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EDINBURGH CAMPUS AND RESEARCH PARK STRATEGIC TRAVEL PLAN - 2018/19-2022/23



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1 Introduction and Context

1.1 Introduction

The Edinburgh Campus welcomes a broad range of users on a daily basis, including students, staff (based within the University and the Research Park) and visitors to Oriam and the University's full range of facilities. This plan relates primarily to commuting travel to the campus, and aims to introduce measures to improve the sustainability and efficiency of travel while protecting campus amenity and the welfare of all users.

The plan has been developed with consideration given to three key themes:

Sustainability

Travel can be associated with numerous sustainability impacts including pollution and climate change, with cars accounting for around 40% of transport and travel emissions in Scotland and around 15% of total Scottish greenhouse gas emissions. Travel mode choices are therefore important contributors to campus sustainability.

Wellbeing

The links between an active lifestyle, reduced stress and better health mean that actions to promote active travel will also help improve the health and welfare of the University's students and staff. The plan aims to enhance wellbeing by catering for the travel needs of the full range of users of the Edinburgh Campus. The promotion of active and sustainable travel can also produce wider health benefits via reduced vehicle pollution and improvements to local air quality.

Safety

The safety of all users of our Edinburgh Campus is paramount. Implementation of measures within the plan will involve extensive consultation with the University's SafeGuarding Services team to ensure the safety of all campus users. SafeGuarding Services operate the SafeZone app based system, which is available for all students and staff to download as an aid to managing their safety.



2 Existing Travel Behaviours

The table below summarises the results of comprehensive travel surveys completed via online questionnaire in 2014 and 2017. The surveys were promoted to students, University staff and Research Park staff, and will be repeated every 2 years from 2017. The survey results appear to indicate an increase in single occupant vehicle commuting and reduction in bus use by non-resident students. Within staff based at the Edinburgh Campus, single occupant vehicle continues to be the most common travel mode despite some reduction between the surveys, and accounts for nearly half of staff commuting. Staff in Research Park organisations rely more heavily on single occupant vehicle journeys, at a modal share above 60%.

Travel survey results: 2014 and 2017 modal share								
		On Foot %	Bicycle %	Bus %	Train or Tram %	Car driver alone %	Car share %	Motorcycle %
Student	2014	1.2	5.9	53.6	4.5	24.5	10.3	0.0
	2017	0.5	7.7	46.6	4.0	34.2	6.7	0.3
Staff (HWU)	2014	2.6	7.4	20.7	1.4	53.5	14.1	0.3
	2017	2.0	7.2	25.2	4.4	48.4	11.9	0.9
Staff (Res Park)	2014	0.0	5.0	12.9	1.7	63.1	17.3	0.0
	2017	0.0	7.2	12.8	1.6	63.2	15.2	0.0

Survey respondents described a range of barriers to the greater use of public transport or active travel, which include issues around the availability of direct public transport routes to access the campus. With a lack of city orbital routes in particular, many bus journeys involve travel via the city centre. Respondents similarly described the time saving associated with travel by car as a major factor, particularly coupled with gaps in direct bus routes, and other commitments on the journey to/from the campus which were simplified by the use of a car.

Survey responses also included measures which would help encourage or support travel via more sustainable modes, for example incentives for car-sharers (dedicated parking or financial incentives), further improvements to pavements and paths and improved access to and availability of changing facilities, showers and lockers.

3 Existing and Planned Travel Initiatives

For each of the main regular modes of travel to the Edinburgh Campus the following sections summarise current initiatives and good practice, alongside improvement opportunities and timelines for implementation. Current arrangements and opportunities in relation to car parking are also described, due to the close relationship between parking and travel behaviour.



