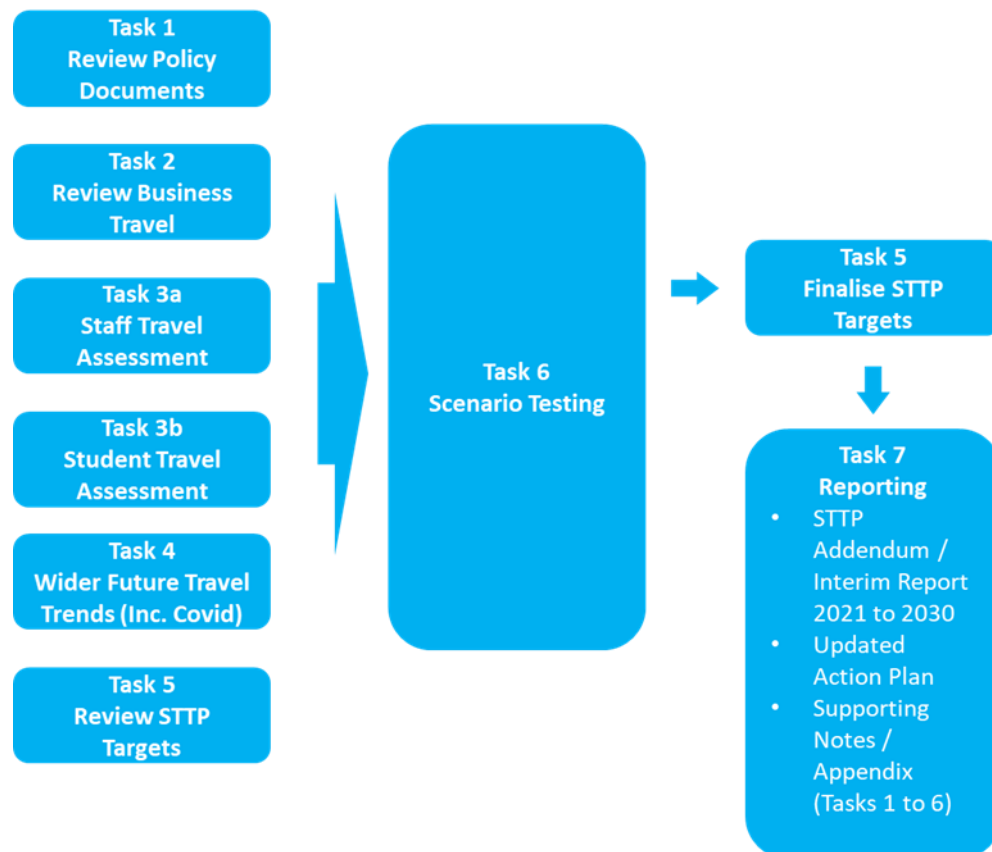


TECHNICAL NOTE

Job Name: University of Glasgow Strategic Transport and Travel Planning – Emissions Targets
Job No: 330610531
Note No: T1
Date: 12/10/2021
Prepared By: G Scott
Subject: Review of Policy Documents

1 Background

On behalf of the university, Stantec is undertaking a set of tasks to provide considered and robust advice on how the University can reduce its carbon emissions associated with Transport related issues and to contribute to meeting the ambition to achieve carbon neutrality by 2030. This note covers Task 1: A Review of Policy Documents, from the diagram below.



There are three main focusses of this note:

- Understand what impact internal and external policies might have on future travel patterns amongst staff and students that will feed into the scenario testing;
- Set the parameters of the scenario testing; and

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- Outline what actions the University must take to meet policy aspirations for travel by staff and students (to help identify actions for the Action Plan).

This note focusses on the most relevant policy documents, it is acknowledged that there are others which will impact on how staff and students travel.

2 University Policy

2.1. Glasgow Green, The University of Glasgow's Response to The Climate Emergency¹

The University of Glasgow recognises that the world is facing a climate emergency and urgent action is needed. Glasgow Green is the University's Climate Change Strategy in 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.

The document notes that staff / student commuting and business travel are key 'transport related' contributors to the University's overall carbon footprint.

Targets for commuting and business travel flights are for around a 26% reduction in CO₂ emissions between 2020 and 2030 (with reduction in commuting emissions beyond that). It is acknowledged that CO₂ emissions associated with business travel by other modes will rise (around 27% between 2020 and 2030) as indicated in Figure 2-1 below.

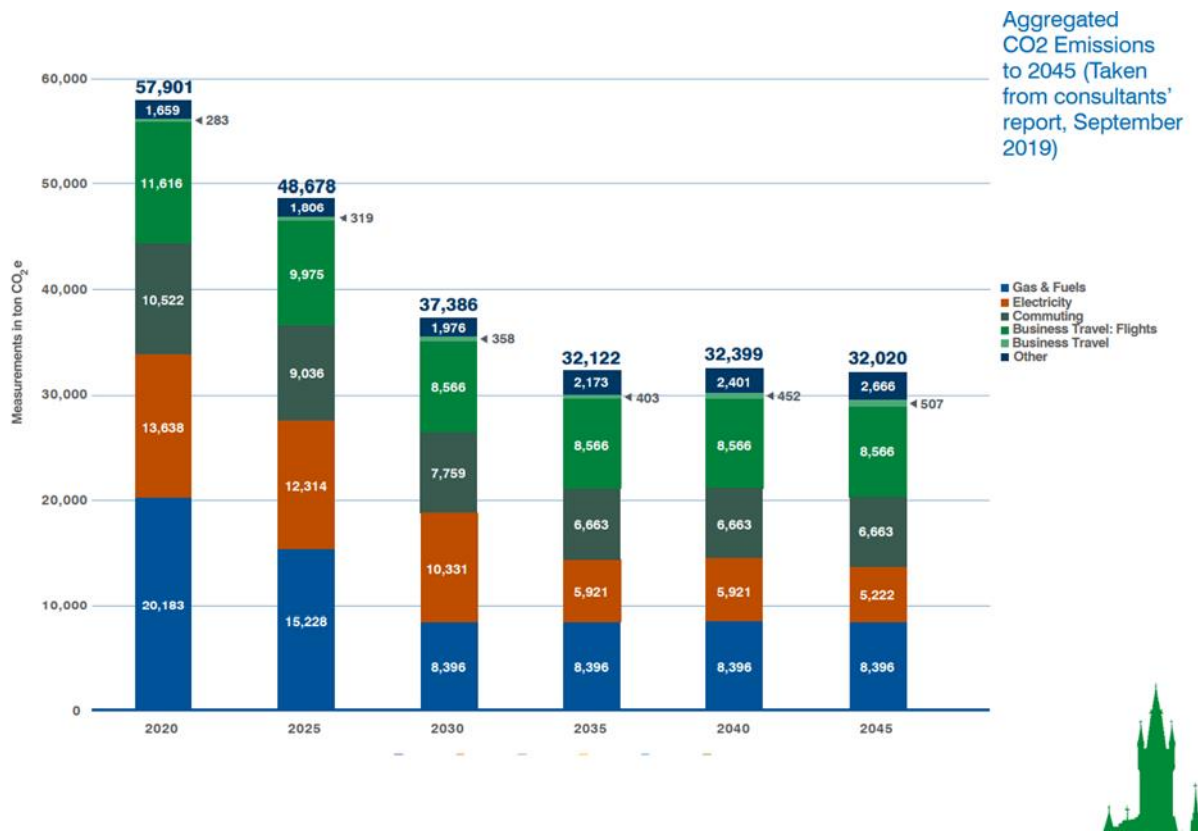


Figure 2-1 Glasgow Green Projections for Aggregated CO₂ Emissions to 2045

The *University of Glasgow Carbon forecasting study Final report* (31st January 2020) contains more information about transport carbon emission targets and assumptions.

