



THE UNIVERSITY
of EDINBURGH

Integrated Transport Plan

2023 – 2030





Introduction

The Integrated Transport Plan 2023-30 (ITP) was adopted by the University in April 2023. This document reviews and updates the ITP, following the first year of delivery and implementation.



Vision

The Plan, published last year, 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.



Strategic Alignment

The Integrated Transport Plan (ITP) 2023-30 responds to University, local and national policy and strategy.

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 seeks to align with the Residential Strategy with an increased focus on travel to and from accommodation. It also 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 due in 2024. The ITP also has strong links to the emerging Active Wellbeing Plan 2030, with Actions that will be delivered collaboratively on the themes of supporting active travel (walking, wheeling and cycling).

Foreword

The plan was originally 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.

Through that period, 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. The first version of the ITP was prepared using data gathered during this period of emerging from the pandemic, in Spring 2022.

In a City and regional context, there were a number of factors that changed the landscape for travel in Edinburgh. Lothian Buses who are the main public transport provider in the region were recovering their position, with driver shortages still a problem post BREXIT, and passenger numbers were affected by residual anxiety from Covid restrictions and new patterns of travel due to hybrid working.

This plan will be reviewed on an annual basis reviewing progress on actions and targets, and assessing how local and national transport policy and delivery is contributing to the connectivity of our campuses and residencies.

The 2024 review of the ITP draws on Commuter Travel Survey data collected in autumn 2023 during a much more settled period along with revised data from timetabling, residential address postcode analysis and data collected on people movement on and between campuses via wi-fi connectivity.

City and Regional context

There are notable changes in the city and regional context over the past 12 months. Lothian Buses are reporting a much stronger operating position with plans to grow their network to meet increasing customer demand, and introduce new electric vehicles and charging infrastructure to their garages in 2024.

City of Edinburgh Council (CEC) policy around traffic and parking is changing with measures emerging which include pedestrianising parts of the city centre, restricting through traffic, investing in cycling infrastructure, extending the tram network, and the potential introduction of a Workplace Parking Levy (WPL) on business within the city including the University.

The partnerships being formed with local authorities and transport providers are growing in importance as the Estate expands on the campuses out with the city centre. This, combined with the increasingly wider geographical spread of accommodation locations, gives a need to better understand the needs of this connectivity and what demand it may bring to transport planning.

The ITP 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 first biennial review of the CMP was published in February 2024, together with two documents outlining key aspects of its implementation: Our Future Streets; and a proposal to consult on route options to extend the Trams from Granton to BioQuarter and Beyond:

Our Future Streets sets out a new approach to how the city's streets are planned and designed for the future. It is an outcome of the Edinburgh City Centre Transformation (ECCT) strategy of 2019, which outlined a programme to enhance public spaces to better support life in the city, by prioritising movement via walking/wheeling, cycling, bus, and tram in central streets while improving access and opportunity for all. The programme, once delivered, is expected to bring about a range of economic (£110M), wellbeing (£310M) and wider benefits (as yet unquantified) for the city centre.

Since the ECCT was published CEC subsequently set an ambitious target for the city to achieve net zero carbon for all city transport by 2030, with an associated target to reduce private car kilometres driven by 30% by the same year. The city centre will play a key part in managing citywide transport demand and will require a significant reduction in general traffic in the short term. Our Future Streets responds to these targets by developing the ECCT proposals further, and currently the front-running option is summarised in Figure 1 and includes:

- General traffic routed away from city centre streets, essentially extending the pedestrianised areas of the Old Town
- Pedestrians, cyclists and public transport is prioritised
- Removal of through traffic from key streets including Cowgate & Canongate
- Traffic access into all areas will still be possible, albeit managed.

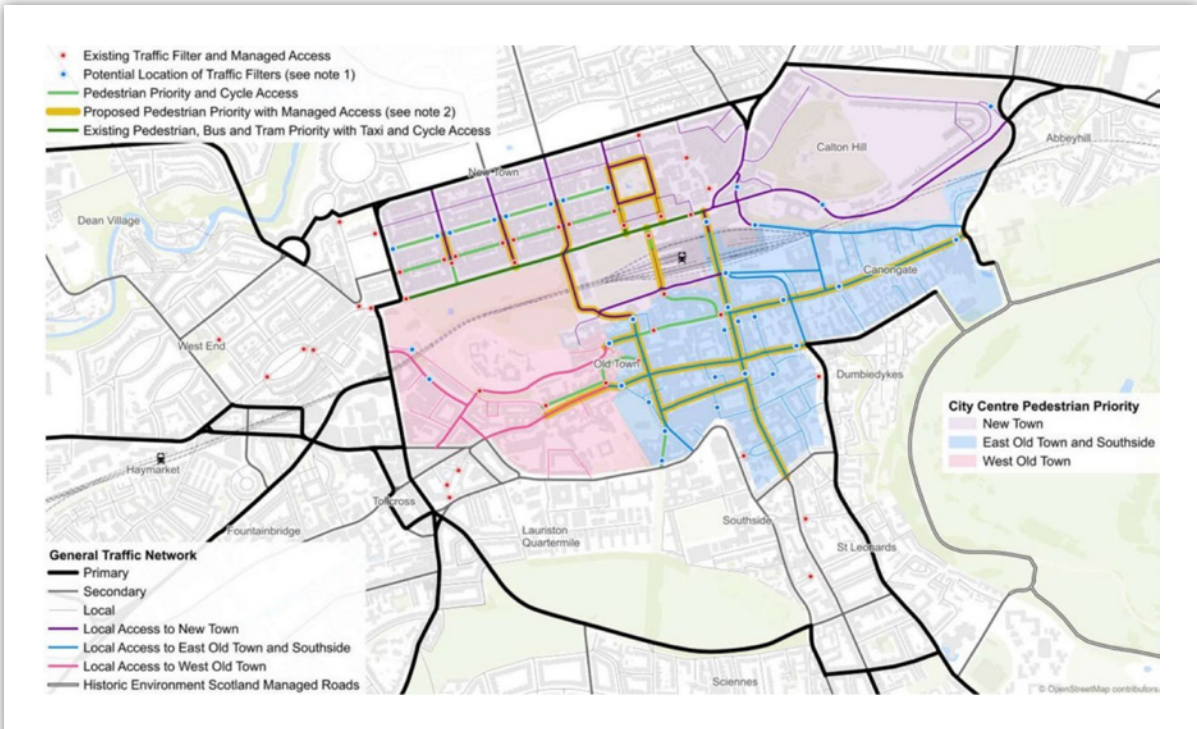


Figure 1: Option C of the City of Edinburgh Council Our Future Streets Strategy (from TEC Meeting, City of Edinburgh Council, 01/02/2024)



These changes directly impact on the University's Central Area. It proposes significant enhancements to pedestrian and cycling infrastructure on streets connecting with the campus, and will bring journey time and reliability improvements to public bus services and support the delivery of the tram route extension. CEC are proposing to continue to expand the tram network.

The route options that were recently presented to the CEC Transport and Environment Committee (TEC) are summarised in Figure 2. The TEC agreed that CEC would commence work to deliver a 12 week public consultation on all of the options. This is likely to commence in late Spring 2024, and a report presenting the final Strategic Business Case will go to the TEC in Autumn 2024.