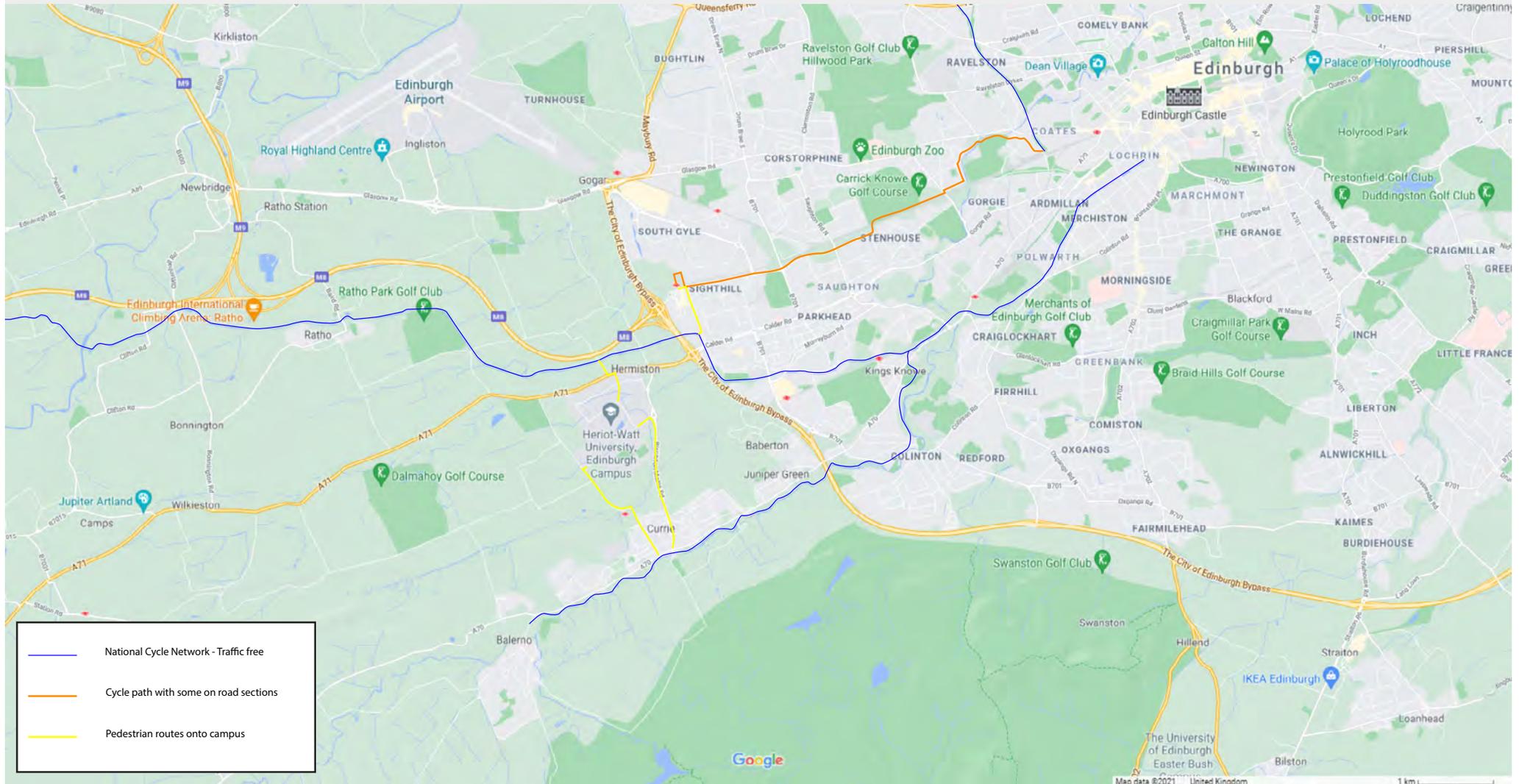
3.1 Active Travel: Walking, Running and Cycling

Active travel refers to two main types of travel behaviour: walking/running and cycling. To help determine the accessibility of the campus for considering walking or cycling, an analysis was carried out using 2017 Edinburgh Campus staff and student postcode data. The analysis investigated the numbers of staff and students who live in locations within relatively easy cycling distance of the Edinburgh Campus, for example up to 30 minutes travel time, and indicated that walking or cycling could represent a viable method of commuting for significant numbers residing in the nearby communities of Baberton, Juniper Green, Currie, Balerno and Ratho, and within the broader West Edinburgh area. Travel survey results indicated regular commuters travelling by bike from locations further afield, for example the broader Edinburgh area and communities within West Lothian.

With substantial health and wellbeing benefits to the individual, and offering broader sustainability and health benefits (for example via reduced air pollution), active travel will be prioritised wherever possible. The University will support active travel via the implementation of this plan and via prioritised consideration of active travel in associated infrastructure / campus master-planning.



