

Heriot-Watt University Sustainable Campus Travel Plan Edinburgh Campus



Foreword



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At Heriot-Watt University, we are committed to embedding sustainability at the core of our operations.

As a global institution with a diverse student and staff community, we recognise our responsibility in shaping a more sustainable future—not only on our campuses but also in the countries where we operate.

Transport plays a critical role in our environmental impact, influencing local infrastructure, emissions, and accessibility. The Edinburgh Sustainable Campus Travel Plan is a key component of our commitment to sustainability, designed to enhance travel choices while supporting our long-term climate goals. It aligns with national and regional planning requirements, ensuring that our estate developments contribute positively to a greener future.

This plan outlines actions to expand travel options, promote low-carbon commuting, and improve connectivity between our Edinburgh campus and the surrounding areas. By working together, we can reduce emissions, enhance accessibility, and support a more sustainable university experience for our students, staff, and the wider community.

I look forward to seeing the continued impact of this initiative in delivering a smarter, more sustainable travel network for Heriot-Watt University.

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1. Introduction and Context

Making sustainable travel the favoured choice



Travel and Transport is a core theme of Heriot-Watt University's **Climate Action Framework (2024)**. When it comes to achieving sustainable progress in this area, we must foster a campus environment that promotes sustainable commuting; strive to enhance campus connectivity; and continually improve accessibility for everyone.

This Sustainable Campus Travel Plan builds upon the **Edinburgh Campus Strategic Travel Plan 2018-19 – 2022-23**. It outlines a comprehensive approach to reducing the environmental impact of travel to and from our campus while supporting the diverse activity of our student, staff and stakeholder communities. This plan addresses how the University will encourage the use of low-carbon transport options, such as public transport, cycling, walking and considerate car use, and highlights plans to make these choices more accessible and convenient for everyone.

We aim to enhance campus connectivity by improving pathways, expanding bike facilities, and integrating seamless connections with local transport networks. By providing effective, accessible and visible infrastructure and facilities to enable low-carbon commuting to our global campuses we can achieve the first two of our ten Institutional Commitments outlined in our Climate Action Framework:

1. We will empower and support our global community in taking personal and collective action to achieve the SDGs
2. We will commit to achieving net-zero carbon emissions by a suitably ambitious date, between 2030 and 2035 depending on outcome of detailed planning.

The scope of this travel plan extends to facilitating sustainable local travel to and from our Edinburgh campus, for student and staff commuters, visitors, suppliers and other stakeholders.

Heriot-Watt students are shaping the future of sustainable transport in Edinburgh and beyond. In 2025, a group of civil engineering students spearheaded calls to re-open Edinburgh's South Suburban rail line, which served passengers some 60 years ago but is now only operational for freight trains. The students propose that the underutilised line, from Portobello to Haymarket, would provide a vital cross-city transport link which would help the City of Edinburgh Council in its goal of reducing car miles by 30% by 2030.



The role of campus travel in our commitment to net zero

Heriot-Watt University is aware of the magnitude of emissions generated by student, staff and stakeholder travel to the Edinburgh campus, and takes its role in influencing a reduction in emissions in this area seriously. Data on mode share (the percentage of people who use a specific mode of transportation to travel from home to campus) and mileage is captured in a biennial travel survey, the most recent of which was undertaken in 2023. While the University does not currently report an estimate of the emissions generated by commuting as part of its official carbon footprint, it recognises its capacity to influence decarbonisation in this area.

The City of Edinburgh Council has set a target to reduce car miles by 30% by 2030. Heriot-Watt University’s Sustainable Campus travel Plan for the Edinburgh campus strives to support the council in achievement of this objective by planning to facilitate a reduction in single-occupancy vehicle use.

