



University of Edinburgh

Integrated Transport Plan 2023 – 2030

Vision

This Plan sets out how The University of Edinburgh will improve connectivity to and between our campuses and residencies with the intent of increasing the proportion of students and staff using sustainable transport options.

Context

The plan has been developed after a turbulent period for Scotland, with the country evolving in the post BREXIT and Covid 19 pandemic periods. The impact of this period on the University was significant with the pandemic in particular impacting all aspects of travel.

Travel at the University underwent a significant and rapid change, the University went through long periods of low occupancy, commuting habits changed through necessity and although the pandemic period is over, the new normal for the University and associated transport is still emerging.

In a City context, there are a number of factors that will change the landscape for travel in Edinburgh. Lothian Buses who are the main transport provider in the City are also recovering their position, with driver shortages still a problem post BREXIT. City of Edinburgh Council policy around traffic and parking in the city centre is changing with measures emerging which include pedestrianising parts of the city, restricting or penalising vehicles visiting the City Centre along with the potential introduction of a parking levy on business within the city including the University.

The previous Transport Plan, last approved in 2017, aligned itself to the City targets for transport. This plan seeks to do the same but is written at a time of change for the University and the City. It is inevitable that this plan will evolve as patterns and policies change and the plan will be revisited annually.

The connectivity between campuses is becoming increasingly important as the Estate grows larger on the campuses out with the city centre. This, combined with the increasingly wider geographical spread of accommodation locations, gives a need for us to better understand the needs of this connectivity and what demand it may bring to transport planning.

The previous method of data gathering, the Annual Commuter Travel Survey will be supplemented annually through other data streams from colleagues at ISG, ACE and Timetabling. The insight the new data will bring will allow a closer focus on residences and inter campus movement.

This plan marks the starting point of the new way transport planning at the University is informed. The data set upon which it sits at this point is small scale and gathered at a time when transport habits will be changing again. Work over the next year will bring more data to allow better planning and an updated plan will be presented.

Strategic Alignment

The Integrated Transport Plan (ITP) 2023-30 responds to University, local and national policy and strategy. It aligns with the City of Edinburgh Council City Mobility Plan (CMP) 2021-2030, which targets delivery of a safer and more inclusive net zero carbon transport system by 2030.

The ITP seeks to align with the Residential Strategy with an increased focus on travel to and from accommodation.

The ITP supports the following University Strategy 2030 Key Deliverables:

- Our estate will be fit for purpose, sustainable and accessible. We will support learning, research and collaboration with our neighbours, businesses and partners.

The ITP aligns with the University Climate Strategy, which has a net zero carbon target of 2040 and will be amended to align with any update to the current Climate Strategy.

Background

The targets that appear in this plan are aligned to the CMP, regarded as the benchmark for good practice in the City. The improvements that are suggested are based on the data from the most recent Commuter Travel Survey in Spring 2022, which was carried out during the period when the last remaining Covid-19 restrictions were being lifted. The data provides a snapshot in time when travel habits were likely to be in a transitional phase.

The transport survey has been running for more than 20 years and the results since 2000, shown below in figures 1 and 2, have shown that there has been a trend away from car use, however the 2022 survey results have shown a rise in car use. This is likely to be temporary and it is expected that the trend of moving away from car use will return in the post Covid years.