¹ <https://www.gla.ac.uk/myglasgow/sustainability/glasgowgreen/>

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Two key assumptions will be adopted as part of this work:

- Business travel - Reduce flights in absolute terms (irrespective of student/staff growth) by 3% each year until 2035 then stable; and
- Commuting - Reduce commuting emissions in absolute terms (irrespective of student/staff growth) by 3% per year from now to 2035 then stable.

Overall, this equates to a 28% reduction in commuting carbon emissions between 2019 and 2030 and a 26% reduction in business travel reductions between 2020 and 2030, as shown in Table 2-1

Table 2-1 Daily Commute and Business Travel Targets (ton CO²)

	Daily Commute	Business Travel
2015	10,329	
2016	10,296	
2017	10,264	
2018	10,052	
2019	9,841	
2020	9,546	11,899
2021	9,259	11,542
2022	8,982	11,196
2023	8,712	10,860
2024	8,451	10,534
2025	8,197	10,218
2026	7,951	9,912
2027	7,713	9,614
2028	7,481	9,326
2029	7,257	9,046
2030	7,039	8,775

Figure 2.2 displays the daily commute and business travel

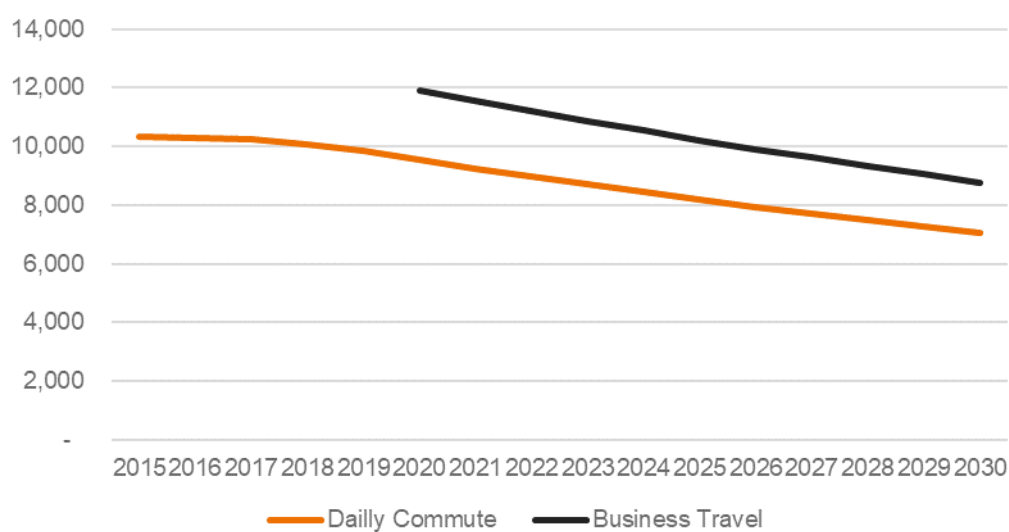


Figure 2-2 Daily Commute and Business Travel Targets (ton CO²)

TECHNICAL NOTE

Key Points:

- Scenario Testing 1: The overall aim of this work is to set out what the University needs to do to meet the transport targets (business and commuting) set out in University of Glasgow Carbon forecasting study Final report. A number of alternative scenarios will be explored / presented.
- Scenario Testing 2: The projections will not look beyond the year 2030 (and then revisited).
- Scenario Testing 3: Scenarios which exceed the 2030 transport targets will be explored but may be difficult to achieve (as noted in Glasgow Green, page 5²).

Glasgow Green Consultation Results³

During January to March 2020, the University's Sustainability Working Group consulted with the university community (staff and students) about their Draft Climate Change Strategy.

Over 1300 individual responses to the consultation were received, with lots of useful ideas and suggestions. The data below demonstrates that a large majority of respondents either strongly agreed or agreed with the statements that were made in the survey and with the actions that were proposed, in order to address the climate crisis.

A total of 95% of respondents either agree (17%) or strongly agree (78%) that the UofG should play a leading role in tackling climate change by eliminating its own carbon footprint.

Table 2-2 Summary Responses to Draft Climate Change Strategy Consultation

Question	Agree	Strongly Agree	Total
Whether UofG should play a leading role in tackling climate change by eliminating its own carbon footprint	17%	78%	95%
Whether the scope of UofG's carbon footprint should be expanded to include the impact of international students travelling between Glasgow and their countries of domicile	29%	35%	65%
Whether UofG should introduce measures aimed at reducing business travel	25%	58%	83%
Whether UofG should introduce further measures to reduce emissions from daily commuting	27%	56%	83%

Key Points:

- Scenario Testing 4: The scenario testing associated with this study will focus on measures aimed at reducing business travel and reducing emissions from commuting to the University.

² "The professional advice is that further reductions below this level would be hard to achieve, but that we could aim to hold steady at that level thereafter."

³ <https://www.gla.ac.uk/myglasgow/sustainability/climatechangestrategy/consultation/>

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- Scenario Testing 5: Measures to reduce the impact of international students travelling between Glasgow and their countries of domicile will be excluded from this package of work on the basis that the University can do little to influence travel choices for these trips.

2.2. World Changing Glasgow 2025⁴

World Changing Glasgow 2025 sets out the University's vision for the next five years. This strategy is the result of extensive consultation, starting in the winter of 2018-19 – a time in which the world looked very different. Much has changed in the last couple of years, and much will continue to change in ways the University cannot fully predict over the period of this plan. The University know that on the domestic stage they will have to adapt – not only to the impact of a pandemic, but also to the consequences of the country's changing relationship with the rest of Europe. Globally, the University will have to use the collective strengths of their disciplines to build coalitions, collaborations, and partnerships to tackle the major societal challenges brought about by increasing inequality, future threats to human health, the rise of technology and automation, and the existential threat of climate change.