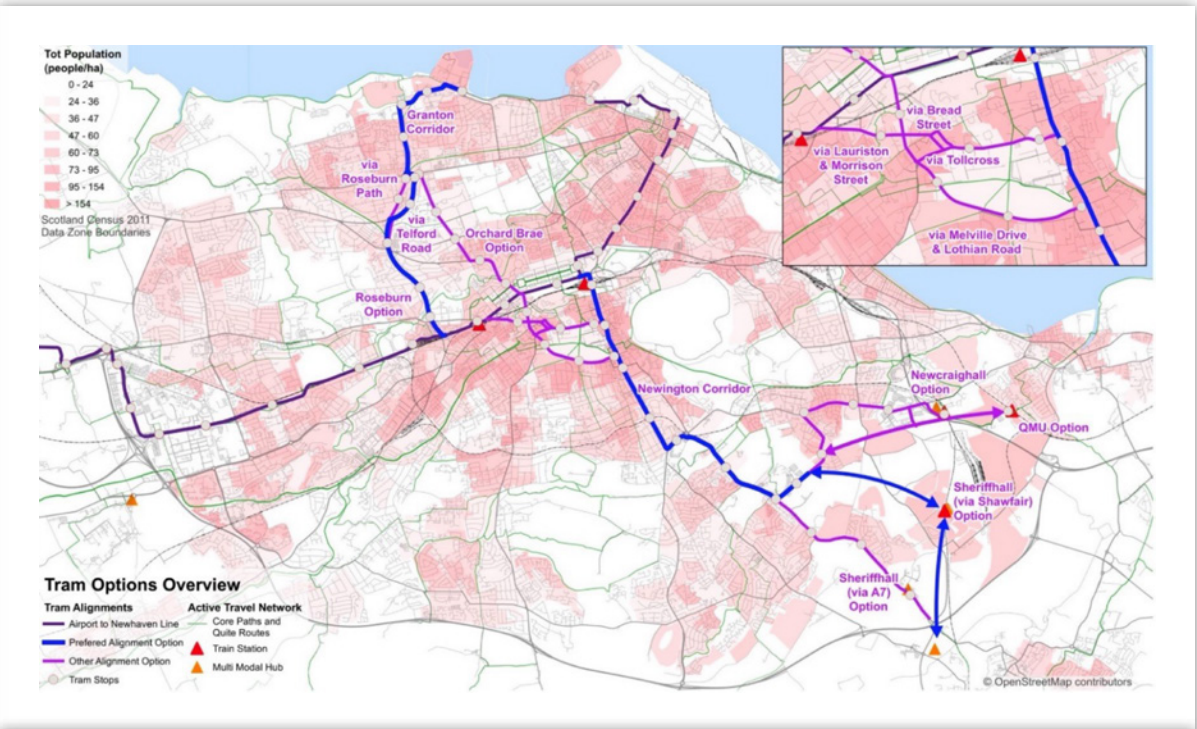


Figure 2: Tram extension options overview (from TEC Meeting, City of Edinburgh Council, 01/02/2024)



Progress and discussion on University ITP targets

The 2023-2030 ITP presented 12 months ago was prepared using data from the 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 provided a snapshot in time when travel habits were in a transitional phase. The Autumn 2023 Commuter Travel Survey analysis provides a detailed insight into how travel behaviours have now settled into the post-pandemic era.

The Commuter Travel Survey has been running for more than 20 years and the results since 2004 are shown in Figures 3 and 4. For staff there has been a trend away from car use, as walking, cycling and public transport use has grown. For students there has been a strong downward trend in walking and wheeling, accompanied by an increase in public transport use.

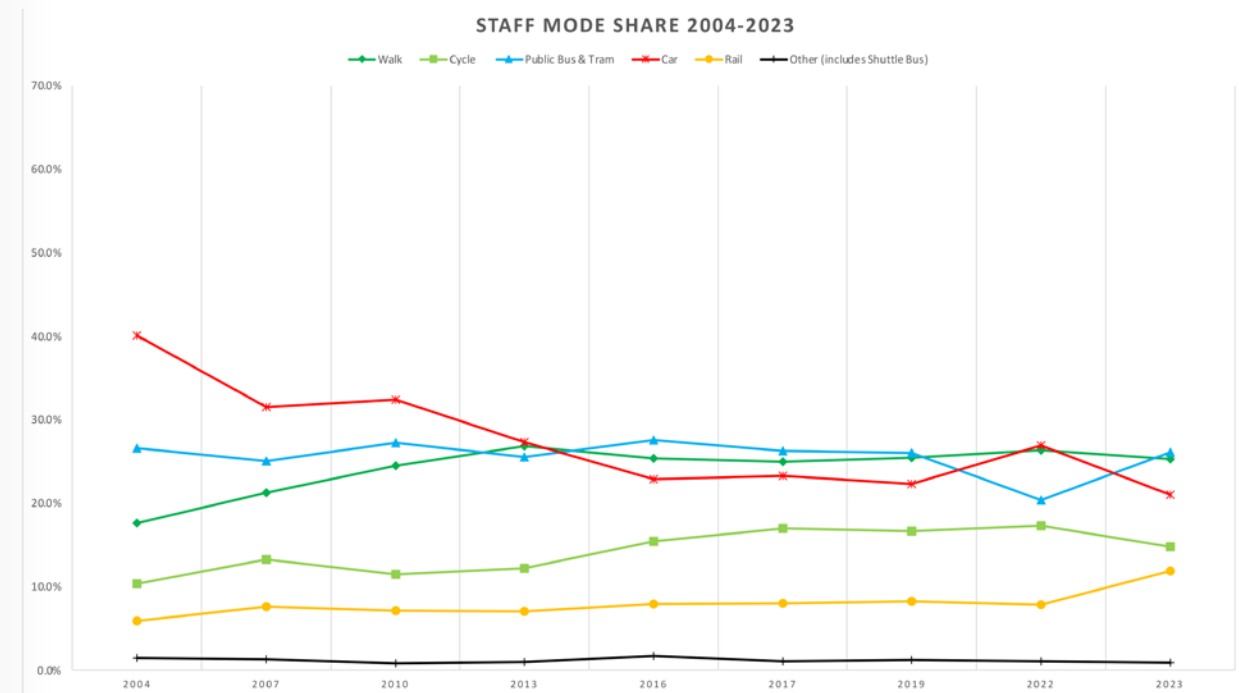


Figure 3: Staff Mode Share change since 2004-2023 ((data from University Commuter Travel Surveys)

