<b>Total</b>	<b>668</b>		

John Anderson Campus Cycle Parking Spaces



Last Updated: 19.09.2019

Public Transport – Bus Stops

Bus Transport Details and Location Plan – John Anderson Campus

Location	Bus Services Available
Stirling Road (after St. James Road)	240X 804 833 834 840 841 866 M8 X1 X1A X3 X11
Strathclyde University (Eastbound Stop 1), Cathedral Street	SimpliCITY 38 SimpliCITY 38B SimpliCITY38C SimpliCITY 38E 19 19A
Opposite Strathclyde University Library, Cathedral Street	SimpliCITY 38 SimpliCITY 38B SimpliCITY38C SimpliCITY38E SimpliCITY 57 SimpliCITY 57A
Strathclyde University (Westbound), Cathedral Street	SimpliCITY 38 SimpliCITY 27B SimpliCITY 38C SimpliCITY 38E SimpliCITY 57 SimpliCITY 57A
Central College of Commerce (Stop 2), Cathedral Street	SimpliCITY 38C SimpliCITY 57 SimpliCITY 57A 833 834 840
Central College of Commerce (Stop 1), Cathedral Street	SimpliCITY 38 SimpliCITY 38B SimpliCITY 38C SimpliCITY 38E 19 19A
Opposite Central College of Commerce, Cathedral Street	SimpliCITY 38 SimpliCITY 38B SimpliCITY 38C SimpliCITY 38E

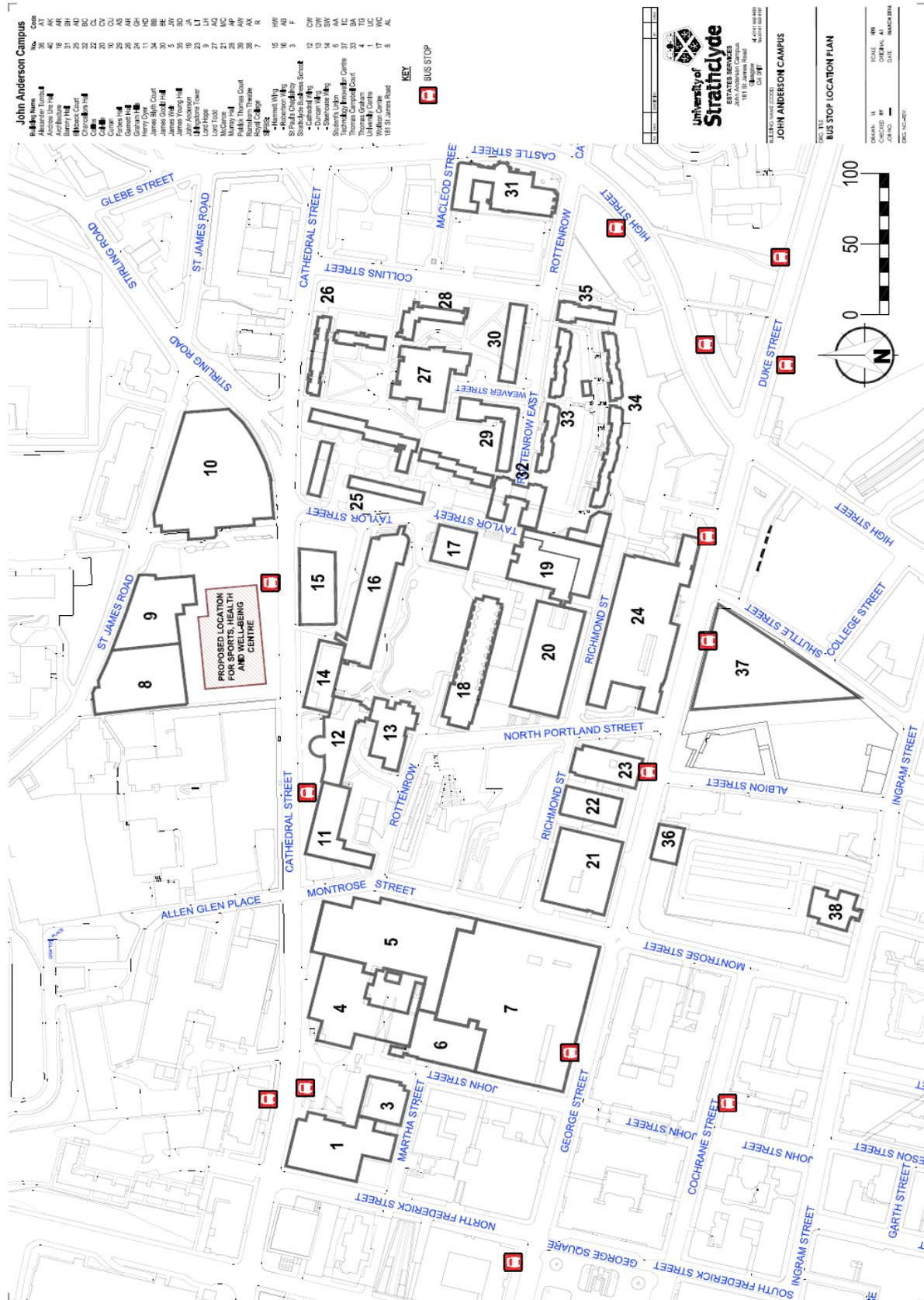
Location	Bus Services Available
	SimpliCITY 57 SimpliCITY 57A
George Street (before North Frederick Street)	SimpliCITY 6A
George Street (after John Street)	SimpliCITY 4
George Street (opposite Albion Street)	SimpliCITY 4
George Street (before Shuttle Street)	SimpliCITY 4
George Street (opposite Shuttle Street)	SimpliCITY 4

