Sustainable Travel Strategy – List of Measures

Introduction

This is the implementation plan for GCU's Sustainable Travel Strategy 2021 (approved by Executive Board on 27th July 2021). It is working document and will be updated as and when required. Changes will be documented in the Change Log included after the table with the proposed measures. GCU's Head of Operational Sustainability has ownership of this document and all enquiries should be sent to, in the first instance to sustainability@gcu.ac.uk .

For ease of location, updates since the last progress report are highlighted grey.

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Ref.:	Sustainable Travel Intervention	Theme	Delivery/Rationale	Target(s)	Measures (Output(s) (2025-26))	Delivery Partners	Additional Resources	Progress Status
STS_M1	Monitor and report travel at GCU	Monitoring Travel	Continue to report various aspects of travel at the University. Refine arrangements for monitoring travel, particularly for GCU London, and build an evidence base to support the University's transition to carbon neutrality.	Travel survey(s) 2021 & 2024 Inclusion of GHG emissions from travel in annual GHG report.	[1] Triennial Travel Surveys & Reports – 2021 & 2024 [2] Include and improve estimate of travel emissions in annual GHG reports.	Sustainability + Finance + IS (Business Systems)	£500 prize pool for Triennial Student & Staff Travel Surveys	[1] Travel surveys completed in 2021 and 2022. [2] in progress
STS_M2	Understand barriers and opportunities for reducing emissions from international student travel home.	Student Home Travel	Emissions from international student travel (flights) home represent 18% of GCU's reported emissions in 2018-19. This emission category is one of the most challenging emission categories to abate, because it is important to recognise the wider benefit from of these students studying in our campuses. An evaluation of potential options are available to reduce emissions from this group of students need to be carried out and incorporated into the University's plans to transition to carbon neutrality.	Barriers & opportunities options appraisal.	[3] Barriers & opportunities options appraisal.	SDG IWG 5		[3] Not started.
STS_M3	Campaign to reduce the number of UK domiciled students flying home (non-term address).	Student Home Travel	Whilst emissions from UK domiciled student travel home represents just over 1% of reported emissions in 2018-19, nearly 50% of those emissions are attributed to 17% of journeys by UK domiciled students that choose to fly home. Develop a campaign to encourage and help more UK domiciled students choose lower carbon modes of transport to travel home (e.g. train and long-distance coach).	<275 tCO_2e per year from UK domiciled student travel home by 2025-26 (based on <10% of journeys being by plane). Annual (from 2022) UK domiciled student travel home campaign	[4] Develop understanding of how students travel home and what influences the selection of mode of travel (through triennial travel surveys). [5] Develop a campaign to encourage less flying home.	Comms. Sustainability		[4] Not started. [5] Early discussions with Student Comms (May 2023).
STS_M4	Increase number of student/staff subscribing to emails promoting sustainable travel.	Students & Staff Commuting	Reduce GHG emissions from student and staff commuting by encouraging more active, lower carbon modes of transport. The University's travel surveys highlight interest in understanding opportunities for reducing costs and environmental impacts associated with commuting to the University. Current newsletters include: Cycle Forum (several times per month); Back 2 Cycling (4-5 emails); Cheaper Travel Tips (7-9 emails). The above newsletters have just over 500 subscribers.	2,000 active subscribers to the University's travel related newsletters (hosted on Mailchimp.com) by 2025-26. 5th newsletter (e.g. advice on lower carbon living).	[6] Create new newsletter (non-travel, but with travel content). [7] Campaign to encourage students to subscribe to new newsletter.	Sustainability	£500 newsletter distribution service £2000 prizes (e.g. water bottles, re-useable cups, tote bags).	[6] In development. [7] Not started.