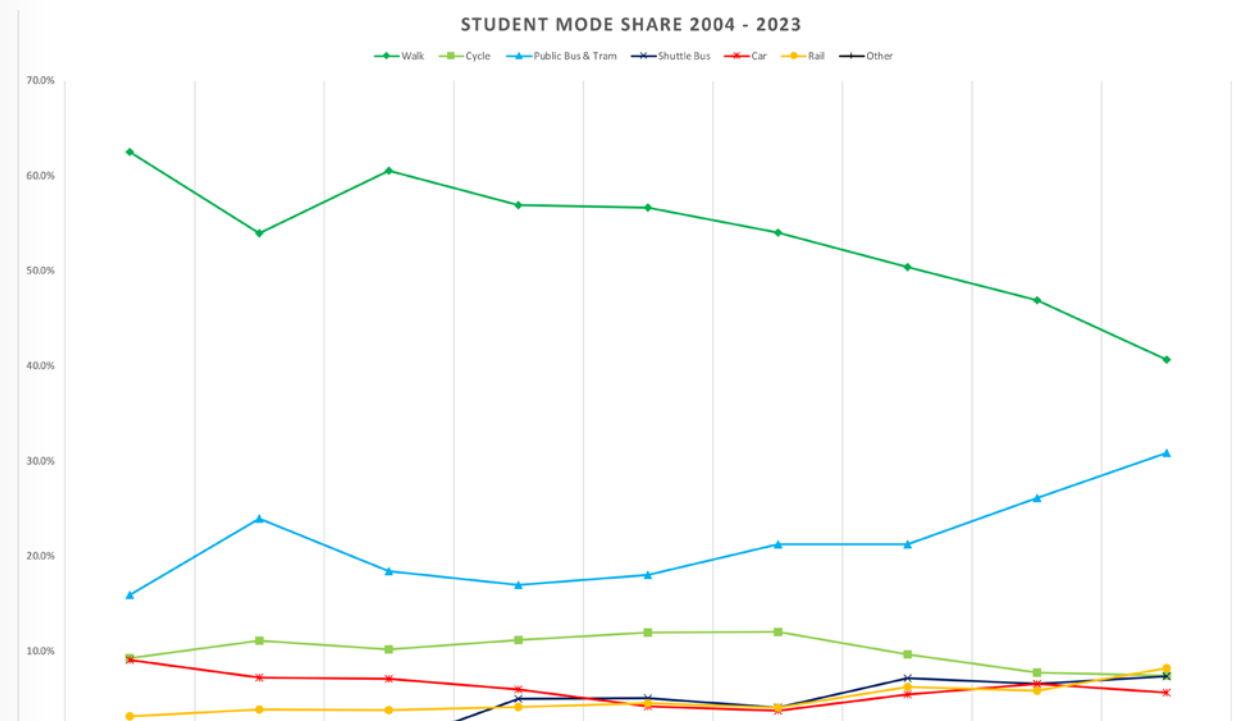


Figure 4: Student Mode Share change since 2004-2023 (data from University Commuter Travel Surveys)

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 was evident in the travel data the University collected in 2022.

As restrictions have ceased, numbers of staff and students on campus has increased. The 2022 Travel Survey data showed there had been a significant change downward on the number of days per week students and staff are travelling to the University. Figure 5 shows that by 2023 the proportion of students commuting 5 days a week has more than doubled since in the year, but is still less than pre-pandemic levels. For staff it has risen only slightly since 2022, reflecting the strong adoption of hybrid working (43% of staff report that they commute to University 2-3 days per week).

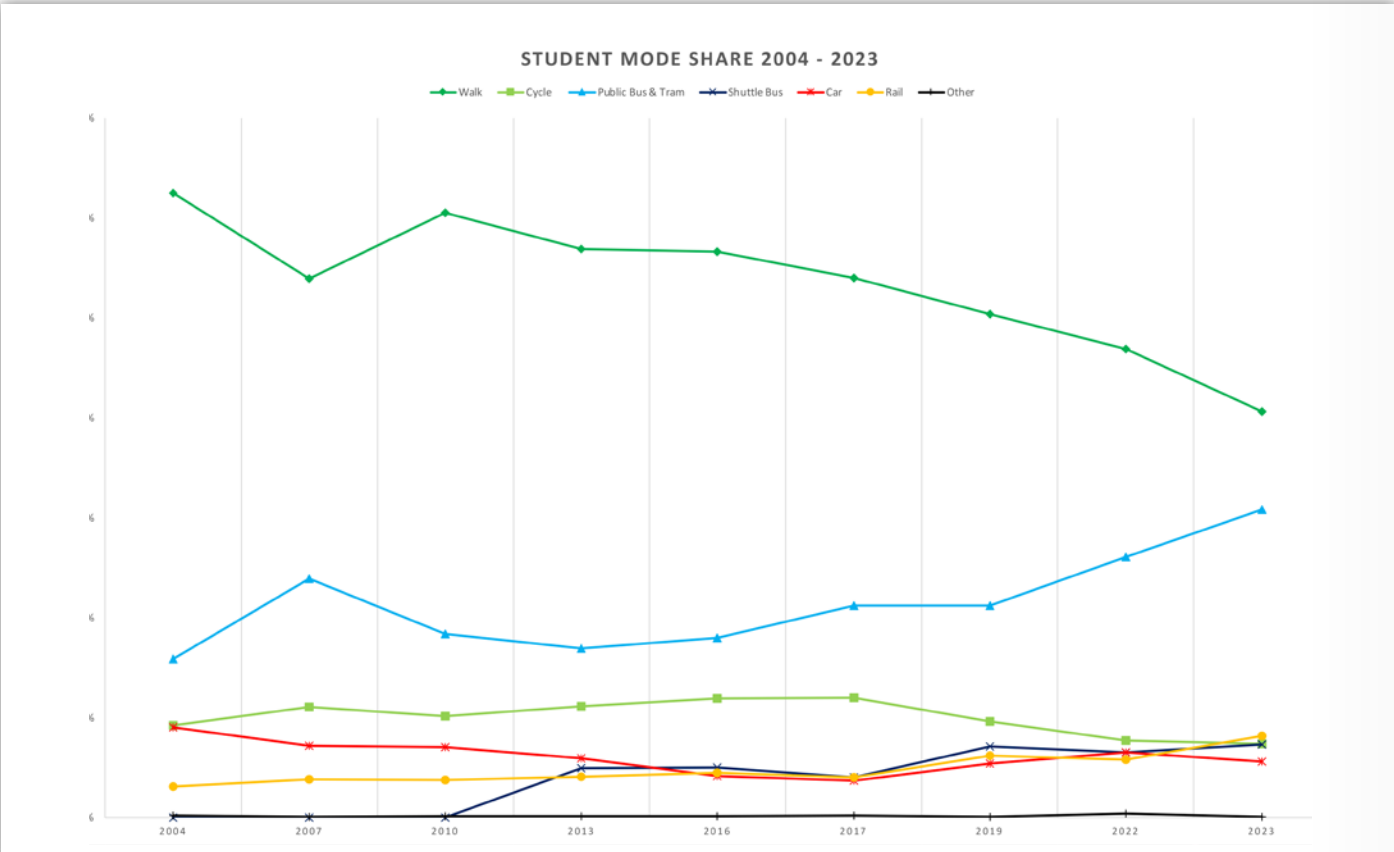


Figure 5: Percentage of students and staff commuting to University 5 days a week in 2019, 2022 and 2023

To enable further understanding respondents to the 2023 Travel Survey were asked to provide their residential postcode. For each campus the postcodes have been plotted onto mapping (split by staff / student) and colour coded according to the main mode of transport used. Travel time catchments for walking, cycling, public transport and car have then been overlain. These maps provide a visual demonstration of where students and staff live in relation to their main campus and access to modes of transport.

As an example, the student postcode maps and catchments for Central Area are provided in Figure 6. The postcode mapping will now be used as a tool to:

- Identify gaps in public transport provision;
- Aid discussions with Lothian Buses and other public transport operators to plug gaps in provision;
- Identify where improvements to active travel infrastructure would be of benefit and share this with local authorities to inform infrastructure planning, and work with partners to deliver new infrastructure;
- Understand the potential for modal shift from car to active travel and public transport to support the identification of meaningful mode share targets.