Figure 1: Staff Mode Share change since 2000

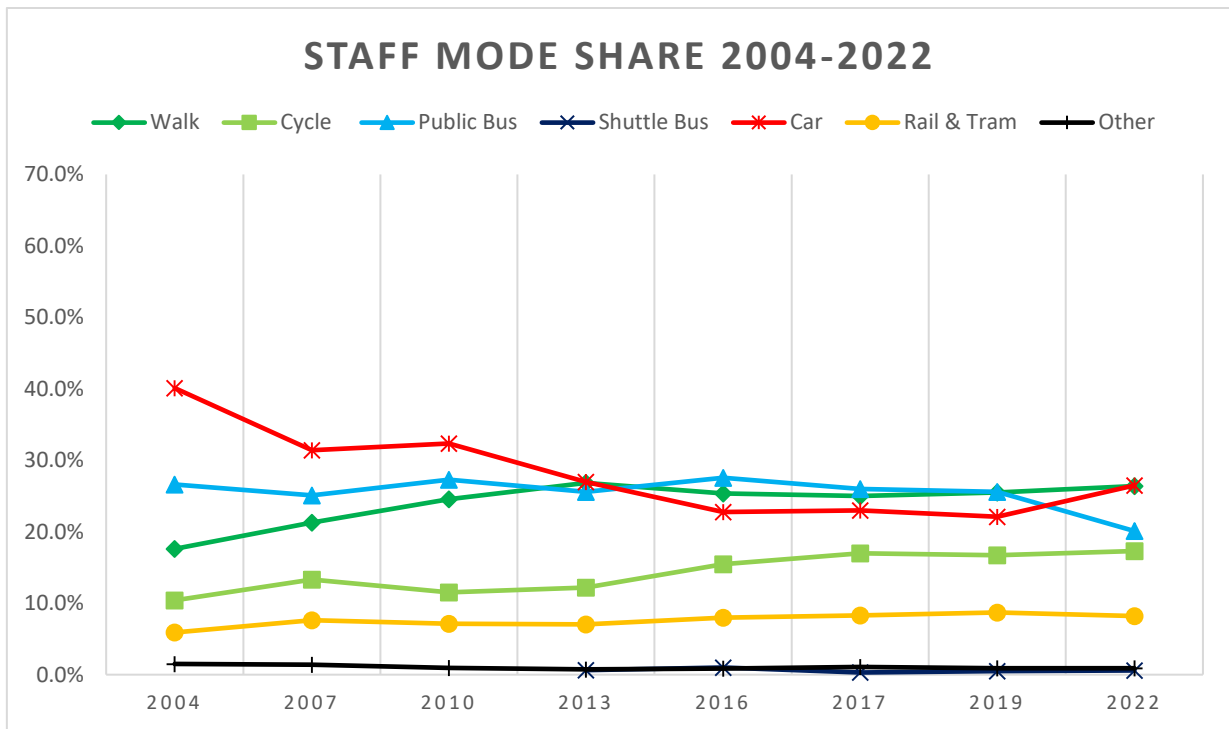
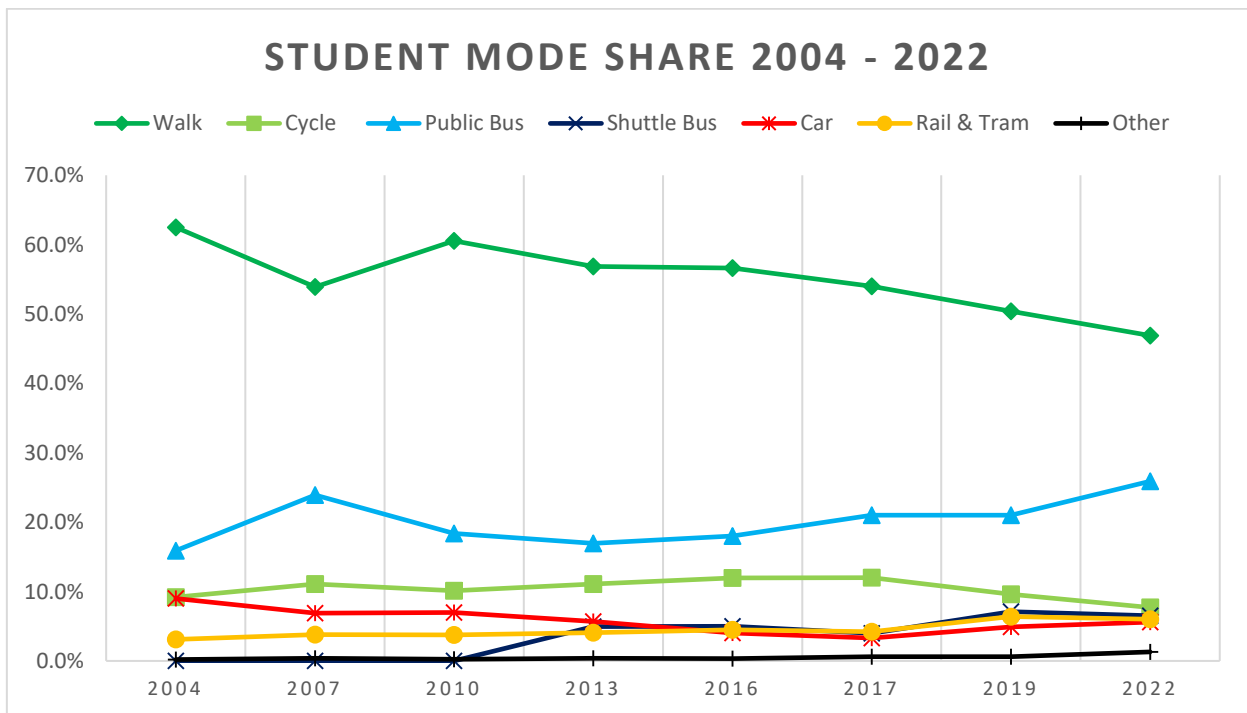