Active Travel Routes onto Campus



The Heriot-Watt campus sits in between two long distance off-road cycle routes (The Union Canal Towpath and the Water of Leith Walkway), with numerous pedestrian pathways leading onto campus from surrounding roads.

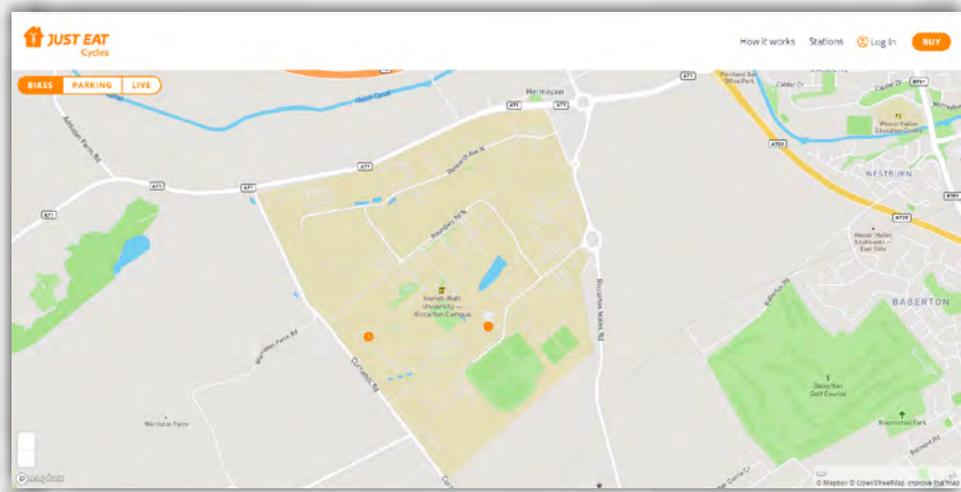
Active Travel Initiatives: Walking, Running & Cycling

Existing status / initiatives	Development actions	Timescale
<ul style="list-style-type: none"> ● Active Travel Champions. Staff active travel champions (supported by Sustrans) promote active travel to staff and students across the campus. ● Cycle to Work scheme. The University operates a salary sacrifice scheme for staff that provides discount access to new bikes through a variety of retailers. ● The Bike Bothy. Now operated by Oriam, the Bike Bothy provides services including cycle hire, bike servicing and led rides in addition to general cycling promotion. Bike Breakfast promotion events are run in conjunction with the HRD team. ● Cycle Friendly Campus award. The campus holds Cycling Scotland's "Cycle Friendly Campus" award, with associated grant funding from Cycling Scotland having developed Bike Bothy facilities and improved cycle path signage and cycle parking in recent years. ● Core Paths and National Cycle Network routes. Several active travel routes linking to Edinburgh and the west pass adjacent or close to the campus, including the Union Canal towpath and Water of Leith footpaths. ● Shower and change facilities. A number of shower and change facilities exist across the campus, including within Oriam where free access is given daily to users arriving before 8:30am. ● Walking promotion. The University promotes walking routes on campus, for example via the Daily Mile campaign. ● Events and challenges. Active travel competitions, events and challenges are run throughout the year, supported and promoted by the Sustrans active travel champions. 	<p>Active travel "Buddy Scheme". Investigate buddy schemes for walking, cycling and running to facilitate partnering / grouping of active travel commuters.</p>	2019/20
	<p>Cycle parking. Review cycle parking provision, and develop options to increase coverage of secure parking.</p>	2019/20
	<p>Paths and access routes. Review access and develop options to improve paths where required, for example links to south west of campus / Curriehill. Work with user groups to identify issues and options, including possible off-campus issues that may require partnership working e.g. with Sustrans / City of Edinburgh Council.</p>	Ongoing
	<p>Active travel route maps. Produce and promote campus specific maps detailing cycle/footpaths linking to and within the campus.</p>	2019/20
	<p>Edinburgh Cycle Hire Scheme. Evaluate and engage with Edinburgh Cycle Hire Scheme (launched in 2018 by Transport for Edinburgh / Serco), which provides opportunities to link to local travel hubs (e.g. Edinburgh Park).</p>	2019
	<p>Promotion activities. Continue and enhance promotion activities, for example further promotion of the salary sacrifice Cycle to Work scheme.</p>	Ongoing
	<p>Facilities for active travel commuters. Review shower, change and locker facilities and identify opportunities to improve coverage where required. Formalise arrangements to ensure consideration of opportunities during refurbishments and in new developments.</p>	2019/20

Cycle Hire Schemes

Just Eat Cycles operates multiple sites across the city from which regular and electric bikes can be hired. There are two bike docking locations on the Heriot-Watt campus, one by the Edinburgh Business School and the other by the Anna Macleod Halls (shown on the map below).