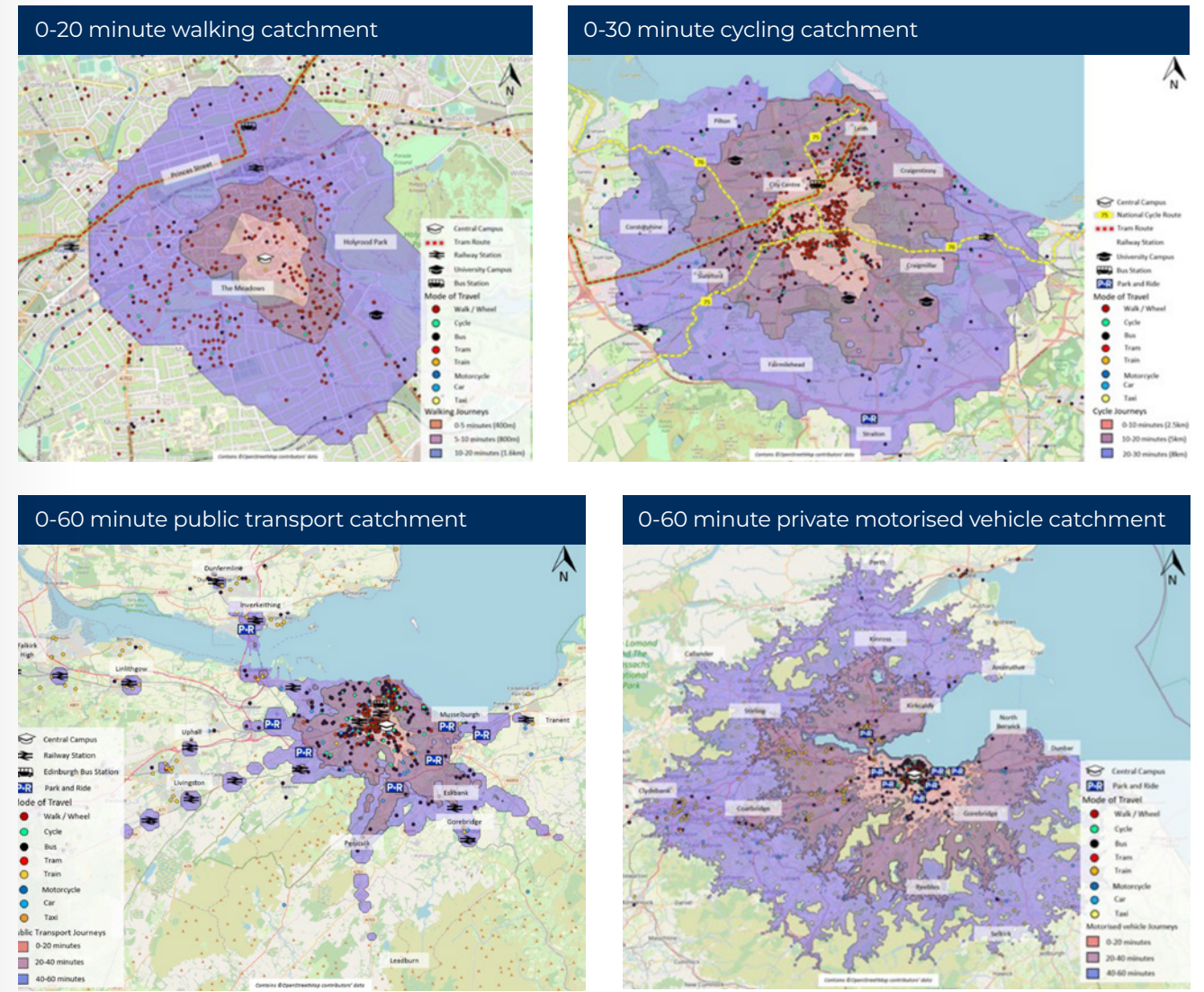


Figure 6: Student residential (term time) postcode catchment mapping for Central Area



Another data tool being used this year is the building occupancy data based on detecting individual presence through device connection to the University wifi network. Analysis of this data has been undertaken to identify the number of journeys taking place between campuses, and also between University residences and campuses.

A dashboard facility has been created and provides:

1. Intercampus monthly journeys: Figure 7 shows total intercampus journeys during Semester 1, 2023-24.



Figure 7 – Campus to Campus Monthly Journeys (Semester 1, 2023-24)

There were 393,000 individual journeys identified during Semester 1, 90% of which were undertaken by students. Journeys by month are in Table 1.

Table 1: Individual journeys captured through device connection to the University wifi network during Semester 1, 2023-24

Month (2023)	Count	Percentage
September	80,814	21%
October	147,714	38%
November	128,083	33%
December	36,844	9%
Total	393,455	100%

The highest proportion of movements was consistently between Central Area and Holyrood, amounting to 44% of all trips during Semester 1. 22% of all trips were between Central Area and Lauriston, and 22% were between Central Area and King's Buildings (86,045). The number of movements between other sites, by comparison, is minimal. For example trips between BioQuarter and King's Buildings totalled 2,368 which is 0.6% of the total inter-site trips in Semester 1. The King's Buildings Shuttle Bus Service provides essential additional capacity on the bus corridor with Central Area to cater for the significant number of trips being undertaken during academic teaching hours. The level of trip generation between other University sites does not warrant the addition of bus services over and above that provided by the public transport network.

2. Further detailed data is also available for daily intercampus journeys broken down between the time periods 0700-1059, 1100-1459 and 1500-1859. This data is available separately for staff and students. This produces very precise datasets which will be useful for investigating specific issues or scenarios. For example – if issues with public transport provision are being reported, the data can be used to provide a true assessment of the number of students and staff undertaking journeys at specific times and can aid discussions with relevant transport providers.



Campus population projection analysis is undertaken annually by Timetabling and Examination Services to understand the effect of changing student numbers on the various campuses. They also undertake Travel Impact Analysis to assess the impact of the planned change of location for teaching delivery between campuses as the Estates capital plan introduces new facilities and the associated population shift that follows.

Modelling has been undertaken recently to assess the impact of the movement of ECA Music Activities to Lauriston, and the movement of MVM activities from Kings' Buildings to Central Area, both likely to take place 2026-27. It is important to caveat that the modelling cannot predict how students will respond to changes in the location of where modules are delivered. Students will adjust their selection based on location and timing of delivery.

↔ **ECA Music activities move to Lauriston (from Allison House, Central Area):** the modelling shows that ECA students will benefit because they will not need to travel between campuses at short notice, as back-to-back courses relocate to Lauriston.

↔ **MVM activities move from KB to Central Area:** For Biomedical Sciences students, the change to Central will not affect back-to-back travel times, showing that the existing timetable did not necessitate any back-to-back timings for the courses which relocated. There is a slight decrease in overall campus moves, as Biomedical Sciences no longer need to travel to the Kings' Buildings campus for a few courses.