Figure 2: Student Mode Share change since 2004

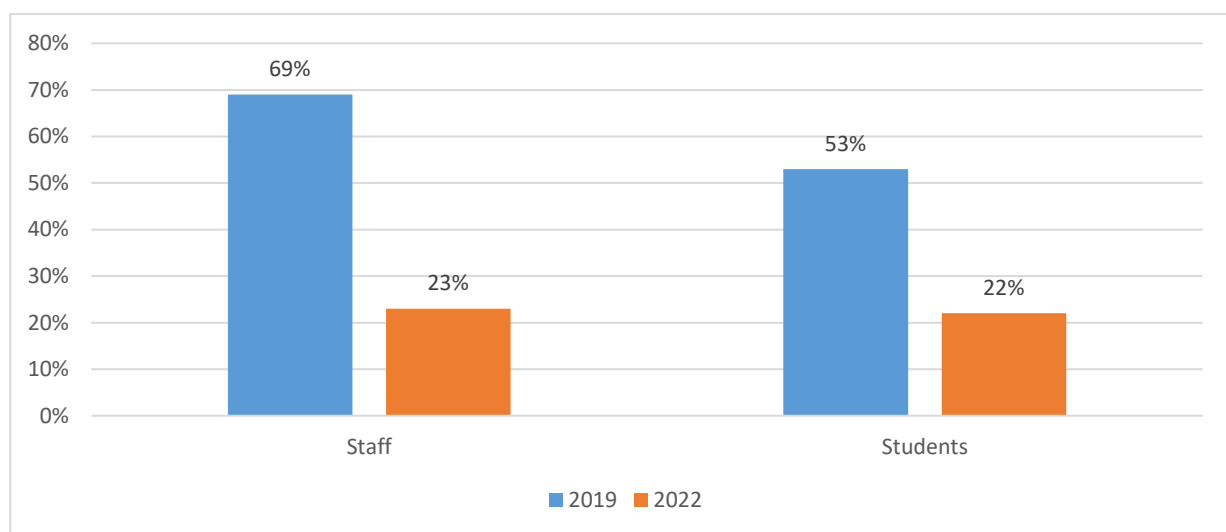


Effect of Covid-19 restrictions on travel behaviour and working patterns

The COVID-19 pandemic reduced commuting to the University as most staff worked at home and a large proportion of teaching was delivered online. Scottish Government COVID-19 guidance during the period March 2020 through to April 2022 encouraged more active travel and single occupant car use and less use of public transport. This is evident in the trends shown in figure 1 and 2 above.

As restrictions have eased, numbers of staff and students on campus has increased. The 2022 Travel Survey data shows there has been a significant change to the number of days per week students and staff are travelling to the University:

Figure 3: Percentage of students and staff community to University 5 days a week in Spring 2022 compared to 2019 (from 2022 Commuter Travel Survey) NB: data was collated during period that Covid-19 restrictions were easing. Working patterns likely to have changed since.



To understand if there was likely to be any permanent change in behaviours post pandemic period, the Commuter Travel Survey asked staff and students if they would change their travel habits as society emerged from Covid-19 restrictions. Taking each mode of transport in turn, respondents were asked if they thought they were likely to use it more, the same, or less. The responses indicate that the behaviour change of the last 2 years is not indicative of a permanent change to the otherwise positive trend over the last 20 years towards more sustainable transport use:

- Public transport: 40% of students and 30% of staff say they will travel by public transport *more* than they did in the previous two years.
- Walking & Wheeling: 40% of students and 31% of staff say they will now walk *more* than they did in the previous two years.
- Cycling: 15% of students and 15% of staff stated that they would cycle *more* than they did in the previous two years.
- Car: 14% of students and 19% of staff would travel by car *more* than they did in the previous two years.

The 2022 Commuter Travel Survey results are unlikely to reflect a permanent swing in travel behaviours, as the survey was undertaken during a period of restrictions easing. Students and staff indicated that they anticipated their travel behaviours would change in response to restrictions being removed. Assuming that there continues to be a period of stability without the need for public health restrictions, the results of the next scheduled Commuter Travel Survey in 2023 should provide a more realistic picture of travel habits which will be combined with other data to inform travel planning.

New data streams to inform planning

The data gathered from the Travel survey gives a broad indication of travel habits but is not wholly accurate as it is a small sample of the University population. During 2023, additional data will be gathered in three strands –

- Where students are living whilst at the University via postcode analysis on registered addresses.
- Inter campus movement by staff and students, tracked by mobile devices leaving wi-fi on one campus and then connecting at another (it is acknowledged that this data will become more accurate over time as wi-fi services are upgraded)
- Campus population modelling to understand the longer term patterns of movement between campuses and how this might change over the upcoming 5 years as the capital plan introduces new facilities and the associated population shift that follows. Predicted timetabling data will be analysed and predictions made on the number of instances of student travel between the campuses. This will be carried out annually building in student growth forecasts and estate development plans across the upcoming 5 year period.

This data will be gathered annually and will support conversations with transport providers around what services to provide, to where and with what frequency.