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STS_M5	Encourage more student and staff to cycle to GCU by addressing common barriers to cycling.	Students & Staff Commuting	Walking and cycling are zero carbon modes of transport. The 2018 Travel Survey highlighted that with 54% of students living within 5 miles of the University, and just under 40% of staff, there is significant potential for a greater proportion of students and staff to walk and cycle (from the current 34% for students and 18% for staff that walk/cycle). Increasing the proportion walking or cycling by building on existing initiatives (detailed here) will have a positive impact of emissions from commuting.	30% of staff walking or cycling (with 15% staff cycling) by 2025-26. 40% students walking or cycling (with 15% of students cycling) by 2025-26. <1000 tCO_2e per year from staff commuting by 2025-26. <4100 tCO_2e per year from student commuting by 2025-26. Retain Cycle Friendly Campus Award (with distinction)	[8] Evaluate barriers to cycling (using next Travel Survey - 2021) and focus groups. [9] Continue to offer bike maintenance, lock swaps, light and security marking. [10] Secure two Campus Cycling Officer one-year Cycling Scotland internships.	Sustainability	£7,000 per annum. Potential for grant funding for bike maintenance.	[8] 2021 Travel Survey notes no new barriers. [9] On-going. [10] CCO Internship 2022-23.
STS_M6	Develop partnerships with local stakeholders to address barriers to cycling out-with GCU's direct control	Students & Staff Commuting	Although walking and cycling are zero carbon modes of transport, GCU's triennial travel surveys indicate that the lack of cycling infrastructures (e.g. segregated cycle lanes) is a significant barrier to cycling for many individuals. Glasgow City Council have a number of plans to re-invigorate the city centre and these represent an opportunity to address these barriers.	30% of staff walking or cycling (with 15% staff cycling) by 2025-26. 40% students walking or cycling (with 15% of students cycling) by 2025-26. <1000 tCO_2e per year from staff commuting by 2025-26. <4100 tCO_2e per year from student commuting by 2025-26.	[11] Evaluate barriers to cycling (using next Travel Survey - STS_M1) and focus groups. [12] Highlight barriers to relevant stakeholders.	Sustainability		[11] 2021 Travel Survey in progress. [12] Engaging with Glasgow City Council (GCC) on development of Avenues + project. Contributed a to a number of travel related consultations (GCC).
STS_M7	Review of staff benefits to encourage more active/lower carbon travel.	Staff	Along with walking, cycling is zero carbon modes of transport. However, feedback from staff suggests that the historic 2 x 1 month application windows for GCU's CTW limit the opportunities, as one of the application windows is over winter (a time not very conducive to cycling). A longer application window during the covid-19 pandemic was well received. There is also potential that other staff benefits could be introduced to encourage more staff to chooser lower	CTW application window to run from April to Oct. <1,000 tCO_2e per year from staff commuting by 2025-26.	[13] Review provision of staff benefits with potential for encouraging staff to choose more sustainable modes of transport to commute to the University. [14] Extend CTW application window.	Sustainability People Services		[13] Complete. [14] Complete. CTW now available all year round. Limit increased from £2000 to £4000.

			carbon modes of transport to commute to the University.					
STS_M8	Travel Advice for students	Students & staff	The University's Travel Surveys show that whilst there is significant potential for students to walk or cycle (54% live within 5 miles of the University) often many overestimate (a) how far they live and (b) how long it would take them to walk or cycle. The surveys also show a desire to reduce costs of commuting to the University. The 2018 Travel Survey also showed that 7% of students and 19% of staff commute by car (either alone or as passenger). Translating this to GHG emissions, car travel represents 17% of student and 37% of staff commuting emissions. As over 90% of students and staff that drive travel less than 40 miles there is significant potential to encourage this group to choose lower carbon alternatives for their commutes to the University. Develop a travel advice programme (online and hard-copy resources and face-to-face consultations) to foster transition to lower carbon modes of travel for commuting.	3,000 GCU_SmartTravel micro-consultations per year. 40% students walking or cycling (with 15% of students) by 2025-26. Fewer than 5% of students and 15% of staff commuting by car 2025-26. <1,000 tCO_2e per year from staff commuting by 2025-26. <4,100 tCO_2e per year from student commuting by 2025-26.	[15] Develop/update resources to support micro-consultations (inc. developing London content). [16] Deliver 3,000 GCU_SmartTravel micro-consultations per year. [17] Raise awareness of LEZ restrictions and potential implication for students commuting by car.	Sustainability	£8,000 per year	[15] In progress. Resources for 2022-24 updated (e.g. TA follow-up emails). Keep under review. [16] 2022-2023 – 1100 micro consultations. [17] Content by Student Comms and into TA follow-up emails.
STS_M09	Support to reduce emissions from staff commuting by car.	Staff	The 2018 Travel Survey also showed that 19% of staff commute by car (either alone or as passenger), which translated to GHG emissions, represents 37% of staff commuting emissions. Glasgow LEZ and workplace parking levy (WPL - powers introduced Transport (Scotland) Act 2019)) will increase the cost of commuting by car in two ways: • Glasgow LEZ Phase 2 anticipated to be 'live' from 1 June 2023 will) will ban older cars from the City centre (petrol must be > 2005 and diesel must be 2014), and • If WPL is introduced at £415 pa (the ref. values used in WPL case-studies) it will almost double the cost of parking at the University. Other than the fact that GCC is exploring this, there is limited detail about actual implementation plans. There is an opportunity to refresh the way the University's parking is allocated to encourage staff to	<1,000 tCO_2e per year from staff commuting by 2025-26.	[18] Raise awareness of LEZ restrictions to staff. [19] Understand implications of workplace parking levy on provision of on-campus parking. [20] Identify opportunities and measures for reducing emissions from staff that are allocated on-campus parking (e.g. car-free campus).	Campus Services		[18] Complete. Content on staff intranet. Engagement with suppliers. [19] Consultation with GCC indicates that WPPL unlikely to be introduced by Glasgow CC. [20] In progress.