Targets

The ITP adopts the targets of the City of Edinburgh Council City Mobility Plan 2021-30 (CMP). These are:

- a 30% reduction in kilometres (KMs) travelled by car by Edinburgh residents;
- Mode share targets for trips to work (staff) and education (students):

Table 2: CMP Mode Share Targets for 2030

Mode	Trips to work Mode Share	Trips to education Mode Share
Car	≤24%	≤3%
Walking	≥20%	≥32%
Cycle	≥9%	≥7%
Bus/Tram	≥47%	≥57%
Rail	≥1%	≥1%

The ITP also includes a target for the University fleet:

- 30% of the University’s vehicle fleet will be electric by 2024-25, rising to 100% by 2030 (excluding agricultural vehicles, where there is uncertainty on if suitable EV equivalents will be available)

The ITP 2023 – 2030 mirrors the CMP mode share targets for trips to work and education. Table 3 shows the CMP mode share targets, alongside the 2022 and 2023 University mode share (and the percentage point change). Where numbers are bold,in larger font and highlighted red, this shows where the University is currently not meeting the targets of the CMP 2030. The key mode share target is to reduce the car mode share to 24% or less. In 2022 this target had not been met for the University overall. However, by 2023 the target had been met for staff, but for students the mode share has remained 3 percentage points higher than target. At some individual campuses the car mode share is higher than target. The campuses that require highest priority action are:

- **Pollock Halls:** staff car use is 22 percentage points higher than target*. A shift to walking, cycling and public transport is necessary.
- **BioQuarter:** better public transport and active travel options to enable a continued reduction in staff car use at a campus where the population is increasing annually.
- **King’s Buildings:** better public transport and active travel options to enable reduction in staff and student car use.
- **Easter Bush** has the highest car mode share for both staff and students: for staff it is 39 percentage points higher than the Edinburgh target, and students it is 27 percentage points higher. As the campus sits in the semi-rural Midlothian local authority area, and public transport provision is constrained by lower passenger demand on corridors serving the campus, the city targets cannot be applied and so the focus is to improve public transport to allow a reduction of car use over time.

**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.*

Achieving and maintaining the target car mode share 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 3 – 2023 University Mode Share compared to the 2022 University Mode Share and CMP target city-wide mode share

Overall University						
Mode	Staff (trips to employment)			Students (trips to education)		
	2030 Target (CMP)	2022 Travel Survey	2023 Travel Survey (PP change)	2030 Target (CMP)	2022 Travel Survey	2023 Travel Survey (PP change)
Car/Taxi	<24%	27%	21% (-6)	<3%	6%	6% (0)
Walk	>20%	26%	25% (-1)	>32%	47%	41% (-6)
Cycle	>9%	17%	15% (-2)	>7%	8%	7% (-1)
Bus/Tram	>47%	21%	26% (+5)	>57%	33%	31% (-2)
Train	>1%	8%	12% (+4)	>1%	6%	8% (+2)

Central Area						
Mode	Staff (trips to employment)			Students (trips to education)		
	2030 Target (CMP)	2022 Travel Survey	2023 Travel Survey (% change)	2030 Target (CMP)	2022 Travel Survey	2023 Travel Survey (% change)
Car/Taxi	<24%	17%	13% (-4)	<3%	4%	4% (0)
Walk	>20%	33%	30% (-3)	>32%	57%	49% (-8)
Cycle	>9%	15%	11% (-4)	>7%	5%	5% (0)
Bus/Tram	>47%	22%	27% (+5)	>57%	25%	30% (+5)
Train	>1%	12%	16% (+4)	>1%	7%	10% (+3)

King’s Buildings						
Mode	Staff (trips to employment)			Students (trips to education)		
	2030 Target (CMP)	2022 Travel Survey	2023 Travel Survey (% change)	2030 Target (CMP)	2022 Travel Survey	2023 Travel Survey (% change)
Car/Taxi	<24%	31%	30% (-1)	<3%	6%	5% (-1)
Walk	>20%	22%	20% (-2)	>32%	33%	20% (-13)
Cycle	>9%	27%	24% (-3)	>7%	12%	15% (+3)
Bus/Tram	>47%	17%	22% (+5)	>57%	45%	55% (+10)
Train	>1%	3%	3% (0)	>1%	3%	4% (+1)

BioQuarter						
Mode	Staff (trips to employment)			Students (trips to education)		
	2030 Target (CMP)	2022 Travel Survey	2023 Travel Survey (% change)	2030 Target (CMP)	2022 Travel Survey	2023 Travel Survey (% change)
Car/Taxi	<24%	44%	34% (-10)	<3%	9%	12% (+3)
Walk	>20%	12%	11% (-1)	>32%	14%	6% (-8)
Cycle	>9%	19%	19% (0)	>7%	17%	23% (+6)
Bus/Tram	>47%	22%	27% (+5)	>57%	55%	56% (+1)
Train	>1%	1%	5% (+4)	>1%	3%	4% (+1)

Table 3 – 2023 University Mode Share compared to the 2022 University Mode Share and CMP target city-wide mode share (continued)

Western General						
Mode	Staff (trips to employment)			Students (trips to education)		
	2030 Target (CMP)	2022 Travel Survey	2023 Travel Survey (% change)	2030 Target (CMP)	2022 Travel Survey	2023 Travel Survey (% change)
Car/Taxi	<24%	31%	23% (-8)	<3%	2%	5% (+3)
Walk	>20%	22%	15% (-7)	>32%	38%	24% (-14)
Cycle	>9%	24%	31% (+7)	>7%	24%	20% (-4)
Bus/Tram	>47%	19%	30% (+11)	>57%	33%	46% (+13)
Train	>1%	4%	2% (-2)	>1%	1%	2% (+1)

Pollock Halls						
Mode	Staff (trips to employment)			Students (trips to education)		
	2030 Target (CMP)	2022 Travel Survey	2023 Travel Survey (% change)	2030 Target (CMP)	2022 Travel Survey	2023 Travel Survey (% change)
Car/Taxi	<24%	53%	46% (-7)	<3%	1%	0% (-1)
Walk	>20%	16%	12% (-4)	>32%	64%	47% (-17)
Cycle	>9%	2%	5% (+3)	>7%	6%	8% (+2)
Bus/Tram	>47%	22%	28% (+6)	>57%	27%	41% (+14)
Train	>1%	5%	7% (+2)	>1%	0%	1% (+1)

Easter Bush *						
Mode	Staff (trips to employment)			Students (trips to education)		
	2030 Target (CMP)	2022 Travel Survey	2023 Travel Survey (% change)	2030 Target (CMP)	2022 Travel Survey	2023 Travel Survey (% change)
Car/Taxi	<24%	75%	63% (-8)	<3%	22%	30% (+8)
Walk	>20%	3%	3% (0)	>32%	7%	2% (-5)
Cycle	>9%	9%	10% (+1)	>7%	5%	2% (-3)
Bus/Tram	>47%	14%	21% (+7)	>57%	58%	65% (+7)
Train	>1%	0%	1% (+1)	>1%	1%	0% (-1)



Actions to meet the 2030 targets

The Actions in this plan have been updated to reflect the most recently collected Travel Survey data from autumn 2023, and any changes or additions necessary as transport and travel planning activity and data analysis evolves. 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 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 wheeling are zero carbon modes of transport that are healthy and low cost. Encouraging our students and staff to switch to walking and wheeling will help to reduce the University's commuter carbon footprint, and deliver personal health and wellbeing benefits.

Amongst students, walking and wheeling has been decreasing steadily from 63% in 2004 to an all time low of 41% in 2023. It is different for staff with the walking and wheeling mode share consistently between 25-26% over the last 20 years (in 2023 it was 25%).

Future travel surveys and data analysis will seek to explore why a lower proportion of students are walking, but it is most likely to be a combination of two key factors:

- Recent additions to the student accommodation portfolio, 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. The 2023 travel survey data analysis of the walking mode share between younger and older students shows that a slightly higher proportion of older students over the age of 21 are walking.