Information on bike availability, hiring and parking is available via the [Edinburgh Cycle Hire Website and App](#).



3.2 Public Transport

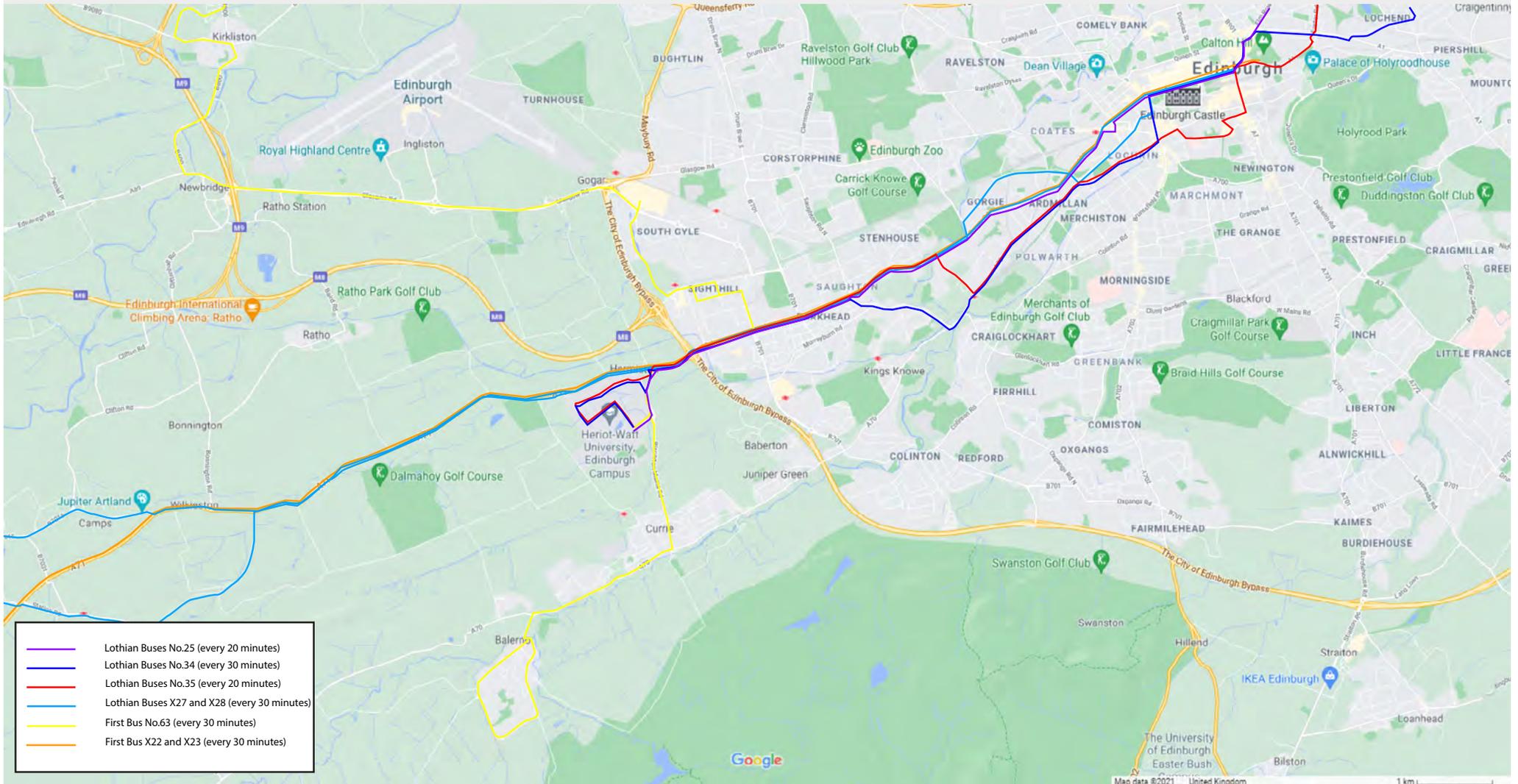
The Edinburgh Campus is served by a number of bus services from across Edinburgh and beyond, including Ocean Terminal, Musselburgh, Queensferry, and Craigentiny. Some services do not enter the campus itself but serve the adjacent Hermiston Park & Ride facility. Bus services from the west are less frequent but include services every 30 minutes from locations including Livingston. These services tend to stop on the A71 at Hermiston, a walk of 10-15 minutes from many areas within the campus. The lack of orbital bus routes serving the city can lead to long journey times from peripheral areas.