The document does not set out to forecast how staff and student numbers might change in the future, but highlights that:

- The student population has increased by 29% since 2010
- The academic population has increased by 35% since 2010



Staff and student growth projections to 2027/28 have been provided by the University and are set out in Table 2-3. Stantec have agreed the following assumptions with the University about the growth as follows:

- From 2024/25 until 2029/30, the Student population remains static
- Staff population increases by 2% per year each year until 29/30

⁴ https://www.gla.ac.uk/media/Media_792478_smxx.pdf

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Table 2-3 Staff and Student Growth Projections

Year	Students			Staff	Total
	Undergraduate	Postgraduate	Sub-Total		
19/20	18,825	6,616	25,441	9,191	34,632
20/21	19,395	8,018	27,412	9,375	36,787
21/22	19,628	9,968	29,595	9,562	39,157
22/23	19,783	9,292	29,075	9,754	38,829
23/24	19,911	9,705	29,615	9,949	39,564
24/25	19,899	10,015	29,914	10,148	40,062
25/26	19,899	10,015	29,914	10,351	40,265
26/27	19,899	10,015	29,914	10,558	40,472
27/28	19,899	10,015	29,914	10,769	40,683
28/29	19,899	10,015	29,914	10,984	40,898
29/30	19,899	10,015	29,914	11,204	41,118

Table 2-3 shows that overall, there is a 15% increase in student numbers between 19/20 and 29/30 and an 18% increase in staff numbers. The growth is represented in Figure 2-3.

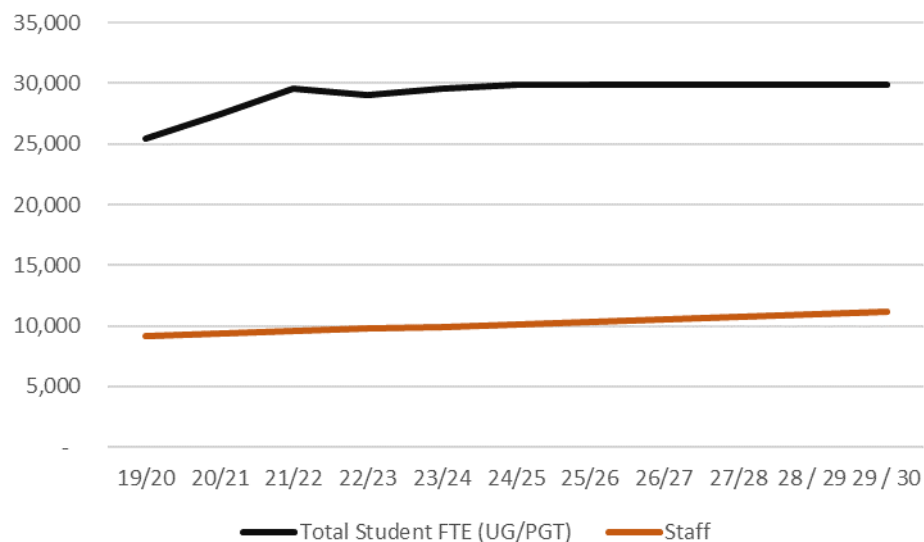


Figure 2-3 Staff and Student Growth Projections

Key Points:

- Scenario Testing 6: The scenario testing associated with this study will assume a 15% increase in student numbers between 19/20 and 29/30 and an 18% increase in staff numbers.

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2.3 The University's Carbon Management Plan⁵

This Carbon Management Plan (CMP) sets out The University of Glasgow's carbon reduction targets and objectives for 2015/16 - 2020/21. The University's carbon footprint is assessed and compared to future projections to produce realistic goals. The CMP will act as a focal document, signposting all related strategies which will deliver emissions reductions, and highlighting how each strategy will help the University to reach the target of 55,000 tCO₂e by 20/21.

The Plan states that "both student/staff numbers and the size of the estate will continue to increase in the coming years, adding further pressure to the organisation's carbon footprint."

It should be noted that, at the time of writing, a new version of the Carbon Management Plan is in preparation state for what timescale!

Key Points:

- Scenario Testing 7: The scenario testing associated with this study will consider how transport carbon emissions can be reduced to reach the targets set out in the University's Carbon Management Plan

2.4 The University's Air Business Travel Guidance

This guidance lays out recommendations and actions to reduce carbon emissions from the University of Glasgow's business travel. Business travel covers all travel associated with the work of staff, including for research and for recruitment and teaching.

The guidance supports the University's Climate Change Strategy and Action Plan, "Green Glasgow". The guidance does not include actions to reduce emissions associated with commuting, but colleagues are encouraged to use sustainable modes, active travel and public transport and follow advice in the University's Strategic Transport and Travel Plan.

Key Points:

- A separate note is being prepared on business travel (Task 2).

2.5 Strategic Transport and Travel Plan 2016 - 2025

The University's Strategic Transport and Travel Plan (STTP) sets the context for considering transport matters across the University including providing overarching policy guidance for the development of specific campus masterplans and future building specific BREEAM compliant Travel Plans.

It includes a set of transport targets with an accompanying Action Plan comprising themed interventions to move towards achieving them. Although many of these actions have been undertaken, the University is still falling short of meeting most of the targets the STTP set, as shown in the table below.

⁵ <https://www.gla.ac.uk/myglasgow/sustainability/carbon%20management%20policy/carbonmanagementplan/>

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Table 2-4 STTP Targets Progress

	Baseline 2015	Actual 2019-20	Target 2020	Status 2021	Target 2025
Modal Shift Targets					
Reduce the proportion of staff travelling by car alone to the Gilmorehill Campus	26.70%	25.10%	20%	Reduction achieved, but not target	15%
Reduce the proportion of students travelling by car alone to University premises on all campuses	7.50%	7.00%	5%		5%
Increase the proportion of staff travelling to University by bike across the University	9.70%	10.50%	12%	Increase achieved, but not target	15%
Increase the proportion of students travelling to University by bike across the University	6.20%	7.00%	10%		15%
Business Travel Targets					
Increase the proportion of staff using video conferencing facilities as an alternative to travelling	34%	36%	50%	Increase achieved, but not target	60%
Reduce the proportion of staff typically using taxis for travel between Gilmorehill and Garscube	31%	42%	20%	Reduction not achieved	10%
A 10% reduction in business car miles (private cars) from the 2014/15 figure by 2020 (in miles)	360,547	290,645	324,492		292,043
A 10% reduction in domestic business air passenger km from the 2014/15 figure by 2020 (in pass km)	1,843,449	2,025,819	1,659,104		1,493,194
Reduce CO2 emissions associated with fleet vehicles by 10% from the 2014/15 figure by 2020 (in kg CO2e)	137,780	77,330	124,002		Target achieved
No increase in the carbon emissions from international business air travel per employee compared to the 2014/15 figure by 2020 (in kg CO2e)	898	679	898	Reduction only achieved due to Covid travel restrictions?	898

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The work being undertaken by Stantec will:

- Review the targets set, with case studies (as part of T5: Review STTP Targets) looking at what other, similar, Universities are aspiring to, and linked to the targets set by Glasgow Green.
- Consider actions which will allow the University to achieve these targets and undertake scenario testing to refine the actions / targets.
- Update the STTP Action Plan with a set of themed actions.

Key Points:

- UofG Action 1: In order to achieve the targets set out in Glasgow Green, much more ambitious individual targets will be required and the actions / interventions will require to reflect this. A separate task on STTP targets is being undertaken, as actions in the current version of the STTP action plan may not be suitable to achieve the University's ambitions.

2.6 University Parking Provision and Management

The University introduced a new Vehicle Management and Enforcement Scheme in January 2019 which includes a process for the allocation of different types of parking permit. This scheme was suspended in April 2020 during the early stages of the pandemic but will be reintroduced from September 2021⁶.