From the 2022 and 2023 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

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 responsibility sits at city level. However, the University can lobby for improvement and ensure that the on-campus infrastructure is up to standard.

The City Mobility Plan and the Future Streets Framework propose a re-design of Edinburgh's streetspace allocation by creating more pedestrian friendly street environments. There are proposals to carry out an experimental closure of the Cowgate to some or all through traffic in 2024, and in the future the removal of through general traffic from the Bridges corridor, and the removal of through general traffic from the Cowgate and Canongate. These proposals are seeking to remove intrusive through traffic and thereby release street space for other uses and deliver quieter, less polluted, inclusive and more people friendly streets. As the Future Streets Framework evolves, the University will continue to engage with and support CEC.

Beyond the city centre, the University and BioQuarter partners are working together to continue to develop a network of active travel paths connecting BioQuarter with existing and new housing developments in south east Edinburgh. At Easter Bush the University has engaged with Midlothian Council to discuss how more direct and attractive active travel routes can be developed between new housing areas in Bilston and Roslin and the Easter Bush Campus.

Since the ITP was first adopted the University Security Team has undertaken a review of lighting provision at King's Buildings, the recommendations of which have now been delivered by Estates. These improvements will enhance the real and perceived safety and security of people using the campus in the hours of darkness.

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.
2024 update	Following the completion of a King's Buildings lighting review in 2023, further surveys of the University Estate and surrounding areas will be conducted 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.

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'.



Detailed target section CY Cycling

Cycling is considered a zero carbon mode of transport. Encouraging our students and staff to switch to cycling from car and public transport will help to reduce the University's commuter carbon footprint, and deliver personal health and wellbeing benefits.

Cycling was steadily increasing amongst staff and students until a peak in 2017 of 17% staff and 12% students. Since then, it has been decreasing and is now 15% for staff, and 7% for students (the lowest since recording began in 2004).

These figures are for the University as a whole, and are much higher at individual campuses, as shown in the Table 3. As an example the cycling mode share for students in Central Area is 5%, but for King's Buildings it is 15%, and BioQuarter 23%. The much larger student population in Central Area is skewing the data for the University as a whole. 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 travel surveys.

CEC has made progress with the delivery of segregated cycle paths in the city over the course of 2023. Construction projects are now well underway to deliver a fully segregated cycle route from Roseburn in the west of the city to Leith Walk (City Centre East-West Link) and to connect the end of the Roseburn cycle path with the Union Canal in the west of the city. The Design stages of a number of projects are progressing that aim to deliver: a re-design of George Street to make it more pedestrian and cycle friendly; an active travel route connecting the Meadows with George Street via George IV Bridge; Active Travel Route between Cameron Toll and BioQuarter; and others. The CMP and Future Streets Framework are providing more clarity on ambitious plans to create a complete cycle route network across the city.

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.
2024 update	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 together with evidence from an 80 x ebike hire scheme (UniCycles) delivered by the University in 2022-23 and continuing through 2023-24 at student accommodation sites, will be 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.
2024 update	Continue to support our student and staff cycling community through professional and peer led training guidance and advice. This will include a range cycle training courses which we aim to deliver with support from external funders such as Cycling Scotland and Transport Scotland, which will be evaluated to determine delivery in future years. This will be delivered in collaboration with the Active Health 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

Over the course of 2023 Lothian Buses have reported a steady improvement in driver recruitment and retention which had been impacted over the previous three years by changes to the labour market brought about through the pandemic and BREXIT. The impact of this was bus operators being forced to reduce their timetables in order to provide a reliable service. Passenger numbers now stand at 90% of their pre-pandemic levels. Lothian Buses report that the introduction of the Young Persons' (Under 22s) Free Bus Travel Scheme has changed the passenger demographic with significantly more U22 passengers across the network and pressure points on services connecting with education locations.

Changes to bus service provision at King's Buildings provide an example of how Lothian Buses has responded to the rise in U22 bus passengers. In May 2023 the sole service that entered the campus, Service 41, was withdrawn and replaced by Service 9. This was in response to a number of factors, not all associated with the University, but the section of the route of this new service between KB and Canonmills has been designed in response to U22 travel patterns indicating a growing demand for connections to this part of the city.

The 2023 original version of the ITP highlighted that public bus use amongst the student population had grown from 13% in 2004 to 26% in 2022. This increasing use of buses has been accompanied by a change in local authority planning

policy and the University's Residential Strategy, leading to a wider dispersal of new student accommodation across the city and thereby increasing the distance required to travel to campus. By 2023 the mode share had increased again to 30%. The pace of change increased between 2019-2023 rising 9 percentage points and can be linked to the Young Persons' (Under 22s) Free Bus Travel Scheme launched in January 2022. In the 2023 Travel Survey 93% of Student bus users aged 16-21 years reported that they used the Free Bus Scheme, confirming that awareness of the scheme is very high. 81% of these bus users rated public bus affordability as "Good" or "Excellent".

The overall bus mode share for students is 30%, but when split into age groups of under 22 years, and 22 years and over, there is a difference: 34% of under 22 year olds use a public bus, compared to 27% of students aged 22 years and over. The older students are paying using a Ridacard product (which has a student discount applied) or Contactless payment (no discount). In contrast to students under the age of 22, only 32% of these students rated public bus affordability as "Good" or "Excellent".

From the 2023 Commuter Travel Survey the top aspects of bus travel that students and staff would like to see improve to encourage them to switch to bus use or use it more are:

- More frequent services
- Reduced journey time
- Improved reliability

However, analysing the responses from older students shows that 'more affordable travel' would be the main factor to encourage bus use.

Respondents to the travel survey were invited to leave comments. These have been analysed for students to identify themes and their popularity, and the themes of cheaper fares and extending the U22 scheme to older students were the most common for students over the age of 21 years. It is also clear that bus capacity issues are affecting all of the non-Central campuses, which reflects the challenges being reported by Lothian Buses.

The proportion of staff using public buses has remained around 25-28% over the last 20 years. This dropped in the 2022 travel survey to 21%. The 2023 survey shows a recovery to pre-pandemic levels, with 26% of staff travelling by bus.

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 had been expected to be introduced around the middle of 2023, but is currently understood to be delayed until mid-2024. This may offer further opportunities for organisations to work with Lothian Buses to offer flexible and subsidised ticketing.

A stronger partnership is being developed with Lothian Buses as the University is looking to support 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.

Throughout 2023 and continuing, the University and partners have worked with Lothian Buses to ensure that they are aware and engaged with the development of our campuses to ensure that public transport is planned in. This includes the BioQuarter, where during 2023 Lothian Buses have introduced new services to improve connections towards East Lothian (Service 46 and 48), increased the capacity of Service 24, and taken over and improved the operation of Service X40 connecting to St John's Hospital. Further improvements are anticipated when a new section of road opens creating the opportunity for services to use Little France Road providing more convenient access for the new Usher Institute Building, IRR and Building Nine.

The King's Buildings Shuttle Bus Service

The Shuttle Service currently exists to support inter-campus travel between Central Area and King's Buildings to meet the academic timetable. This will be reviewed annually using the the intercampus wifi connection data set and shuttle bus passenger data to examine the viability of the service against other available transport options. The data for Semester 1 of 2023-24 showed that 20% (80,000) of all intersite trips are undertaken between Central Area and KB. The shuttle bus service is operating at full capacity during the morning and late afternoon peak travel times (and turning passengers away), and there has been a 6% increase in passengers compared to Semester 1 of 2022-23. Lothian Buses report busy services serving KB and have responded to this by adjusting routes and timetables to better serve demand. This information confirms that the shuttle service is relied upon for intersite travel between Central Area and King's Buildings.