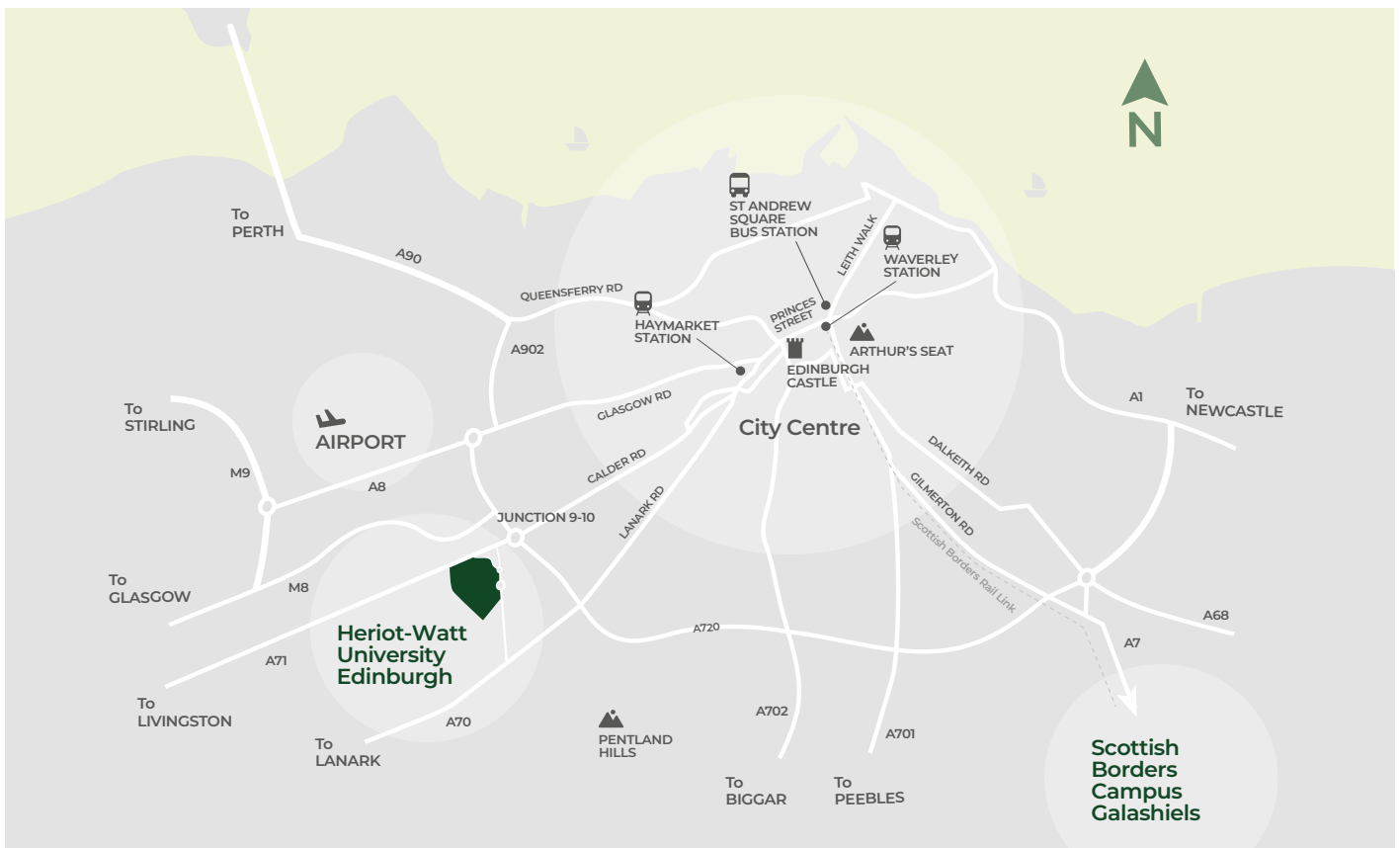
Accessibility

Accessibility is central to this plan, ensuring that all members of our community—regardless of ability—can easily navigate the campus and its surroundings. By prioritising sustainable travel, we are committed to reducing emissions, promoting well-being, and creating an inclusive environment that supports the University’s broader climate action and wellbeing goals.

Other campuses

This Travel Plan identifies opportunities for the University’s Edinburgh campus to support the most sustainable modes of travel, setting out targets for increasing the share of sustainable travel modes complemented by specific actions on which to focus in the next three years and beyond. The Edinburgh campus is located to the south-west of the city, at Riccarton, EH14, 4AS.

Travel plans scaled to, and tailored for, our four other campuses – Orkney, Scottish Borders, Dubai and Malaysia – will be delivered subsequently. A campus-by-campus approach will help us to set specific, measurable and actionable goals regarding facilitating sustainable travel to the campuses.