The general aims of the Vehicle Management and Enforcement scheme are as follows:

- Ensure parking permits are allocated to those with the greatest need by assessing applications against agreed criteria;
- Manage vehicles and parking to create a safe environment for pedestrians and cyclists;
- Ensure the effective management of the parking supply to meet the changing business needs of the University;
- Actively manage vehicles through enforcement during a period of major construction works;

In summary, the scheme allows the University more control over parking management and the allocation of permits.

During Covid, permits were issued without the need to fulfil criteria, and a number of additional permits have been issued as a result of physical distancing requirements (due to less opportunity to car share, or use public transport, as well as fewer staff and students accessing the campus at all).

Table 2-5 Pre-Covid Standard Parking Permit Provision

	No. Parking Spaces (No. in Brackets Additional During Covid)					
	Standard Staff	Occasional Staff	Blue Badge	Day Permit	Monthly Permit	Visitor Permit
Gilmorehill	667 (+3)	206 (+2)	73 (+38)	1209	57	36
Garscube	496 (+284)	32	7 (+8)		-	

⁶ https://www.gla.ac.uk/myglasgow/news/headline_796033_en.html

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Key Points:

- Scenario Testing 8: As limiting the number of parking spaces is one of the main interventions the University has to decrease commuting by private cars, this exercise will explore the impact of a gradual reduction in the number of spaces and permits provided over time, particularly at the Gilmorehill Campus. It is expected that a significant reduction in parking provision will be required to meet the targets set.

3 National, Regional and Local Policy

3.1. *National Transport Strategy 2 (2020 to 2040)*⁷

Scotland's new National Transport Strategy (NTS2) aims to set out an ambitious and compelling vision for Scotland's transport system for the next 20 years, one that protects the climate and improves lives.

This Strategy advocates a Vision for Scotland's transport system, that will help create great places - a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.

The Vision in the Strategy is underpinned by four Priorities, each with three associated Outcomes. The Vision, Priorities and Outcomes are at the heart of the Strategy and will be the basis upon which to take decisions and evaluate the success of Scotland's transport policies going forward.

⁷ <https://www.transport.gov.scot/media/47052/national-transport-strategy.pdf>

TECHNICAL NOTE



Reduces inequalities

- Will provide fair access to services we need
- Will be easy to use for all
- Will be affordable for all



Takes climate action

- Will help deliver our net-zero target
- Will adapt to the effects of climate change
- Will promote greener, cleaner choices



Helps deliver inclusive economic growth

- Will get people and goods where they need to get to
- Will be reliable, efficient and high quality
- Will use beneficial innovation



Improves our health and wellbeing

- Will be safe and secure for all
- Will enable us to make healthy travel choices
- Will help make our communities great places to live

Table 3-1 National Transport Strategy Considerations / Impacts

Vision	Elements	University Consideration / Impact
Reduce inequalities	Poverty	Likely improved access to public transport for those with low incomes.
	Gender inequalities	Public transport systems tend to be designed for 'nine-to-five' commuters and women are less likely to work this pattern, and also follow other travel patterns, such as combining trips.
	Safety and fear of violence	Can put people with protected characteristics under the Equality Act off using public transport.
	The changing transport needs of young people	The engagement undertaken with Young Scot33 to inform the Strategy revealed that key issues for young people include the availability and cost of public transport, particularly to further and higher education, and personal safety when using services. Stantec recommends the University need to work with train operators to influence fares / ticketing options, also in view of free bus travel being introduced for those below 22, from 2022.
	The transport needs of disabled people	The University must ensure fair access to University premises, in accordance with the Equality Act.

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Vision	Elements	University Consideration / Impact
Takes climate action	Global climate emergency	Reiterates need for the University to reduce transport carbon emissions. Highlights single occupancy car use and aviation as the key contributors
	Air quality	University has a responsibility to reduce harmful emissions associated with transport and travel.
	Changing complex behaviour	The University has a role to play in changing people's travel behaviour to use more sustainable modes which will have a significant impact on our environment, as well as our health and wellbeing.
	Decline in bus use	Stantec recommends the University needs to work with bus operators to influence fares and ticketing.
Helps deliver inclusive economic growth	Labour markets	The University is a major employer and Stantec recommends they work with transport providers to ensure the travel needs of its staff are considered.
	Digital and energy	Stantec recommends the University needs to embrace and be at the forefront of new technologies such as Mobility as a Service (MaaS), but also continues to support staff and students with hybrid and home working.
	Reliability	Reliability is influenced by congestion so any shift away from private car use will have a benefit. Stantec recommends the University can also influence reliability through changes to work patterns / flexible working and away from 'nine-to-five' working.
Improves our health and wellbeing	Spatial planning	As part of the design process for new buildings, and as a planning requirement, the University considers how people will travel and include measures to encourage sustainable travel choices (e.g., minimise car parking and provide high levels of cycle parking). The University develops campus proposals that favour active travel means.
	Safety and security	The University must ensure that their campus environments feel safe and secure.
	Physical activity	Stantec recommends that the University continues to promote the benefits of active travel to staff and students as well as the options available to them. External efforts to increase physical activity will also likely increase active travel uptake. Campus environments should be designed to encourage not only arrival by active travel modes, but also the uptake of physical activity on-site.
	Information and integration	Stantec recommends that the University continues to promote travel information / options to staff and students using accessible platforms.

Key Points:

- Impact 1: The table above summarises what influences the NTS might have on future travel by staff and students as well as what the University can do to positively influence travel behaviour.
- UofG Action 2: Stantec recommends the University must ensure that any measures they introduce to influence how people travel conform to the NTS2

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3.2 National Active Travel Policy

There are a number of key strategic documents that set out the national policy in respect of active travel, the key ones being;

- Let's Get Scotland Walking, 2014⁸
- A long-term vision for Active Travel to 2030⁹; and
- Active Travel Task Force Report, 2018¹⁰

These documents set out the ambitions to promote walking and cycling as a community-led solution that provides health benefits, attractive safe communities and increased economic activity and promotes active travel as part of people's everyday lives.

These documents also seek to reduce inequalities and to promote integration across travel modes with well-connected links that aim to encourage sustainable local trips.

Key Points:

- Impact 2: The Scottish Government is committed to encouraging and promoting active travel which should encourage staff and students to walk and cycle to access the University.

3.3. The Scottish Government's Climate Change Plan Update¹¹

The Scottish Government's draft Update to the Climate Change Plan 2018 - 2032 sets out Scotland's path, across eight key sectors, to achieving a 75% reduction in greenhouse gas emissions by 2030, and ultimately net-zero emissions by 2045. The draft update is a crucial staging post in Scotland's trajectory to net-zero, as it encompasses the interim 2030 target, which independent advisers the Climate Change Committee consider to be "extremely challenging". The Plan includes a commitment to reduce car kilometres by 20% by 2030 and for new petrol and diesel cars and vans to be phased out.

3.4 Strathclyde Partnership for Transport's Regional Transport Strategy¹²

At the time of writing, Strathclyde Partnership for Transport (SPT) is preparing a new Regional Transport Strategy (RTS) for the west of Scotland. It will set out a strategy to improve transport networks and services and to influence travel behaviour in the west of Scotland.