The current situation confirms that students and staff continue to use the shuttle bus service, and that excess demand is being absorbed by Lothian Buses' public services. There is no requirement to increase the capacity of the shuttle bus service at this time. Any future reduction to the capacity, regularity or operating hours of the shuttle service would have to be accompanied by a corresponding enhancement to the public bus services provision. There is no justification at this time to do anything other than maintain the status quo.

Tram

Since the original first version of the ITP was prepared, the tram extension to Newhaven has opened (June 2023). This connects Newhaven to the city centre via Leith. With a number of student residences on and around Leith Walk, and the high residential density now served by this tram route, more students and staff would be expected to choose to travel by tram to commute to work/study, yet this has had a minimal impact on the staff and student mode share, rising from 0% to 1%. This reflects the fact that the current tram route does not serve any of the University campuses. There are alternative direct bus routes.

The CMP commits to the delivery of a north-south tram line linking Granton to the BioQuarter and beyond via the city centre. The preparation of the Strategic Business Case for this tram line is well underway. Proposals and options for the route have now been shared publicly and approved by the CEC Transport and Environment Committee to go to public consultation, likely to commence in late spring 2024. The route proposal links Granton – Western General Hospital – Princes Street – North Bridge – Minto Street – Cameron Toll – BioQuarter – and options for East and/or Midlothian. This extension to the tram network would bring significant improvement to public transport connectivity between University campuses and residential areas. The provision of a mass transit solution is an accepted enabler for the delivery of the BioQuarter masterplan.

Rail

The rail mode share has been increasing slowly and steadily over the last 20 years, with a small dip during the pandemic. By 2023 8% of students and 12% 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. Despite this, the largest increase in the rail mode share over the last 20 years occurred between 2019 and 2023: a rise of 4 percentage points for staff, and 2 percentage points for students. This rise may be partly attributed to Scotrail trialling the removal of peak time fares for the period of October 2023 to March 2024. It may also reflect a change in travel behaviour brought about by hybrid working i.e. travelling less frequently and from further away may encourage more rail travel.

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. In 2023 this has reduced to 50%.

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.
2024 update	The Scottish Government Fair Fares Review was published in March 2024. Its purpose is to ensure a sustainable and integrated approach to public transport fares. It reviews the range of discounts and concessionary schemes which are available on all modes including bus, rail and ferry. The strategic priorities of the Review are in relation to the long term financial sustainability of concessionary travel schemes, the viability of wider support for public transport, and advancing the availability, accessibility and affordability of the public transport system in Scotland. It considered extending the national free bus scheme to include all residents of Scotland aged under 26. The Review concluded that this option will not be pursued because it would not deliver the strategic priorities (a range of similar options have also been excluded including extending the scheme to all students, and half price bus and rail travel for students).
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 using a private motorised vehicle to commute to University is at its lowest level in 20 years, down from 40% in 2004, to 21% in 2023. This is now lower than pre-pandemic levels recorded in the 2019 travel survey. Car use had increased to 27% in the 2022, reflecting public health concerns using public transport. The reduction by 2023 is accompanied by a rise in public transport use.

The proportion of students using a private motorised vehicle to commute to University is now 6%, which is lower than in 2004 (9%) but it was at its lowest in 2017 (3%) and has been increasing since. As discussed with reference to the increase in public transport use, it seems likely this increase is down to the wider dispersal of student accommodation in the city, thus increasing the distances from home to campus.

Over the last 20 years the number of parking spaces reduced, as car parks have been converted into new buildings, green spaces, places to gather, and to walk and cycle through. Examples include the IGMM Building, Old College Quad, High School Yards, and the Old Medical Quad. Over the last 15 years spaces in Central Area have reduced by 40%, at King's Buildings by 30%, and at Western General Hospital by 100%.

Looking at the University as a whole, the current car mode share is now lower than the CMP mode share target for 2030 for staff (target is less than 24%), but for students it is higher (target is less than 3%).

On a campus by campus basis, which in the context of planning requirements and delivery of the capital development programme is important, there are campuses where the car mode share is not within the CMP target, some by a significant margin:

- Pollock Halls: staff car use is 46%. This is 22 percentage points higher than target, and 33 percentage points higher than nearby Central Area.
- BioQuarter: staff car use is 34%. This is 10 percentage points higher than target, and for students 9 percentage points higher at 12%.
- King's Buildings: staff car use is 30%. This 6 percentage points higher than target, and for students 2 percentage points higher at 5%.
- 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 and therefore not subject to the CMP targets. It has the highest car mode share for both staff (63%) and students (30%).

The staff car mode share for the Western General (23%) has now exceeded the target, though the student mode share is slightly above target at 5% (target is less than 3%). This is undoubtedly related to the fact that the University does not provide any car parking facilities at this campus.

Edinburgh's Low Emission Zone (LEZ)

The City of Edinburgh Council Low Emission Zone (LEZ) which restricts vehicles within a city centre boundary, based on vehicle emission standards, 24 hours a day, 365 days a year and has been enforced since 1 June 2024.

Central Area, ECA and Holyrood campuses in their entirety (except St Leonard's and the Pleasance) are within the zone. Since 1 June 2024, staff, students and visitors entering the Central Area have needed 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 must 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 are subject to the LEZ charges and amendments could be made if necessary to some services from Estates and ACE to minimise the crossing of LEV boundaries.

Questions were included in the 2023 travel survey to ascertain the impact of the LEZ on staff and student car users. 59% of staff respondents, and 16% of student respondents confirmed that they own or lease a car for personal use. These respondents were asked if their vehicle will comply with the LEZ requirements. 85% of staff and students with access to a car confirmed that it will comply or they are exempt. Just 3% said that they are planning to replace their car with one that will comply. 11% said that they will avoid the LEZ, and the rest will opt to pay the charge or scrap and not replace their car. Looking only at the data for staff and students based in Central Area, which will be most impacted by the LEZ, the statistics remain the same. We can therefore conclude that car users were aware of and were ready to comply with the LEZ and that it will have little impact on reducing car numbers in Central area campus.

Electric vehicles (EV)

The Scottish Government has committed that by 2030 they will phase out the need to buy new petrol and diesel cars and vans. We are supporting staff and students who need to bring their car to University to switch to EV by ensuring there are adequate and well managed charging facilities at each of our campuses. We asked car users in the 2023 travel survey what was preventing them from switching to EV:

- 30% said it was due to the upfront cost of buying an EV
- 13% said it was due to anxiety about the distance an EV can travel between charging
- 12% said it was due to concerns about where and how they will charge at home
- 10% said it due to their being no public charge points near home

The University approved an EV Hire Salary Sacrifice Scheme for staff during 2023, which would assist staff with the upfront costs of accessing an EV for personal use. The scheme is yet to be implemented.

During 2023 a new EV car parking permit was introduced at 50% of the full permit cost, to encourage car users to switch. The University also introduced a payment regime for users of EV chargers on the Estate (in-line with other public charge points), but introduced a discount for staff and student users.