The campus lies approximately 1km from Curriehill Station, 2km from Edinburgh Park Station, and 3.5km from Edinburgh Gateway Station. Linking bus services exist from Edinburgh Park and Edinburgh Gateway but can be relatively infrequent, even in peak periods. The footpath from Curriehill Station is narrow and unlit.

The results of a public transport accessibility analysis, completed using 2017 Edinburgh Campus staff and student postcode data, indicated that many staff and students travel to the campus from Edinburgh and enjoy relatively good public transport connectivity. Services linking with the city centre and passing residential areas in the west of the city are relatively direct and frequent, however significant numbers of staff and students live across the wider Edinburgh area or within neighbouring authorities and experience much lower levels of public transport connectivity, with journey times of an hour or more. Such journeys can include multiple changes and the use of several public transport providers.

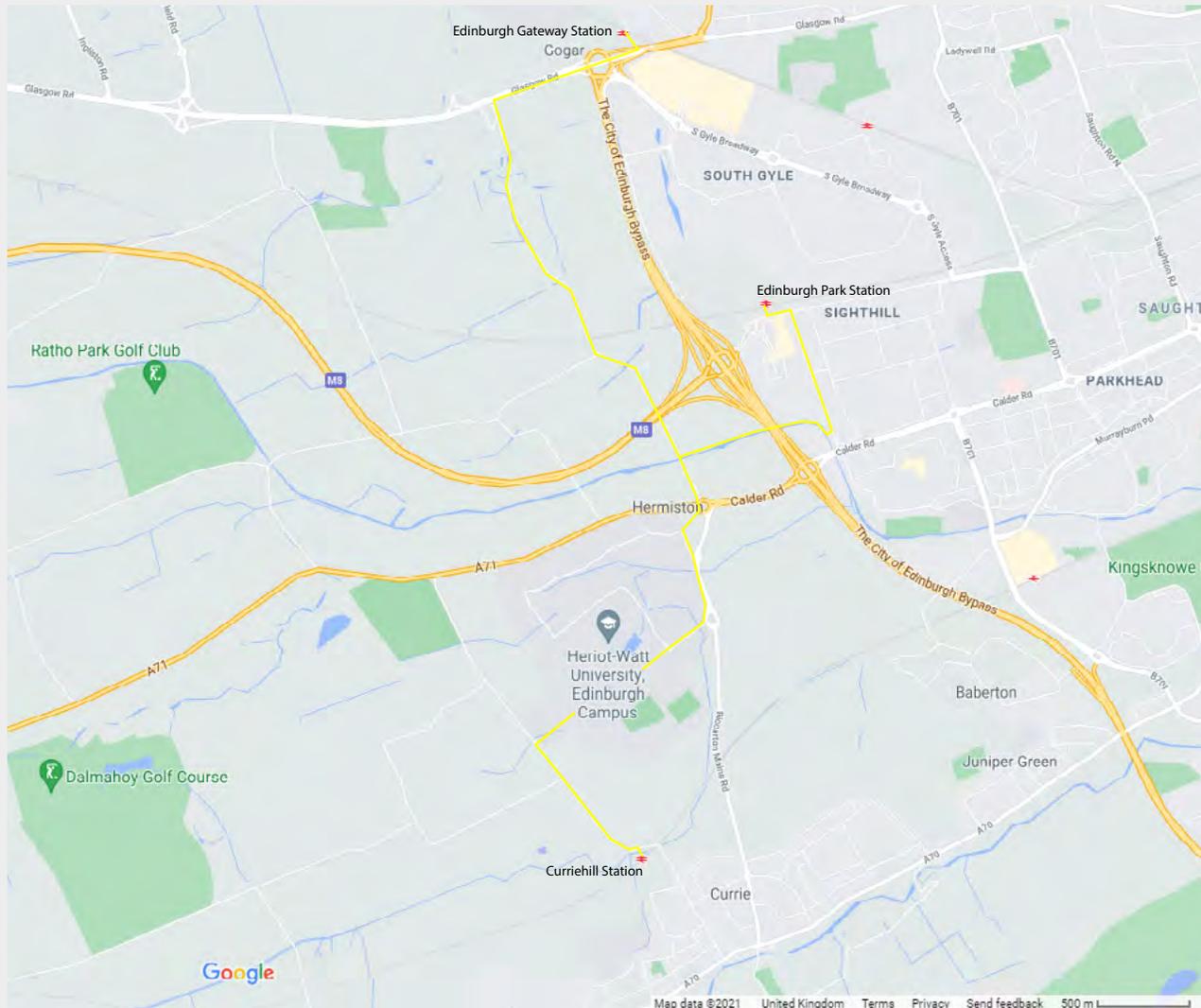


Public Transport Routes onto Campus - Bus Routes



The Heriot-Watt campus has a regular bus service from Edinburgh city centre and from longer distance routes across the Lothians. The main providers of these services are [Lothian Buses](#) and [First Bus](#).

Public Transport Routes onto Campus - Train Services



The Heriot-Watt campus is situated near to three railway lines, with the nearest stations on each being Curriehill Station, Edinburgh Park Station and Edinburgh Gateway Station. All services to these stations are provided by [Scotrail](#).

The walking and cycling distances and times from these stations are:

Curriehill - 1.5km

Walking: 18 minutes

Cycling: 5 minutes

Edinburgh Park - 3km

Walking: 30 minutes

Cycling: 15

Edinburgh Gateway - 5km

Walking: 51 minutes

Cycling: 18 minutes

Integrated Public Transport

Connecting bus services are available from Edinburgh Gateway Station and Edinburgh Park Station (First Bus No.63).

There is no bus service from Curriehill Station. Walking and cycling to campus are the only options from this station.



Public Transport Initiatives		
Existing status / initiatives	Development actions	Timescale