SPT has prepared a draft Case for Change report to seek views and feedback from partners and stakeholders on the key outputs of the strategy development process to date.

The RTS targets (in principle) are:

- T1 – A reduction in road transport emissions.
- T2 – A reduction in car kilometres by 2030.

⁸ <https://www.gov.scot/publications/lets-scotland-walking-national-walking-strategy/>

⁹ <https://www.transport.gov.scot/media/33649/long-term-vision-for-active-travel-in-scotland-2030.pdf>

¹⁰ <https://www.transport.gov.scot/publication/active-travel-task-force-report/>

¹¹ <https://www.gov.scot/publications/securing-green-recovery-path-net-zero-update-climate-change-plan-20182032/pages/9/>

¹² <http://www.spt.co.uk/vision/>

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- T3 – A ‘modal shift’ from private passenger car usage to more sustainable travel modes and behaviours.

The University has a large catchment area, covering many parts of Strathclyde and beyond and will be impacted by the any changes in travel because of the RTS.

Key Points:

- Scenario Testing 9: The scenario testing associated with this study will explore the potential reduction in car travel amongst University staff and students because of wider policy interventions (outwith the University’s control), noting that the SPT RTS has a target for modal shift from private passenger car use to more sustainable modes.

3.5. Connecting Glasgow¹³

The independent Glasgow Connectivity Commission was established in November 2017. The Commission was chaired by Professor David Begg and they were challenged to generate bold, fresh ideas to transform Scotland's biggest city; making it a more liveable and breathable place which is even more attractive to visitors, businesses and citizens.

The report produced by the Commission is divided into two phases:

- Phase One report, focuses on recommendations for Glasgow City Council to improve connectivity within the city centre of Glasgow.
- Phase Two outlines’ recommendations to reshape the strategic road and rail network so as to improve connectivity in the Glasgow City Region over the coming decades.

Both reports contain a raft of ambitious strategic interventions to change the way people travel in the Glasgow City region. If these projects can be taken forward, then they could positively influence travel choices to reduce carbon emissions, including for University staff and students.

Potential measures contained within the report, include (not exhaustively):

Table 3-2 Connecting Glasgow Proposals

Element	Description	Relevance to University
The South Clyde Growth Corridor	There is one prime example in the city where the successive development of a series of areas of economic activity presents the opportunity to create a wholly new fixed public transport corridor. This South Clyde Growth Corridor runs from the city centre into Renfrewshire and includes Pacific Quay, the Subway and bus interchange at Govan, the Queen Elizabeth University Hospital and Royal Hospital for Children, Braehead, Renfrew (the largest town in Scotland with no rail connection), Glasgow Airport and the new National Manufacturing Institute for Scotland.	Improves connections to the QEUH but does not connect to Gilmorehill or city centre. May help to increase public transport use over car use. What’s with active travel use? What’s with the University’s Govan development, is this near?
Glasgow Metro	The Glasgow Metro would be a network of high capacity rapid transit lines serving as much of the city as possible so that the fixed transport system plays the fullest possible role in ensuring inclusive growth across the city’s communities,	Proposals show connections to a range of areas to the city centre but not to Gilmorehill or Garscube.

¹³ <https://www.glasgow.gov.uk/CHttpHandler.ashx?id=45064&p=0>

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Element	Description	Relevance to University
	sustaining the international competitiveness of the key employment concentrations in and around the city centre.	
The High Speed Opportunity	The Commission is of the view that there is only one credible option for a high speed rail terminal in Glasgow. This is to redesign Glasgow Central to accommodate HS2 trains. This would require at the very least the extension of the station over the River Clyde including the reinstatement of the former additional bridge and tracks over the river to the east of the station approach, and the creation of a new southern entrance and concourse roughly on the site of the former Bridge Street station.	Could be key to encouraging domestic business travel shift from air to rail.
Plugging the Central / Queen Street Gap... properly	One of the most important barriers to connectivity at the city- and city regional level is that imposed by the separation of the city's two main railway stations. The lack of a connection between Glasgow Central and Glasgow Queen Street is an issue of strategic importance for the city and the west of Scotland as a whole.	Improves access to the University for staff and students from across the region. May help to increase rail use over car use.
Pricing	The report acknowledged that congestion charging / road pricing schemes are unlikely to be politically viable in the short term. It suggests detailed work could start now on the options for road charging models and consideration of how they might work at national, regional, and local levels. A national conversation is also required which recognizes the need for this long-term shift, moves beyond the failed congestion proposals of more than a decade ago and reflects growing public concerns over increasing congestion, pollution and their negative effects on health.	Measures would likely restrict / discourage car use amongst University staff and students.
Bus priority on the motorway network	Several options appear viable for Glasgow. These include dedicated lane running on key sections of the motorway network at peak hours; controlling motorway on-ramps to prioritise buses during peak hours; and using managed/ smart motorways, utilizing active traffic management (ATM) techniques to increase capacity by use of variable speed limits and hard shoulder running at busy times.	Measures would likely encourage bus use amongst University staff and students with shift from car use.

Key points:

- Impact 3: The ambitious plans set out in Connecting Glasgow are intended to influence the way people travel in the medium to long term, however, it is unclear which schemes will be delivered before 2030. For the purposes of modelling different scenarios, there will be an assumption that measures contained within Connecting Glasgow will allow increased public transport uptake amongst University staff and students in the period to 2030 (informed by the staff and student postcode analysis).

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- UofG Action 3: Where improved infrastructure and services are provided, the University will have a role to promote them to staff and students.
- UofG Action 4: As a significant employer and trip attractor, the University should seek to influence how the measures in Connecting Glasgow are delivered to ensure their own needs are met. For example, they should lobby for the Glasgow Metro route to serve the Gilmorehill Campus.
- UofG Action 5: To ensure maximum impact of improved infrastructure / services provided by Connecting Glasgow to encourage sustainable travel, Stantec recommends the University will also need to disincentivise car travel (e.g., more parking controls).

3.6. **Glasgow's Transport Strategy 2021 – 2031 Draft Case for Change Report¹⁴**

Glasgow City Council is working on a new Glasgow Transport Strategy for the City in 2020/21. This will update and replace the existing Local Transport Strategy for the City (2007-09). The new transport strategy will be city-wide and provide a framework for investment and decision-making on transport issues over the next 10 years.