Analysis and benchmarking

Whilst the overall aim of the plan is to ensure that the University campuses and accommodation sites are served as well as possible by transport options, the benchmarks used within the plan are from the City Mobility Plan which includes measurable transport mode share targets which target delivery of more sustainable travel within the city. This allows the University to benchmark against progress within the City context.

The mode share targets in the CMP are based upon planning for a 30% reduction in kilometres (KMs) travelled by car by Edinburgh residents to contribute to the Scottish Government's target of a national reduction of 20% in car KMs by 2030. The proposed higher target for a 30% reduction in car KMs reflects the City's ambition to build on existing levels of connectivity.

The CMP targets are also used to inform planning decisions on proposals for new developments across the city as part of City Plan 2030. New developments at individual University sites will need to demonstrate the inclusion of infrastructure and travel plan measures that enable a shift in travel behaviour from car use towards sustainable modes. This also applies to any development off campus where ACE may be in partnership with private providers to develop new student residencies. This policy assists in the connectivity of new residencies.

The ITP 2023 – 2030 mirrors the CMP mode share targets for trips to work and education. Table 2 shows the current Edinburgh city and University mode share, alongside the Edinburgh City 2030 target. In table 2 below, where numbers are bold and in larger font, this shows where the University is currently not meeting the targets of the CMP 2030. The key target to align with is the City target is to reduce the car mode share. Across the University the car mode share is higher than the target and at some sites significantly so. Achieving this target will require a modal shift to walking, cycling and public transport. The CMP sets targets for each mode, however these do not account for the fact that walking and cycling at the University already has a higher mode share than the targets set for city as a whole for trips to work and education. It is intended to develop site-specific mode share targets in the future versions of this plan.

Table 2: University Mode Share compared to the current and CMP target city-wide mode share						
Overall University						
Mode Share	Trips to Work (Staff)			Trips to Education (Students)		
	Current (city)	Current (UoE)	2030 Target (City)	Current (City)	Current (UoE)	2030 Target (City)
Car*	34%	27%	≤24%	5%	6%	≤3%
Walking	18%	26%	≥20%	32%	47%	≥32%
Cycle	5%	17%	≥9%	6%	8%	≥7%
Bus/Tram	42%	21%	≥47%	56%	33%	≥57%
Rail	1%	8%	≥1%	1%	6%	≥1%
Central Area						
Mode Share	Trips to Work (Staff)			Trips to Education (Students)		
	Current (city)	Current (UoE)	2030 Target (City)	Current (City)	Current (UoE)	2030 Target (City)
Car*	34%	17%	≤24%	5%	4%	≤3%
Walking	18%	33%	≥20%	32%	57%	≥32%
Cycle	5%	15%	≥9%	6%	5%	≥7%
Bus/Tram	42%	22%	≥47%	56%	25%	≥57%
Rail	1%	12%	≥1%	1%	7%	≥1%
King's Buildings						
Mode Share	Trips to Work (Staff)			Trips to Education (Students)		
	Current (city)	Current (UoE)	2030 Target (City)	Current (City)	Current (UoE)	2030 Target (City)
Car*	34%	31%	≤24%	5%	6%	≤3%
Walking	18%	22%	≥20%	32%	33%	≥32%
Cycle	5%	27%	≥9%	6%	12%	≥7%
Bus/Tram	42%	17%	≥47%	56%	45%	≥57%
Rail	1%	3%	≥1%	1%	3%	≥1%
BioQuarter						
Mode Share	Trips to Work (Staff)			Trips to Education (Students)		
	Current (city)	Current (UoE)	2030 Target (City)	Current (City)	Current (UoE)	2030 Target (City)
Car*	34%	44%	≤24%	5%	9%	≤3%