The University operates a Parking Management System across all sites, excluding Pollock Halls and student residence areas (where parking is managed under a different regime by ACE). Staff and students may apply for a permit to park in University car parks, by answering questions on the application to determine their relative need to bring a car to campus. The parking management system has been an effective tool in managing demand for car parking, by ensuring those with the greatest need are issued with a permit. It has enabled the University to manage a reduction in car parking provision over the last 20 years, particularly across the Central Area, and which is reflected in the overall reduction in car mode share over this time period. The permit charges for each campus are summarised in Table 4.

Table 4 - University of Edinburgh Permit costs 2024

Campus	Daily rate equivalent	Annual rate
Central Area & BioQuarter	£1.14	£250
Pollock Halls & ACE sites	£1.14	£250
King's Buildings	£0.44	£93
Easter Bush	£0.00	£0

The majority of permit holders opt for the ‘pay as they go’ daily rate as above. This reflects the widespread adoption of hybrid working. There is also anecdotal evidence that some staff opting to pay the annual free are doing so out of convenience i.e. the likelihood that they will pay more than the actual cost of their usage outweighs the convenience of paying in a single transaction.

University parking permit pricing is very low in comparison to the alternative on-street Council managed parking or private parking in the city, as summarised in Table 5.

Table 5 - On-street and private car parking costs in Edinburgh

Area	Type	Cost
Old Town / Southside	On-street P&D	£4.90-5.90 per hour
Outer areas of city	On-street P&D	£1 per hour up to £8.40 for 9 hours
City centre (general)	Private operator (NCP)	£25-36 per day

As well as being out of line with the Council's parking policy, and the market rate for private car parking, our permit charges are significantly cheaper than public transport as summarised in Table 6.

Table 6 - Public transport ticketing costs

Product	Cost
Lothian Buses Single fare	£2.00
Lothian Buses Day Fare	£4.80
Lothian Buses Annual Ridacard	£650
Scotrail season ticket (from Glasgow / Central Belt / Lothians)	£2,000 - £4,432

Effective Travel Plans need to incorporate a range of measures: some which act as the ‘stick’ to push behaviour change; others as the ‘carrot’ to encourage and support change. Parking permit management and pricing can be a highly effective ‘stick’. Our existing low level permit pricing means that it is performing the reverse ‘carrot’ role – effectively encouraging, and indeed supporting, our staff and students who own a car to opt to use it for the commute because it is the cheaper option.

Our permit charge regime is currently not aligned with our ITP targets to reduce car mileage by 30% by 2030, and bring the car mode share across all campuses to 24% or less.

A recent international evidence review conducted for ClimateXChange looked at the impact of parking policies on car use. This research gathered evidence on the effectiveness of different parking management interventions in reducing car use. Its purpose is to inform the development of parking policies which support the joint commitment by Scottish Government and the Convention of Scottish Local Authorities (COSLA) to reduce car use by 20% by 2030. The review concluded that parking pricing does contribute to car kilometre reductions and modal shift, particularly when combined with capacity reduction measures.

The cost of a Permit has not increased in a decade, meanwhile the costs of using public transport has increased year on year.

To support and align with the CMP and to support the University's climate commitments, it is proposed to introduce staged permit charge increases to 2030 at a pace and scale to reflect improving accessibility by alternative modes of transport.

The Central Area is the most well connected of the University campuses by all modes of transport, with the majority of Lothian Buses services routed through Central Area, Waverley and Haymarket train stations within walking and cycling distance, and good walking and cycling routes. Annual permit charge increases will be introduced such that by 2029 it is expected that the annual permit cost will be on a par with the equivalent bus season ticket (Ridacard).

Table 7 - Annual Permit Charge increases

Year	Central Area Permit charge	Ridacard Cost (assumes 3% year on year rise from 2024 rate)
2024	£1.14/day (£250 per annum)	£650 (£2.95 per day)
2025	£1.50/day (£330 per annum)	£670 (£3.05 per day)
2026	£2.00/day (£440 per annum)	£690 (£3.14 per day)
2027	£2.50/day (£550 per annum)	£710 (£3.23 per day)
2028	£3.00/day (£660 per annum)	£732 (£3.33 per day)
2029	£3.50/day (£770 per annum)	£754 (£3.43 per day)
2030	£4.00/day (£880 per annum)	£776 (£3.53 per day)

Permit charges at Pollock Halls & ACE sites, BioQuarter, King's Buildings and Easter Bush will be reviewed on an annual basis, and any increases will be at a scale and pace appropriate to the accessibility of the campuses by alternative modes of transport.

It is the assumed at this stage that should the WPL be introduced the costs will be passed on by the University to permit holders. The permit costs may need to be increased further if and when this occurs.

Private Motorised Vehicles Actions	
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.
2024 update	We will continue to evaluate and adapt the Parking Management System on a site by site basis to reflect changing working patterns, a decreasing provision of car parking, and external factors delivered by the CMP, in a manner that best supports the business continuity of the University. Proposals to include ACE sites will continue to be prepared through 2024/25.
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.
2024 Update	Introduce permit charge increases across Central Area, BioQuarter and Pollock Halls as set out in the table 'Annual Permit Charge Increases'. Review on an annual basis. Review and seek to increase/introduce permit charges for all other campuses on an annual basis.
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.
2024 Update	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.
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.
2024 Update	The new 50% discounted permit for EV permit holders will continue to end of 2025, when it will be increased to 75% to end of 2027, then discontinued from 2028 in line with the expected increase in EV ownership. We will continue to review and implement changes to improve management of charging infrastructure to cope with increasing numbers of EVs.
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 impact on the city centre estate Continue dialogue with the Council to remain fully informed of emerging policies. Discuss with, and influence the Council on the impact of the LEZ on the University.



Detailed target section FL - University fleet

The Scottish Government has committed that by 2030 they will phase out the need to buy new petrol and diesel cars and vans. They have committed to complete this phase out in the public sector fleet by 2025, by developing new financing and delivery models for public charging infrastructure. The ITP target is to increase the proportion of the fleet being electric from 15% to 30% by 2024-25, and achieve 100% by 2030.

The University has had a Fleet Manager in post since the end of 2023. This role is specifically focusing on rationalising the University fleet and increasing the proportion of electric and low emission vehicles.

The University has a fleet of 142 vehicles. The total CO2e emissions have reduced by 13% from 2018-19 to 2022-23. 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 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.
2024 update	Undertake a fleet review The Fleet Manager is undertaking a fleet review with the aim to reduce the size of the University vehicle fleet and ensure zero emission vehicles are leased instead of fossil fuel vehicles wherever it is operationally feasible. It is proposed that the Fleet Manager will take over the procurement, management, servicing, replacement and rationalisation of all University owned and leased vehicles over the next 18 months, with a view to having a centralised fleet management service by the end of 2025.
UF2 (new for 2024)	Develop a Fleet Database & Driver training This will support fleet management and deliver safer and more fuel-efficient driving. Ongoing



Monitoring and Review

Progress towards targets will be reviewed primarily through annual Commuter Travel Surveys. Progress toward the fleet target will be monitored annually. The Intercampus Travel wifi connection data and the Travel Impact Analysis will be updated at least annually to identify any changes in intercampus movements, and forecast changes alongside the new capital plan.

The City Mobility Plan Mode Share targets are not finalised (as of February 2024). When the finalised Mode Share targets are published, these will be reviewed with the intention that the University will adopt these in the next ITP review.

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.



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