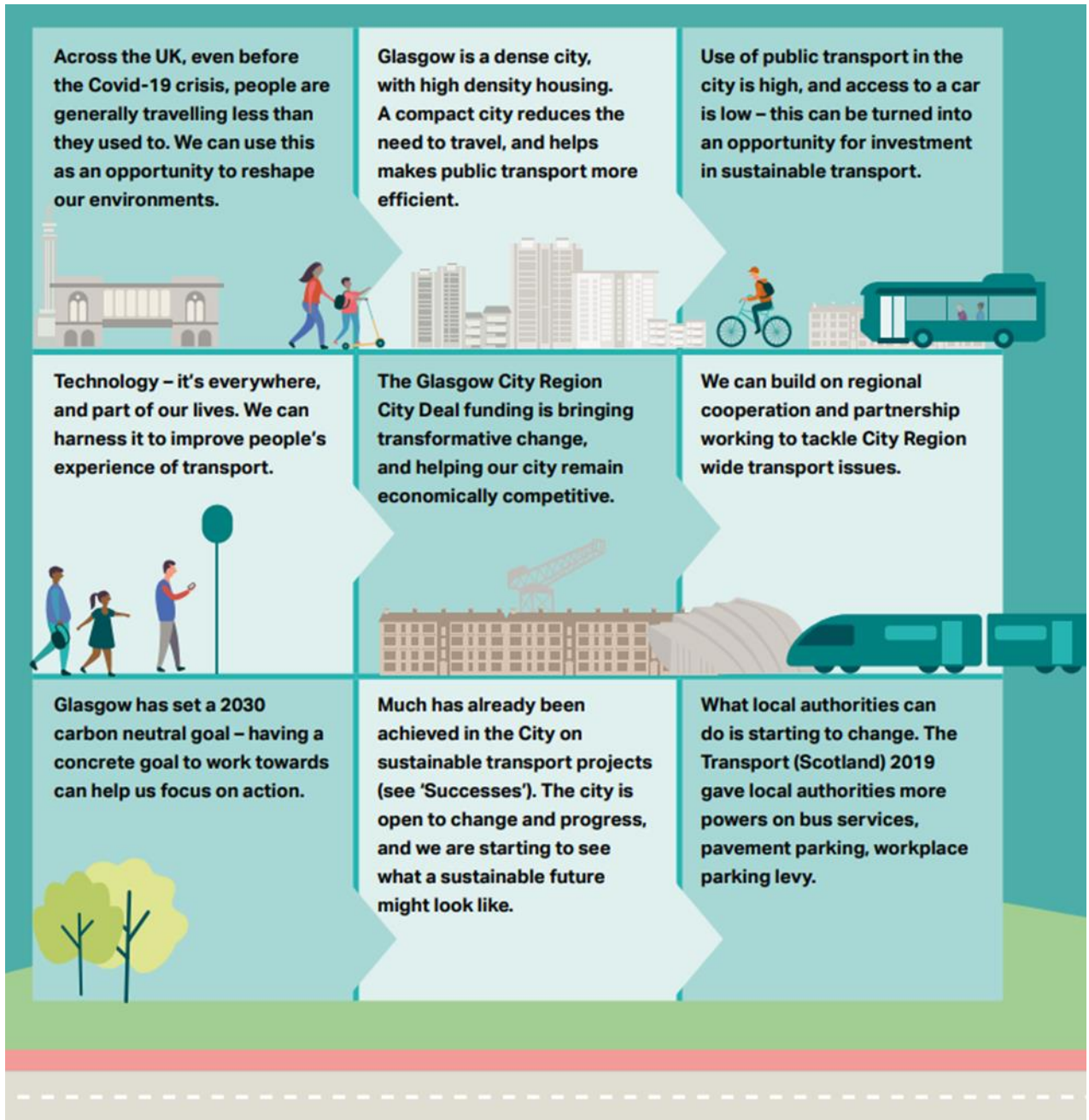
A Public Conversation on Glasgow's Transport Future was held for 6 weeks in September-October 2020. The results from this major public engagement can be found on the Connecting Communities webpage. This work is informing the ongoing development of the new Glasgow Transport Strategy.

To support the public conversation on Glasgow's Transport Future in September and October 2020, a Draft Case for Change report was prepared. This is a technical report of evidence of problems to tackle in the new Glasgow Transport Strategy, opportunities to build on, draft outcomes and initial policy focus areas, and a discussion of how travel demand may change in the future.

The graphic below outlines the opportunities identified by Glasgow City Council.

¹⁴ <https://www.glasgow.gov.uk/CHttpHandler.ashx?id=50285&p=0>

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The table below sets out the policy focus from Glasgow’s Transport Strategy, the potential interventions and the potential impacts on University STTP targets.

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Table 3-3 Glasgow's Transport Strategy Potential Impacts

Policy Focus	Potential Interventions	Potential Impacts on University Staff and Students
Priority for people, not vehicles	Reallocation of road space	More walking, cycling and bus use. Less car use
	Investment in cycle infrastructure	More cycling. Less car use
Better, cheaper, integrated transport systems	A smart, technologically savvy city where we use technology in transport for public benefit	More bus, train and subway use. Less car use
	Work to reduce the cost of public transport	More bus, train and subway use. Less car use
	We work towards a goal of a single, integrated, smart ticket for public transport in the city	More bus, train and subway use. Less car use
	We work collaboratively with Glasgow's taxis, which often plug gaps in transport, to improve provision	Less private car use
People-friendly, inclusive neighbourhoods and city centre	People and place are prioritised in our City Centre - making it easier and quicker for people to walk and cycle and make onward journeys by public transport.	More walking, cycling and public transport use. Less car use
	A new City Centre Transformation Plan will support existing goals to reduce car journeys in the city centre by 30%	Less car use, less on-street car parking, more space for leisure, socialising
	Parking supply and cost are balanced to ensure that using public transport is cheaper than driving into the city centre	More bus, train and subway use. Less car use, less on-street car parking, more space for leisure, socialising
Cleaner and low carbon transport	Ensuring a just transition to a low carbon transport future by: <ul style="list-style-type: none"> • First, reducing the need to travel • Then, supporting trips by foot, wheeling, bike, public transport, and shared transport • Finally, moving to low carbon and low emission vehicles. 	Less trips overall. More walking, cycling and public transport use. Less car use. Lower carbon footprint for using public transport.
	Less vehicles of all kinds on our roads, and a reallocation of road space to sustainable ways to travel.	More walking, cycling and bus use. Less car use, less on-street car parking, more space for leisure, socialising
	Exploring and using the tools at our disposal to support cleaner vehicles in the city, including <ul style="list-style-type: none"> • Low Emission Zones • Emission-based parking charges • Working with partners on a network of electric vehicle hubs 	Lower carbon footprint for using public transport and car. Potential reduction in car use. Less local air pollution

TECHNICAL NOTE

The actual likely impacts of the Strategy are complex and hard to quantify, however, there is a real commitment to influencing the way people travel in the period to 2031.

Key Points:

- Scenario Testing 10: The scenario testing associated with this study will explore the potential reduction in car travel amongst University staff and students as a result of wider policy interventions (outwith the University's control), noting that Glasgow's Transport Strategy has an aspiration for a 30% reduction.
- Scenario Testing 11: Where any reduction in staff and student car travel is introduced, the scenario testing will explore what modes staff and students might transfer to (through Task 3a and 3b).

3.7. Glasgow's Active Travel Strategy 2022 – 2031 (Consultation Draft)¹⁵

Glasgow City Council is working on a new Glasgow Transport Strategy for the City in 2020/21. This will update and replace the existing Local Transport Strategy for the City (2007-09). The new transport strategy will be city-wide and provide a framework for investment and decision-making on transport issues over the next 10 years.