Walking	18%	12%	≥20%	32%	14%	≥32%
Cycle	5%	19%	≥9%	6%	17%	≥7%
Bus/Tram	42%	22%	≥47%	56%	55%	≥57%
Rail	1%	1%	≥1%	1%	3%	≥1%
Western General						
Mode Share	Trips to Work (Staff)			Trips to Education (Students)		
	Current (city)	Current (UoE)	2030 Target (City)	Current (City)	Current (UoE)	2030 Target (City)
Car*	34%	31%	≤24%	5%	2%	≤3%
Walking	18%	22%	≥20%	32%	38%	≥32%
Cycle	5%	24%	≥9%	6%	24%	≥7%
Bus/Tram	42%	19%	≥47%	56%	33%	≥57%
Rail	1%	4%	≥1%	1%	1%	≥1%
Pollock Halls						
Mode Share	Trips to Work (Staff)			Trips to Education (Students)		
	Current (city)	Current (UoE)	2030 Target (City)	Current (City)	Current (UoE)	2030 Target (City)
Car*	34%	53%	≤24%	5%	1%	≤3%
Walking	18%	16%	≥20%	32%	64%	≥32%
Cycle	5%	2%	≥9%	6%	6%	≥7%
Bus/Tram	42%	22%	≥47%	56%	27%	≥57%
Rail	1%	5%	≥1%	1%	0%	≥1%
Easter Bush**						
Mode Share	Trips to Work (Staff)			Trips to Education (Students)		
	Current (city)	Current (UoE)	2030 Target (City)	Current (City)	Current (UoE)	2030 Target (City)
Car*	34%	75%	≤24%	5%	22%	≤3%
Walking	18%	3%	≥20%	32%	7%	≥32%
Cycle	5%	9%	≥9%	6%	5%	≥7%
Bus/Tram	42%	14%	≥47%	56%	58%	≥57%
Rail	1%	0%	≥1%	1%	1%	≥1%
*includes Taxi in UoE figures						
**NB: not in Edinburgh Council Area - Midlothian does not have a Local Transport Strategy or Plan, nor mode share targets.						

The figures that require highest priority action are:

- Pollock Halls: reduction in staff car use*
- BioQuarter: better public transport and active travel options to enable reduction in staff car use at a campus where the population is increasing annually.
- King's Buildings & Western General: better public transport and active travel options to enable reduction in staff car use.

*it should be noted that any reduction in staff car use at Pollock will give due consideration to staff working unsocial hours when transport services may be less frequent.

Easter Bush has the highest car mode share for both staff and students: for staff it is 51 percentage points higher than the Edinburgh target, and students it is 19 percentage points higher. As the campus sits in Mid-Lothian, and is poorly served by public transport, the city targets cannot be applied and so the focus is to improve public transport to allow a reduction of car use over time.

Actions to meet the 2030 targets

For the purposes of setting targets and actions, modes of transport have been separated in to different sections each with their own analysis and targets.

The modes themes are summarised in the table below

W	Walking and Wheeling
CY	Cycling
PT	Public Transport
C	Private Motorised Vehicles
FL	University Fleet Vehicles

Detailed target section W - Walking and Wheeling

Walking and wheeling¹ are zero carbon modes of transport that are healthy and low cost. See footnote on wheeling definition.

Walking and wheeling to the University has fallen from 47% in 2017 to 41% in 2022. The reduction is due to a change in habits from the student population (down from 50.4% in 2019 to 46.9% in 2022), staff behaviours are notably static for this mode. Future travels surveys and data analysis will seek to understand why a lower proportion of students are walking, it is most likely to be a combination of two key factors:

- Recent additions to the student accommodation portfolio, such as Pentland House, are increasingly less central, increasing the commuting distance, making walking less desirable.
- Students under the age of 22 years can now access free bus travel.

From the 2022 Commuter Travel Survey, the top 3 actions that would encourage students and staff to walk and wheel are:

- Improved footway surfaces
- More pedestrian crossings
- Improved lighting to increase feeling of safety

There are few actions that the University can control directly to improve the safety of people walking to campus as the path and crossing infrastructure sits at city level.

¹ Wheeling definition: this term is now nationally recognised having been adopted by the Scottish Government and Sustrans as many wheelchair and mobility scooter users no longer identify with the term 'walking'.

However the University can lobby for improvement and ensure that the on-campus infrastructure is up to standard.

Walking and wheeling Actions		
W1	Influence improvements to local infrastructure	Review most common walking routes to and between campuses and lobby local authority to improve infrastructure where required.
W2	Provide and maintain accessible routes within University sites	Review our existing pedestrian infrastructure on campus identifying and taking action to create safe surfaces, accessible for disabled students, staff and visitors. Careful consideration will be given to: the inter-relationship of cyclists and pedestrians to ensure the appropriate use of shared and segregated paths and; the type of surfacing used to ensure it is accessible for users with a disability.
W3	Identify where improved lighting is required	Undertake surveys of the University Estate and surrounding areas to identify where lighting improvements are required. Implement these on the University Estate and work with the Council to address lighting issues in surrounding areas.
W4	Provision of information to support and encourage walking	Use a campaign of communications and initiatives that raise the profile of walking as a means of commuting and travelling between sites, which highlight the signposted routes and the personal benefits of walking. These actions will be developed in conjunction with The Active Lives Team, and align / collaborate with the City of Edinburgh Council CMP plan to deliver a programme of behaviour change initiatives to encourage behaviour change to sustainable modes.

Detailed target section CY Cycling

Cycling is considered a zero carbon mode of transport.

Overall the proportion of staff and students cycling to the University has decreased since 2017 from 13.0% to 10.5%. However looking at these two populations separately, cycling has stabilised at 17% amongst staff, and the reduction has been amongst students which reduced from 12% in 2017 to 7.7% in 2022. It is unclear if this number will rise again to pre-pandemic numbers.