The Plan focuses on three key thematic areas as follows:

Active Travel

Walking, wheeling and cycling offer not only a reduction in emissions, but extensive health, wellbeing and economic benefits. Heriot-Watt aims to incorporate Active Wellbeing into the daily schedule of all students and staff, and as such it is key that the right conditions are provided to make active travel modes a pleasant choice for trips to, from, and within campus.

Accessibility and Inclusivity

The campus should be accessible for all – particularly for people with specific mobility requirements, impairments, or disabilities that might not always be visible. Everyone must have reliable access to enable travel to and from the campus in a manner that is clearly understandable, welcoming and hassle-free.

Integrated Transport / Connectivity

Better integration and connectivity of transport services will improve the journey experience for students and staff who do, or could, make multi-modal journeys as part of their trip-making to campus. Multi-modal trips could include a combination of travel by bus, tram, train, cycle, on foot or even by car for part of the journey where it facilitates a more sustainable overall trip. When delivered well, integrated transport provisions maximise the ease and efficiency for users travelling to campus in terms of time, comfort, safety, accessibility and convenience.

1.2 Existing Travel Behaviours and Conditions

Analysis methodology

Mode share to and from the Edinburgh campus has been estimated through analysis of data from our 2023 staff and student travel survey, which was conducted to obtain insights into existing travel behaviour and to establish a baseline for the targets set out in this plan. Surveys were carried out in October 2023, 2017 and 2014, and have enabled an estimation of modal share among students and staff based at the Edinburgh campus, as well as staff from organisations based at our Research Park.

It was found that the proportion of single-occupancy vehicle use among staff has increased between 2017 and 2023. Thus there is a significant opportunity for the University to develop formal and effective interventions to enable use of more sustainable modes.

This plan, and the scope of proposed interventions, targets Heriot-Watt University students and staff primarily. However, as facility providers Heriot-Watt endeavours to support our Research Park tenants to enable their staff to travel sustainably where possible and it is assumed that initiatives to improve connectivity of the campus will also assist individuals commuting to the research park.