			consider alternatives to commuting by car (e.g. by restricting parking to business critical roles).					
STS_M10	Consider whether new ways of working that what worked well during the pandemic can potentially be maintained and contribute to emission reductions from student and staff commuting.	Student & Staff Commuting	In 2018-19 staff and student commuting accounted for 7% and 29% of travel emissions. A paper to EB outlining potential pathways to Carbon Neutrality (Jan 2021) highlighted that reducing the frequency with which staff & students travel to campus could make a significant contribution. Although the Paper did not contain specific proposals for how this might be achieved, reducing the frequency that staff and student travel to campus from an average 4.5 and 3.3 times per week (2018 Travel Survey) to 3 and 2 times per week (respectively), could cut commuting emissions (using 2018 data) by 30% and 40% (330 tCO_2e reduction for staff and 1900 tCO_2e reduction for student). The proposal for an assessment of what the University would need to do to reduce emissions from student and staff commuting by reducing the frequency that students and staff have to be on campus on a typical week during term-time.	Outline route-map for reducing frequency that students and staff have to travel to the University on a weekly basis.	[21] Outline route-map for reducing frequency that (a) students and (b) staff have to travel to the University on a weekly basis.	AD&SL People Services		[21] In progress
STS_M11	Refresh policies and procedures to explicitly support the University's transition to encourage lower carbon travel.	Business travel	Minor changes to GCU's **Expenses Policy** and Health & Safety **Travel Procedures** have significant potential to direct staff to lower carbon options for business travel. 1,683 tCO_2e (5% of reported emissions in 2018-19) were attributed to business travel at GCU, with air travel contributing 89% of emissions. • Expenses Policy – Require everyone claiming expenses to demonstrate (as appropriate) that (a) flying and (b) using their own car were the best options for their particular journey. • Travel Procedure require an evaluation of journey options be made prior to requesting authorisation for air travel.	Expenses Policy & Travel Procedures include explicit reference to lower carbon travel and references to associated tools.	[22] Refreshed Expenses Policy to promote lower carbon travel. [23] Refreshed procedure for international travel to encourage less flying on business travel.	Finance	None.	[22] Complete. [23] in progress.
STS_M12	Interventions to encourage less flying for business trips	Business travel	Flights account for 89% of business emissions (2018-19) and due to the sector's reliance on fossil fuel the only option currently available for reducing emissions in this category is to reduce demand (i.e. fly less). Develop behaviour change interventions to encourage travellers to reflect on the need to fly for business.	<1,400 tCO_2e per year in 2025-26 from business flying. Target derived from straight-line reduction from Ambitious CN Pathway.	[24] Information (online) to help business travellers and travel bookers understand carbon impacts of flying. [25] Develop 5 behaviour change interventions/campaigns (1 per year) to reduce the	Finance. Sustainability.	The proposed interventions are no-cost.	[24] Complete (Sharepoint pages) [25] #myclimateplead launched; updated