Location	Bus Services Available
High Street (before Rottenrow East)	324 325 326 327 328 330 331 352 371 376 381 388 802 803 804
High Street (before Duke Street)	325 326 327 328 330 331 371 376 378 381 392 801 802 803 804
High Street (opposite High Street Station)	325 326 327 328 330 331 371 376 381 388 802 803 804 844 845
High Street (at High Street Station)	325 326 327 328 330

University of Strathclyde Travel Plan

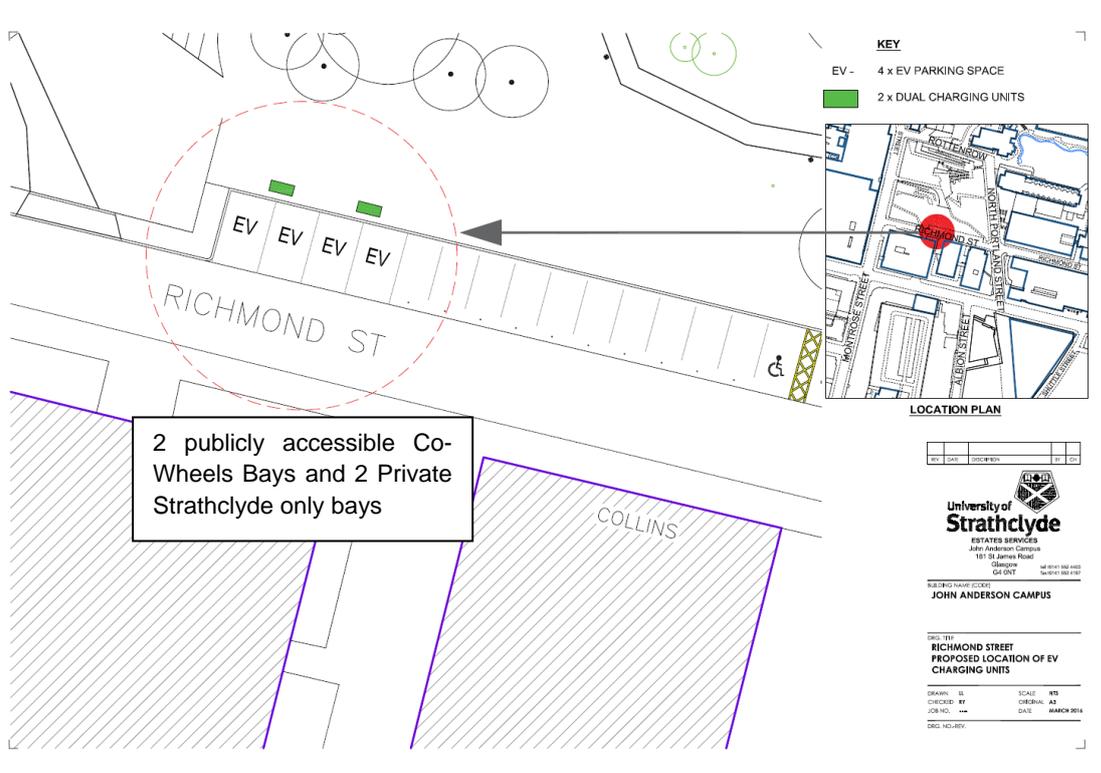
Location	Bus Services Available
	331 371 376 378 381 392 801 802 803 804
High Street (opposite Blackfriars Street)	325 326 327 328 330 331 371 376 378 381 392 801 802 803 804
High Street (before Blackfriars Street)	325 326 327 328 330 331 371 376 381 388 802 803 804 844 845