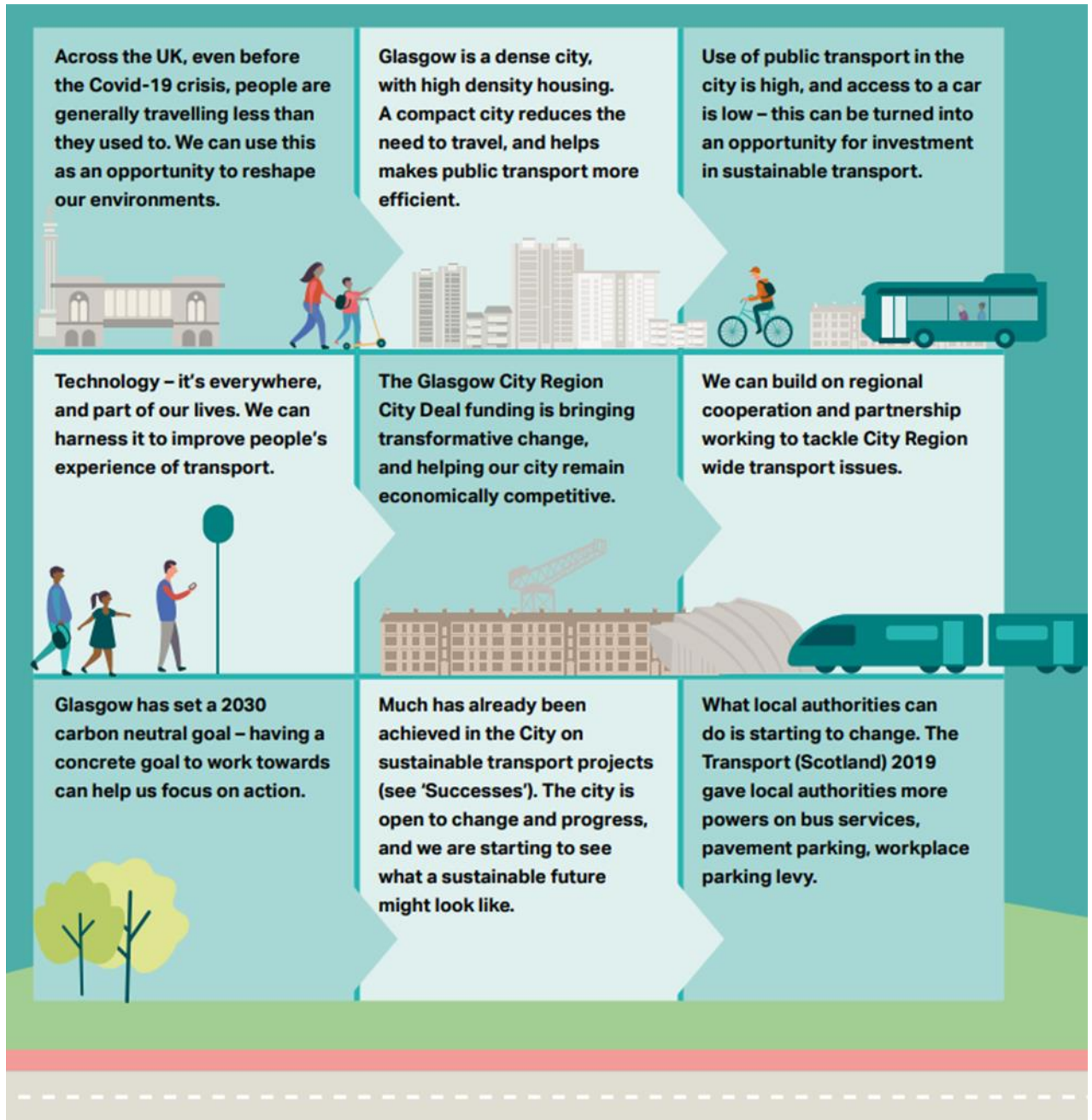
A Public Conversation on Glasgow's Transport Future was held for 6 weeks in September-October 2020. The results from this major public engagement can be found on the Connecting Communities webpage. This work is informing the ongoing development of the new Glasgow Transport Strategy.

To support the public conversation on Glasgow's Transport Future in September and October 2020, a Draft Case for Change report was prepared. This is a technical report of evidence of problems to tackle in the new Glasgow Transport Strategy, opportunities to build on, draft outcomes and initial policy focus areas, and a discussion of how travel demand may change in the future.

The graphic below outlines the opportunities identified by Glasgow City Council.

¹⁵ <https://www.glasgow.gov.uk/councillorsandcommittees/viewSelectedDocument.asp?c=P62AFQDNZLDNZ3DXT1>

TECHNICAL NOTE



The table below sets out the policy focus from Glasgow’s Transport Strategy, the potential interventions and the potential impacts on University STTP targets.

TECHNICAL NOTE

Table 3-4 Glasgow's Transport Strategy Potential Impacts

Policy Focus	Potential Interventions	Potential Impacts on University Staff and Students
Priority for people, not vehicles	Reallocation of road space	More walking, cycling and bus use. Less car use
	Investment in cycle infrastructure	More cycling. Less car use
Better, cheaper, integrated transport systems	A smart, technologically savvy city where we use technology in transport for public benefit	More bus, train and subway use. Less car use
	Work to reduce the cost of public transport	More bus, train and subway use. Less car use
	We work towards a goal of a single, integrated, smart ticket for public transport in the city	More bus, train and subway use. Less car use
	We work collaboratively with Glasgow's taxis, which often plug gaps in transport, to improve provision	Less private car use
People-friendly, inclusive neighbourhoods and city centre	People and place are prioritised in our City Centre - making it easier and quicker for people to walk and cycle and make onward journeys by public transport.	More walking, cycling and public transport use. Less car use
	A new City Centre Transformation Plan will support existing goals to reduce car journeys in the city centre by 30%	Less car use, less on-street car parking, more space for leisure, socialising
	Parking supply and cost are balanced to ensure that using public transport is cheaper than driving into the city centre	More bus, train and subway use. Less car use, less on-street car parking, more space for leisure, socialising
Cleaner and low carbon transport	Ensuring a just transition to a low carbon transport future by: <ul style="list-style-type: none"> • First, reducing the need to travel • Then, supporting trips by foot, wheeling, bike, public transport, and shared transport • Finally, moving to low carbon and low emission vehicles. 	Less trips overall. More walking, cycling and public transport use. Less car use. Lower carbon footprint for using public transport.
	Less vehicles of all kinds on our roads, and a reallocation of road space to sustainable ways to travel.	More walking, cycling and bus use. Less car use, less on-street car parking, more space for leisure, socialising
	Exploring and using the tools at our disposal to support cleaner vehicles in the city, including <ul style="list-style-type: none"> • Low Emission Zones • Emission-based parking charges • Working with partners on a network of electric vehicle hubs 	Lower carbon footprint for using public transport and car. Potential reduction in car use. Less local air pollution

TECHNICAL NOTE

The actual likely impacts of the Strategy are complex and hard to quantify, however, there is a real commitment to influencing the way people travel in the period to 2031.

Key Points:

- Scenario Testing 10: The scenario testing associated with this study will explore the potential reduction in car travel amongst University staff and students as a result of wider policy interventions (outwith the University's control), noting that Glasgow's Transport Strategy has an aspiration for a 30% reduction.
- Scenario Testing 11: Where any reduction in staff and student car travel is introduced, the scenario testing will explore what modes staff and students might transfer to (through Task 3a and 3b).