<ul style="list-style-type: none"> • Service routes and frequency. The Edinburgh Campus is well-served by services connecting with the west and centre of Edinburgh but travel survey feedback indicates poorer and less direct services from many other areas, including a lack of orbital routes serving the city. • Links to travel hubs. Bus services between local transport hubs (including Edinburgh Park Station and Edinburgh Gateway) and the Edinburgh Campus are relatively infrequent. • Non-campus bus services. Public transport links accessible to and from the campus include West Lothian bus services stopping on the A71 at Hermiston, and some services stopping at Hermiston Park and Ride that do not enter the campus. • Discounts and fares. Discounted tickets are available for travel when purchasing passes, for example via monthly or annual Ridacard and Student Ridacard. The University offers free bus passes to Widening Access students. 	<p>Routes and linkages. Use postcode and narrative data from travel surveys to engage with bus operators in relation to routes where a lack of direct services is potentially impeding take-up of public transport. Student and staff user groups to be developed to further inform discussions.</p>	2019/20
	<p>Fares and ticketing. Co-ordinate with other institutions and enter into discussions with operators regarding ticketing options and incentives.</p>	Ongoing
	<p>Strategic initiatives. Engage with City of Edinburgh Council regarding sustainable and active travel enhancement opportunities linked to any future developments near the campus.</p>	Ongoing
	<p>Promotion and information. Review and further improve public transport promotion via events, live information displays, public transport maps, induction pack information / taster tickets etc.</p>	Ongoing
	<p>Destination naming. Work with operators to arrange change of service destination name from “Riccarton” to “Heriot-Watt University” to improve awareness and recognisability. Commitment understood to have been received from Lothian Buses.</p>	2019/20
	<p>Facilities. Review (and develop proposals to enhance) amenity of bus waiting areas.</p>	2019/20

3.3 Vehicle Initiatives

Vehicle and parking initiatives can encourage a shift towards more sustainable means of travel, while recognising that for many campus users travelling by car is the only viable option.