BUS STOP LOCATION PLAN – JOHN ANDERSON CAMPUS

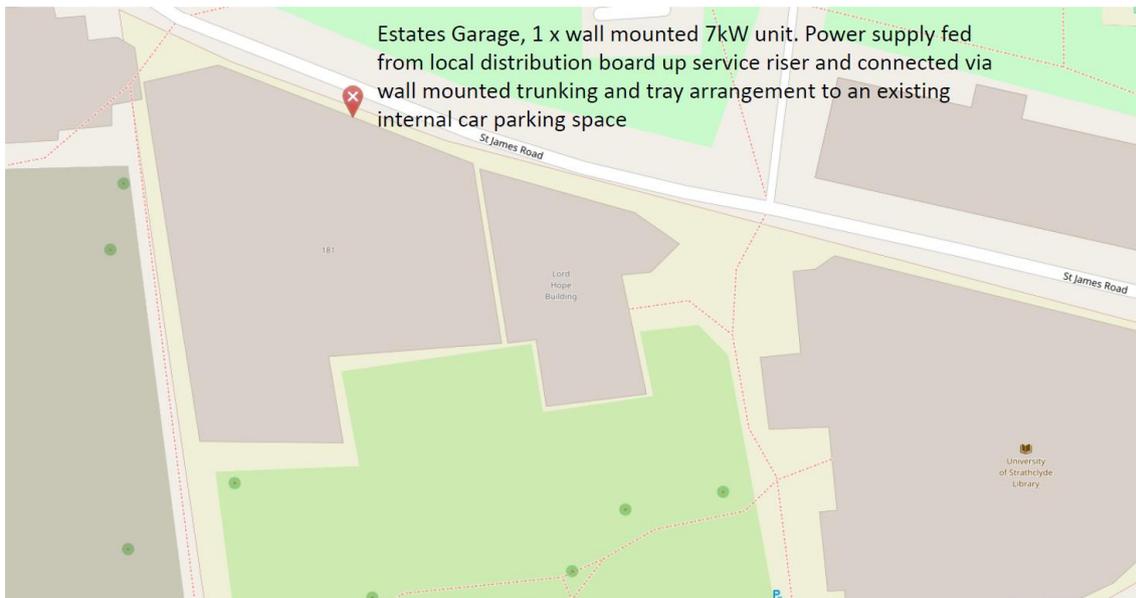


**APPENDIX 2 - ELECTRIC VEHICLE PARKING AND CHARGING**

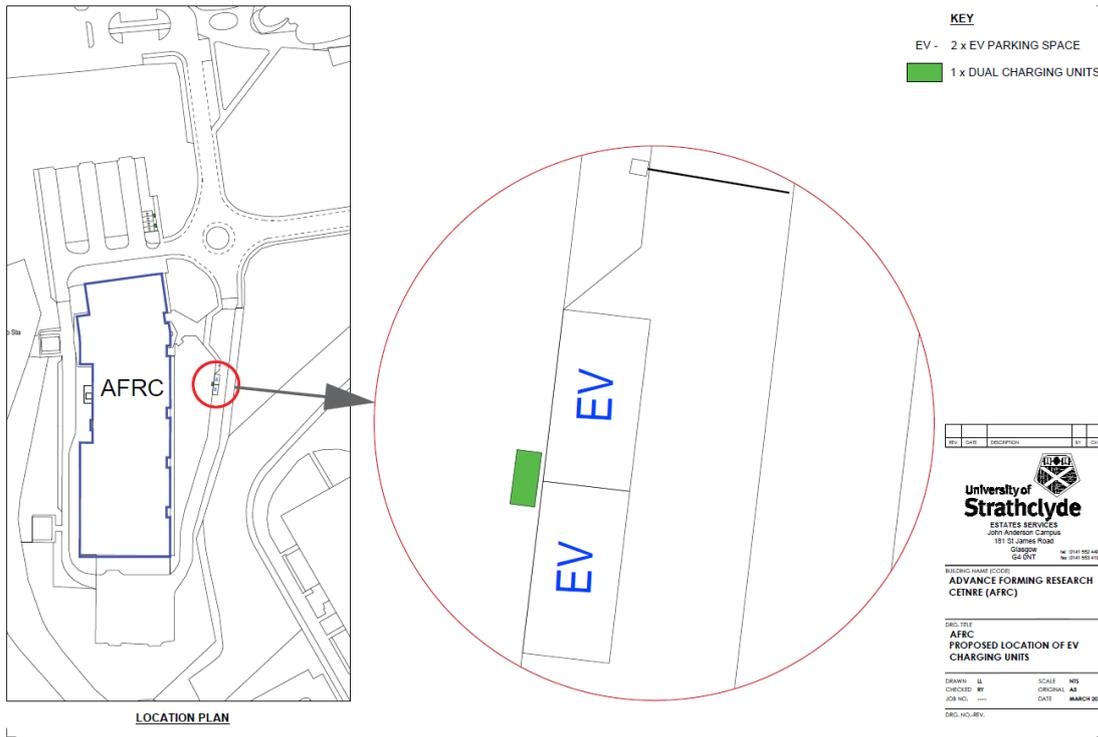
**JOHN ANDERSON CAMPUS**



**ESTATES**



AFRC



PNDC



ROSS PRIORY