The actions in this plan will seek to increase the proportion of students and staff who cycle.

The top 3 actions that would encourage students and staff to cycle are:

- Segregated cycle paths
- Access to affordable bicycles
- Access to secure and sheltered cycle parking

These factors have been consistently identified in the biennial travel surveys.

Cycling Actions		
CY1	Enhancing and expanding the active travel network	Continue to work with local authorities and Sustrans to identify, design and implement cycle routes to support access to and between our sites. This will support the CMP implementation plan to enhance and expand the active travel network by delivering schemes already planned and expanding to deliver more by 2030. It will also support the development and implementation Midlothian Active Travel Strategy.
CY2	Identify ways to provide students with affordable access to bikes	Continue to work with the City of Edinburgh Council and Transport for Edinburgh to support the delivery of a city-wide cycle hire scheme. Evidence gathered from the former 'Just Eat' Cycles hire scheme and the 2022 Commuter Travel Survey together with evidence from a small scale eBike hire scheme being delivered in 2022-23 at student accommodation sites, is being used to inform the design of a future scheme.
CY3	Nurturing a cycle community and delivering behaviour change	Continue to support our student and staff cycling community through professional and peer led training guidance and advice. This will include a range of fully funded cycle training courses with support from the City of Edinburgh Council in 2022-23, which will be evaluated to determine delivery in future years. This will be delivered in collaboration with the Active Lives Team at Sport and Exercise.
CY4	Increase and improve cycle parking, shower and changing provision	Ensure that the Capital Development Programme (CDP) continues to incorporate high quality cycle parking, shower and changing facilities. More cycle parking, shower, locker and changing facilities will be delivered across the Estate. Continue to improve the security and quality of existing facilities.

Detailed target section PT Public Transport

Buses

Staff resource amongst Public transport operators has been impacted over the past three years by changes to the labour market brought about through the pandemic and BREXIT. In response bus operators have reduced their timetables. This situation is slowly recovering with Lothian Buses reporting that services to have returned to 85% of the pre-pandemic levels (as of January 2023).

The impact of this can be seen in the results of the 2022 Commuter Travel Survey. The 2019 Travel Survey showed staff use of public bus services was continuing to grow reaching an all-time high of 28% (from 23.5% in 2000), by the point of survey in 2022 this has dropped to 19.5%. The travel survey data shows an increase in this mode for students. Public bus use has been growing from 12.8% in 2004 to 25.9% in 2022. There was growth of 1.9 percentage points from 2019 to 2022. The launch of the Young Persons Free Bus Travel Scheme by the Scottish Government in January 2022 has

supported bus use amongst the under-22 age group, during a period in which we would otherwise have expected a reduction. The Travel Survey 2022 showed that just under 40% of students use the Free Bus Travel Scheme (52% are eligible).

From the 2022 Commuter Travel Survey the top two aspects of bus services that students would like to see improve are:

- Affordability for the over 21's
- Frequency of service

The top two aspects that staff would like to see improve are:

- Reduced journey time
- A direct service within walking distance of their home

From the survey 60% of Undergraduates (most of whom are under 22 years) rated affordability as good to excellent, however only 35% of Postgraduates (who are almost all over 22 years) rated it as good to excellent. The introduction of the Young Persons Free Bus Travel Scheme has created an inequality in access to affordable public bus services between students who are under and students who are over the age of 22 years.

Lothian buses are currently changing their long term Ridacard season ticket to a more flexible system allowing more choice through a pre-paid card. This is expected to be introduced around the middle of the year.

A stronger partnership is being developed with Lothian buses as the University is looking to support with moves towards the electrification of the bus fleet. Discussions are at an early stage on how the University can support from an academic and estate perspective, but it is envisaged that the University may be able to assist with a pilot scheme at campus bus terminus points by facilitating new rapid bus chargers.

The King's Buildings Shuttle Bus Service

The Shuttle Service currently exists to support inter-campus travel between Central and King's Buildings to meet the academic timetable. This will be reviewed annually using the four data sets to examine the viability of the service against other available transport options.

Tram

The Edinburgh Tramline currently has minimal impact on the connectivity of the campuses, as it provides a connection from the city centre to the airport through west Edinburgh. As a result staff and student use of the Tram for commuting is currently very limited. Students and staff under the age of 22 can use the Tram free as part of the Young Persons Free Bus Travel Scheme.

The Tramline extension to Newhaven, via Leith, is due for completion in Spring 2023 and is likely to lead to a modest increase in the mode share as students and staff

residing in the north of the city may use it as part of a multi-modal journey. The opening of this line brings significant transport benefits in location planning for new student residences.