The table on the following page describes initiatives to increase car-sharing, support the transition to electric vehicles and decrease vehicle-related emissions. It is noted that several aspects of the context surrounding travel planning for the Edinburgh Campus may be subject to change over the duration of this plan, including:

- Potential developments within areas adjacent to the campus.
- The launch of the city's new local development plan (City Plan 2030).
- Implementation of a Low Emission Zone in Edinburgh.
- The possible introduction of a Workplace Parking Levy by City of Edinburgh Council.



Active Travel Initiatives: Walking, Running & Cycling

Existing status / initiatives	Development actions	Timescale
<ul style="list-style-type: none"> ● Car sharing. The Heriot-Watt Tripshare (Liftshare) scheme acts as a platform for commuters to match journeys and set up sharing groups. ● Electric vehicles. Public EV charging points are available in Car Park G, with further coverage of points with restricted availability (for example intended for staff or University vehicles only) elsewhere on campus. The University operates electric Hospitality and Mail vans, with further electric vans due to join the fleet shortly. ● Parking capacity. Car parks at the Edinburgh Campus operate to near-capacity during the busiest periods of the week, although spaces usually remain in some of the more outlying car parks such as Car Park H (adjacent to Lord Home Hall). Some evidence exists of capacity being used for unauthorised purposes, including parking by commuters travelling into Edinburgh. ● Parking issues. Specific issues exist in relation to widespread non-compliant parking outside designated car parks and the management of parking associated with large events hosted on campus. ● Oriam parking. Capacity issues have led to recent extension of the Oriam car park, with further expansion planned via the incorporation of remaining areas of Car Park B. ● Car Club. Two low emission Car Club cars were introduced at the start of the 2018/19 session, and are available for student and staff personal use (from Car Park G). ● Grey fleet (business use of private vehicles). A grey fleet review identified opportunities to reduce emissions and costs associated with grey fleet, including use of Car Club vehicles to replace grey fleet wherever possible. 	<p>Low carbon commuting. Engage with the Energy Saving Trust to run further fuel-efficient driving sessions and promote low and zero emission vehicle benefits.</p>	2019/20
	<p>EV charging points. Monitor usage of points and install further points to meet demand, supported by policy as appropriate.</p>	Ongoing
	<p>Low and zero emission University fleet vehicles. Revise procurement process to prioritise /ensure consideration of low and zero-emission alternatives in vehicle replacement cycle.</p>	2019/20
	<p>Car Club. Promote and develop Car Club presence on campus, to include electric vehicles. Consider policy to encourage Car Club vehicle use in place of grey fleet.</p>	2019/20
	<p>Car Park G development. Designate Car Park G (centrally located near Edinburgh Business School) as a dedicated car sharing, Car Club and pre-booked visitor car park. Dedicated facilities for car sharers will act as an incentive to sharing.</p>	2019/20
	<p>Car park management and control. Develop proposals to improve management of car parks by implementing access control (for example via an integrated automatic number plate recognition or ANPR system).</p>	2019/20
	<p>Revise Edinburgh Campus Parking Policy. A revised Parking Policy would reflect changes to parking controls and outline requirements for all car park users.</p>	2019/20
	<p>Monitor development of Edinburgh Workplace Parking Levy. A scheme is under consideration by City of Edinburgh Council; implementation would however require legislative changes.</p>	Ongoing
	<p>Promote car sharing. Increase number of scheme users.</p>	Ongoing

4 Implementation, Targets and Monitoring

Implementation of opportunities described within this plan will allow the University to support users of the Edinburgh Campus in their travel choices, encourage active and sustainable travel and enhance associated environmental, health and welfare benefits.

An annual review of the plan will be completed to monitor implementation and allow updates to reflect any changes to travel context. Biennial travel surveys will monitor progress towards attainment of the following targets, and a stretch target will be established where any of the targets is achieved early.

Edinburgh Campus Travel Plan Targets			
Target	Baseline	2023	Measurement
Bicycle (staff and student) modal share	7% (staff) / 8% (student)	11% (staff and student)	2019, 2021, 2023 travel surveys
Single occupant car (staff) modal share	48%	40%	2019, 2021, 2023 travel surveys
Single occupant car (student) modal share	34%	25%	2019, 2021, 2023 travel surveys
Registered Heriot-Watt Tripshare (Liftshare) scheme members	315	800	Liftshare/Tripshare portal