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			Example behaviour change interventions (not exclusive): • Reduce travel budget. • Write to top 50 flyers (nudge). • Voluntary pledge not to fly/fly less. • Encourage rail travel to destinations that can be reached in <6hrs by train (where the journey doesn't have onward travel). • Encourage rail travel flights between London and Amsterdam, Brussels and Paris (where the journey does not have onward travel).		amount of flights taken on GCU business.			business travel policy.
STS_M13	Electrify the University Fleet.	Business travel	University has four vehicles in its fleet and as electric vehicles have around 40% lower emissions compared to diesel and petrol vehicles, there is an opportunity to switch the fleet when leases are renewed.	4 EV/hybrid by 2025-26 <5 tCO_2e from GCU's fleet by 2025-26 (equivalent to 50% lower than in 2014-15).	[26] Evaluation potential to electrify fleet: (a) Understand user requirements; (b) identify electric and hybrid alternatives for GCU's fleet. [27] Switch all vehicles for which there are comparable alternatives to electric.	Campus Services. Fleet users.	Business case to be presented on a case-by-case basis.	[26] Complete. [27] in progress (additional EV charge points being installed and potential vehicles identified).
STS_M14	Measures to reduce emissions from business car journeys.	Business travel	Whilst car travel (private and hired) accounts for under 1% of emissions from business travel (2018-19), there is significant potential for financial and carbon savings by making many of these journeys in electric vehicles. An analysis of grey-fleet data (2014-15 to 2018-19) indicates a cost of approx. £26,000 in mileage payments (for 1,300 journeys totalling 60,000 miles per year. Switching all eligible journeys to hired and electric vehicles has the potential to cut emissions by 60% and deliver a 40% cost saving. Eligible journeys are those that start at GCU and for which EV represents the least cost option. The majority of business trips using private vehicles are within range of an electric vehicle (i.e. <200 miles total journey). The proposal is to introduce an online platform to help staff find the most suitable vehicle for their journey (cost and environmentally).	Reduce grey fleet emissions to <15 tCO_2e per year by 2025-26 by: • Reducing grey fleet miles to <40,000 per year (mileage claims). • Increasing EV miles to >34,000 miles per year (car hire data). Further info in supporting Metrics & Targets spreadsheet.	[28] Journey Evaluation Portal (link to STS_M11) to help identify the most suitable vehicle for specific journeys. [29] Supporting training resources. [30] Communication campaign to promote new procedure.	Finance. Campus Services.	£10,000 saving per annum compared to average spend on mileage payments between 2014-15 to 2018-19.	[28] in progress. Mileage limit (60 miles) introduced. [29] not started. [30] not started.
STS_M15	Travel advice for visitors	Other	Although the open access arrangements at the University do not lend themselves to monitoring how visitors to campus travel, there is potential to influence how this group of stakeholders travel by highlighting public/low carbon transport options available.	Advice following the travel hierarchy on the "How to find us" page for Glasgow Campus.	[31] Advice following the travel hierarchy on the "How to find us" page for Glasgow Campus and GCU London.	Comms	No cost.	[31] existing for Glasgow. Not started for London.

STS_M16	Consolidate Collection & Deliveries to/from Campus	Other	Supplier vehicles collecting from and delivering to the University can contribute to local congestion, air pollution and greenhouse gas emissions. Although is difficult to fully quantify impacts, there is an opportunity to make a positive contribution by reducing the number of vehicle movements in and out of campus.	Review of supplier vehicle movements into campus and reduce wherever possible.	[32] Review of supplier vehicle movements into campus	Campus Services	No cost.	[32] ongoing. Waste compactor installed at residencies will reduce no. of waste contractor journeys.
STS_M17	Anti-idling Leaflet (to help improve local air quality).	Other	Anecdotal evidence indicates that it is not infrequent for supplier/contractor vehicles to idle whilst on campus. Using a health agenda, encourage drivers to switch off when on campus. Create a leaflet to give to commercial/private vehicles entering campus. Leaflet to be potentially distributed by the Gate House. Statement of GCU's committed to promoting sustainable travel and improving local air quality.	2 anti-idling campaigns per year for all vehicles entering campus.	[33] Develop anti-idling leaflet. [34] Anti-idling signs at Gatehouse, Nursery, Kitchen loading bay and Central Stores.	Campus Services	£100.year	[33] not started.

Change Log

Date	Changes & Updates
5/1/2024	Progress updated. Changes highlighted.
10/5/2023	Progress updated. Document ownership updated.
9/11/2021	Progress updated.
27/7/2021	Version 1.2 approved by EB on 27/7/2021.
7/7/2021	Version 1 completed.

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