The CMP implementation plan commits to the delivery of a north/south tram line linking Granton to the BioQuarter and beyond by 2030 via the city centre. The proposal is still at planning stage and so no detail is available yet on how this will impact the campuses other than BioQuarter. It is worth noting that this extension to the network may bring significant connectivity depending on how close the line runs to the Western General, Central Area, Pollock, King’s Buildings campuses. It will also open further opportunity for better connected residencies being developed along the route.

Rail

The rail mode share has been increasing steadily over the last 20 years, with a small dip during the pandemic of 0.4 percent between 2019 and 2022. In 2022 5.8% of students and 7.9% of staff use rail to commute to their place of work / study. The small proportion of students and staff travelling by rail reflects the limited rail network within Edinburgh and the surrounding region.

Students and staff who commute by rail were asked by the 2022 Commuter Travel Survey to rate their rail journey and 70% said that affordability was very poor or poor. With rail fares likely to increase significantly (they are based on RPI), against the rising cost of living, it is unlikely that affordability ratings will improve in the near future.

As a major employer in the region there is a role to play in conveying the concerns of our students and staff to the Scottish Government and seek to secure affordable and integrated rail ticketing.

Public Transport Actions		
PT1	Lobby for an extension to the criteria for the Young Persons Free Bus Travel Scheme to include all students	Lobbying of the Scottish Government for an extension to the Young Persons Free Bus Travel Scheme to include all students regardless of age, funded by Scottish Government. This would resolve some of the issues around affordability and equality.
PT 2	Work with the City of Edinburgh Council and local bus operators	Advocate and influence the delivery of a comprehensive and integrated public transport system (as per CMP Implementation Plan) that supports the commuting and inter-site travel requirements of the University.
PT3	Supporting the delivery of the Tram network	Continue to support the proposals of a north/south tram line linking Granton to the BioQuarter and beyond to provide mass public transport critical to the development of BioQuarter.

PT4	Supporting the delivery of future integrated ticketing	Ensure the transport needs of our students and staff are represented as proposals are developed for comprehensive integrated ticketing across bus, tram and rail.
PT5	Reviewing KB Shuttle Service provision	Review on an annual basis to see if the service is viable against other available options.
PT6	Promoting public transport through behaviour change programmes	Align with the CMP plan to deliver a programme of behaviour change initiatives to encourage behaviour change to sustainable modes. This will include supporting the nationwide LoveMyBus initiative launched in 2022.
PT7	Rail affordability	Lobby Scottish Government Convey on the impact of the rising cost and affordability of rail travel, in alliance with other major employers through the University's membership of Transform Scotland .

Detailed target section C - Private Motorised Vehicles

The proportion of staff and students driving (single occupancy) to the University has increased since 2019 by 1.7 percentage points. The increase since 2019 does not reflect what has otherwise been a general downward trend in car use over the last 20 years. The recent rise can be attributed to the restrictions imposed during the pandemic to minimise public transport use. Students and staff indicated in the Spring 2022 Commuter Travel Survey that they expected they would use active travel and public transport more since exiting Covid-19 travel restrictions.

The current car mode share is higher than the CMP mode share target for 2030 for staff and students for the University as a whole and for every individual site. Sites of particular concern:

- Pollock Halls: where staff car use is 29 percentage points higher than target, and 36 percentage points higher than Central Area²
- BioQuarter: where staff car use is 20 percentage points higher than target
- King's Buildings & Western General: where staff car use is 7 percentage points higher than target
- Easter Bush: located in semi-rural Midlothian this site is less accessible by active and sustainable travel than the rest of the University and outside the Edinburgh Council area. It has the highest car mode share for both staff and students: for staff it is 51 percentage points higher than the Edinburgh target, and students it is 19 percentage points higher.

² It should be noted that any reduction in staff car use at Pollock will give due consideration to staff working unsocial hours when transport services may be less frequent.

Edinburgh's Low Emission Zone (LEZ)

The City of Edinburgh Council Low Emission Zone (LEZ) was introduced on 31 May 2022. The LEZ restricts vehicles within a city centre boundary, based on vehicle emission standards, 24 hours a day, 365 days a year. It will be enforced from 1 June 2024.

Central Area, ECA and Holyrood campuses in their entirety (except St Leonard's and the Pleasance) are within the zone. From 1 June 2024, staff, students and visitors entering the Central Area will need to ensure their vehicle is compliant. The minimum criteria of Euro 4 standard for petrol cars should mean that all but the oldest petrol cars (pre 2006) will meet the criteria (The average age of private and light goods vehicles in Scotland in 2020 was 7.6 years). Diesel cars registered pre-2015 will not meet the criteria.

Staff and students travelling by private vehicle into the Central Area from other University sites will need to comply with the LEZ. The LEZ may change travel patterns in the city, with cross-city journeys by non-compliant vehicles taking routes that avoid the LEZ.