Figure 3-1 City Network

Key Points:

- Impact 4: Glasgow City Council is committed to providing a high quality and extensive network of cycle routes which should encourage staff and students to use this mode to access the University. There are no specific city level targets for the number of journeys made by cycling, but there is clear potential for this to increase amongst staff and students.
- UofG Action 6: Stantec recommends the University should engage with GCC on providing routes to and from their campus to the areas where staff and students live (informed by the staff and student postcode analysis being undertaken - Tasks 3a and 3b).

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- UofG Action 7: Stantec recommends the University should continue to promote the availability of cycle routes to staff and students and provide adequate facilities (secure cycle parking, showers, changing / drying facilities, lockers etc.) to accommodate a high level of cycling.

4 Summary

4.1 Policy Summary / Timeline

A summary / timeline of the key policy documents is show in the table below.

Policy Document	Period Covered	Policy Description	Key Milestones	
University Policy				
Glasgow Green	2021 - 2030	University's response to climate emergency	2030	Carbon neutrality
World Changing Glasgow	2020 – 2025	Sets out the University's vision for the next five years		
Carbon Management Plan	2015/16 – 2020/21	Sets out The University of Glasgow's carbon reduction targets	2021	
Air Business Travel Guidance	2021 - ongoing	Lays out recommendations and actions to reduce carbon emissions from the University of Glasgow's business travel.	2021	Implemented and ongoing monitoring / refinement
Strategic Transport and Travel Plan (STTP) and STTP Action Plan	2016 - 2025	Sets the context for considering transport matters across the University (including modal shift targets).	2021	Refresh STTP Action Plan Update Travel Plan targets Staff and Student Travel Survey (Spring 2022)
			2025	Update STTP
Vehicle Management and Enforcement Scheme	2019 – ongoing	On campus parking control and permit allocation	2022	Review
National, Regional and Local Policy				
National Transport Strategy 2	2019 - 2039	Sets the vision for Scotland's transport system	2045	Achieve net-zero greenhouse gas emissions
National Active Travel Policy	To 2030	Set out national policy in respect of active travel		
The Scottish Government's Climate Change Plan Update	2018 -2032	Sets out the Scottish Government's pathway to the new and ambitious targets set by the Climate Change Act 2019. It is a key strategic document on the green recovery from COVID-19.	2030	Need for new petrol and diesel cars and vans phased out. Car kilometres reduced by 20%.

TECHNICAL NOTE

Policy Document	Period Covered	Policy Description	Key Milestones	
SPT Regional Transport Strategy	2008 – 2021 (being refreshed to 2040)	Strategy to improve transport networks and services and to influence travel behaviour in the west of Scotland.	Ongoing	
Connecting Glasgow	Not defined by generally 2020 to 2040	recommendations to improve connectivity within the city centre of Glasgow and reshape the strategic road and rail network.	Ongoing	
Glasgow's Transport Strategy	2021 - 2032	Provides a framework for investment and decision-making on transport issues.	Ongoing	
Glasgow's Strategic Plan for Cycling	2016 - 2025	Sets out Glasgow's vision, objectives, targets and actions for increasing levels of cycling	Ongoing	

4.2 Key Points

The key points are summarised below.

4.3 Scenario Testing

	Scenario Testing
1	The overall aim of this work is to set out what the University needs to do to meet the transport targets (business and commuting) set out in University of Glasgow Carbon forecasting study Final report. A number of alternative scenarios will be explored / presented.
2	The projections will not look beyond the year 2030 (and then revisited).
3	Scenarios which exceed the 2030 transport targets will be explored but may be difficult to achieve (as noted in Glasgow Green, page 5 ¹⁶).
4	The scenario testing associated with this study will focus on measures aimed at reducing business travel and reducing emissions from commuting to the University.
5	Measures to reduce the impact of international students travelling between Glasgow and their countries of domicile will be excluded from this package of work on the basis that the University can do little to influence travel choices for these trips.
6	The scenario testing associated with this study will assume a 15% increase in student numbers between 19/20 and 29/30 and an 18% increase in staff numbers.
7	The scenario testing associated with this study will consider how transport carbon emissions can be reduced to reach the targets set out in the University's Carbon Management Plan
8	As limiting the number of parking spaces is one of the main interventions the University has to decrease commuting by private cars, this exercise will explore the impact of a gradual reduction in the number of spaces and permits provided over time, particularly at the Gilmorehill Campus. It is expected that a significant reduction in parking provision will be required to meet the targets set.

¹⁶ "The professional advice is that further reductions below this level would be hard to achieve, but that we could aim to hold steady at that level thereafter."

TECHNICAL NOTE

	Scenario Testing
9	The scenario testing associated with this study will explore the potential reduction in car travel amongst University staff and students because of wider policy interventions (outwith the University's control), noting that the SPT RTS has a target for modal shift from private passenger car use to more sustainable modes.
10	The scenario testing associated with this study will explore the potential reduction in car travel amongst University staff and students as a result of wider policy interventions (outwith the University's control), noting that Glasgow's Transport Strategy has an aspiration for a 30% reduction.
11	Where any reduction in staff and student car travel is introduced, the scenario testing will explore what modes staff and students might transfer to (through Task 3a and 3b).

4.4 UofG Actions

	UofG Action
1	In order to achieve the targets set out in Glasgow Green (The University of Glasgow's Climate Change Strategy), much more ambitious individual targets will be required and the actions / interventions will require to reflect this. A separate task on STTP targets is being undertaken, as actions in the current version of the STTP action plan may not be suitable to achieve the University's ambitions.
2	Stantec recommends the University must ensure that any measures they introduce to influence how people travel conform to the National Transport Strategy 2.
3	Where improved infrastructure and services are provided, the University will have a role to promote them to staff and students.
4	As a significant employer and trip attractor, the University should seek to influence how the measures in Connecting Glasgow are delivered to ensure their own needs are met. For example, they should lobby for the Glasgow Metro route to serve the Gilmorehill Campus.
5	To ensure maximum impact of improved infrastructure / services provided by Connecting Glasgow to encourage sustainable travel, Stantec recommends the University will also need to disincentivise car travel (e.g., more parking controls).

4.5 Impact of External Policy

	Impact of External Policy
1	The focus of the National Transport Strategy 2 will have an influence on future travel by staff and students.
2	The Scottish Government is committed to encouraging and promoting active travel which should encourage staff and students to walk and cycle to access the University.
3	The ambitious plans set out in Connecting Glasgow are intended to influence the way people travel in the medium to long term, however, it is unclear which schemes will be delivered before 2030. For the purposes of modelling different scenarios, there will be an assumption that measures contained within Connecting Glasgow will allow increased public transport uptake amongst university staff and students in the period to 2030 (informed by the staff and student postcode analysis).
4	Glasgow City Council is committed to providing a high quality and extensive network of cycle routes which should encourage staff and students to use this mode to access the University. There are no specific city level targets for the number of journeys made by cycling, but there is clear potential for this to increase amongst staff and students.