University vehicles will be subject to the LEZ charges and it is thought that amendments could be made to some services from Estates and ACE to minimise the crossing of LEV boundaries.

Pedestrianised zones

The Council are planning the introduction of a significant number of pedestrian only streets in the city centre and across shopping neighbourhoods in the wider city. It is unclear at this point whether this will impact on routes near campuses. The plan will be updated as this detail emerges.

Workplace Parking Levy (WPL)

This is a tool to reduce congestion and car commuting where local authorities apply a charge on workplaces that provide free car parking spaces for their employees. The funding this generates is ring-fenced to fund sustainable transport improvements. The Scottish Government has developed the regulations and guidance on implementing a WPL scheme as this supports the vision and priorities set out in the National Transport Strategy (NTS2) and progresses Scotland's commitment to 20 per cent reduction in car kilometres by 2030 and reach net-zero by 2045. Edinburgh Council have indicated that they intend using the WPL alongside the LEV as a way to reduce car journeys to the city centre. No firm implementation date has been set for the WPL and it is unclear what the level of charge per space will be or how much of the city the scheme will cover. The indication is that the Levy is likely to be set between £250 and £450 per space. The financial impact on the University per campus is shown in table 3 below.

Campus	Number of spaces	Cost at £250	Cost at £450
City Centre	560	£140,000	£252,000
Kings Buildings	558	£140,000	£251,000
Little France	245	£61,000	£110,000
Pollock Halls	150	£38,000	£68,000

C1	Evaluate and adapt the University's Parking Management System	We will continue to evaluate and adapt the Parking Management System on a site by site basis to reflect changing working patterns and a decreasing provision of car parking in a manner that best supports the business continuity of the University. Proposals to include ACE sites will be prepared and implemented through 2023/24.
C2	Reallocating car parking space to enhance walking and cycling connectivity and place making	Consider further opportunities, giving due consideration to business need, to reallocate areas of car parking to provide improved walking and cycling connectivity and outdoor space to support health, wellbeing and biodiversity.
C3	Ensure the provision of accessible disabled parking bays	In line with the Estates Accessibility Policy, ensure all new and existing buildings include a proportionate allocation of disabled parking spaces (where planning legislation requires), accompanied by accessible and clearly signposted routes to our buildings.
C4	Review parking permit charges	Review the levels of car parking charges at each campus on an annual basis. Discussions are ongoing around adding the management of parking on the ACE estate to the centrally managed portfolio.
C5	EV Salary Sacrifice Scheme for staff	An Electric Vehicle hire scheme has recently been approved. The scheme does not mandate use for commuting, and would see relatively low uptake but will contribute to lowered carbon emissions and improved local air quality. Parking and charging for the vehicles under this scheme will be charged for from 2024.
C6	EV Parking and Charging	Free permits for EV drivers who meet parking permit criteria will be phased out over the next year. Options for better managing charging infrastructure to cope with increasing numbers of EVs will be investigated.
C7	Increase membership of the Carshare scheme	Prepare annual communication plans to promote Carshare schemes with the intent of reducing single occupant car journeys.
C8	Assert University influence on the LEZ and WPL impact on the city centre Estates	Continue dialogue with the Council to remain fully informed of emerging policy and change. Discuss with, and influence the Council on the impact of both schemes on the University.

Detailed target section FL - University fleet

The University has a fleet of 142 vehicles. The total CO2e emissions have reduced by 23% from 2020-21 to 2017-19. A previously set target to reach 30% of the fleet being electric by 2021 has not been achieved (actual figure is 15%). This was due to a combination of factors including:

- Supply chain issues causing major delays in the delivery of new EVs;
- A lack of larger electric vans available on the market, in particular those that can incorporate chillers used for delivered catering and be capable of carrying heavy loads without quickly diminishing battery power.
- Operational challenges due to staff working on call who do not have charging facilities at home.

University Fleet Actions		
UF1	Undertake a fleet review	Employ a part time fleet manager to actively manage the fleet and its use and undertake a review to identify opportunities to reduce the number of vehicles, improve the fuel efficiency of the fleet, switch to lower and zero carbon vehicles and support departments with vehicle movement plans to minimise crossing LEV boundaries.

Monitoring and Review

The Transport Office within the Estates Department will review progress towards targets by switching to an annual Commuter Travel Survey every autumn. This is a change to the previous practice of biennial travel surveys, reflecting evolving work and changing travel behaviours that inform our travel planning. The additional data that allows an insight in to campus movement will be combined with the results of the next travel survey in autumn 2023 to finalise site specific mode share targets and travel plans that will be monitored and evaluated alongside the Integrated Transport Plan. Any changes that require investment out with the existing transport budget or any large scale swings in policy will be brought back through governance.