2023 Mode Share

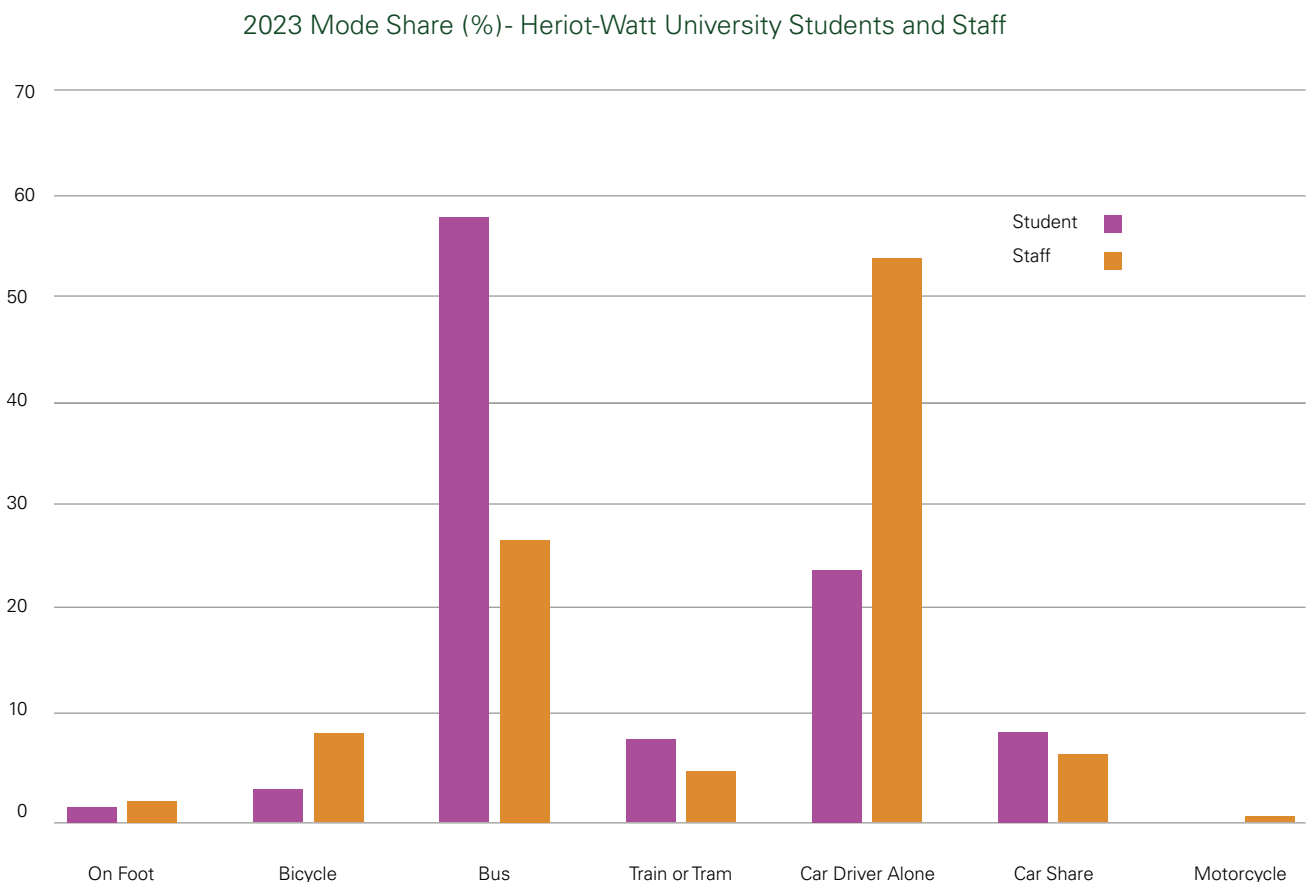


Figure 1 Data reflecting mode share by percentage according to respondents to the Edinburgh Campus 2023 student and staff travel survey. 18% of staff and 4% of students based on the Edinburgh campus submitted a response. The survey runs biennially, on odd-number years.

Bus use

Behaviours

Buses are the dominant mode of transport for Edinburgh-based students living off-campus, with 57% choosing to regularly travel by bus. Bus use also represents just under a quarter of all trips made by Heriot-Watt University staff. Working closely with bus providers to maintain, enhance and increase service provision to campus is critical.

For students, bus modal share has increased since 2017, with a corresponding drop in the use of single-occupancy vehicles. The National Entitlement Card (NEC) for under-22s was a likely driver of this shift.

Routes

The campus is well-integrated to the local bus network. Heriot-Watt's Edinburgh Campus is the terminal destination for a range of high-frequency, cross-city services including Lothian Buses services 25, 34, 35 and 45. The hourly 32 service between Craigmiles and Balerno includes as stop on campus. Bus stops are located throughout the site, bringing bus users to within a short walk of their end-destination on campus. Other buses serving West Lothian use external stops within walking distance from the campus, along the adjacent A71 corridor and at the Hermiston Park and Ride facility.

Connectivity

Most routes provide a direct connection to Edinburgh city centre, and beyond. For example, the 35 serves Edinburgh's Old Town and continues to Ocean Terminal in the very north of the city. Bus travel in Edinburgh is slow with frequent stops, and buses passing through the city centre to a destination on the other side can take well over an hour and a half to complete the entire route. While there are several orbital bus routes in Edinburgh, few serve HWU well. Interchange in the city centre is required to reach most suburban destinations which would otherwise be a short drive. As such, bus may not be the first mode of choice by users living outwith the Gorgie, Dalry or Slateford corridors.

Ticketing

Ticketing on Edinburgh's bus network is straightforward and integrated. The network promotes bus to bus interchange, with ticketing initiatives such as "TapTapCap" increasingly supporting multi-leg journeys and users being supported by an excellent app and web-based information platform. The Scottish National Entitlement Card (NEC) scheme was expanded in 2022 to give all under-22s free bus travel. User responses suggest that this initiative has increased bus ridership, with 79% of students at HWU holding a card. Students who do not qualify for the NEC scheme may take advantage of the discounted Lothian Buses Student Ridacard.

Real-time service information displays

These are incorporated into the Avenue bus stop. Due to the desire for additional live information highlighted in the 2023 travel survey, the University is fitting one at the Reception bus stop. Since 2022, Lothian Buses services, which terminate at the campus, have displayed 'Heriot-Watt' rather than 'Riccarton', helping those less familiar with Edinburgh's geography to identify services to the campus. This positive change was influenced by a previous version of the campus Travel Plan.

Service provider engagement

The University will continue to engage with Lothian Buses and other local bus operators to ensure that the needs of campus users are considered in future service and route provision, and in turn that the requirements of service providers are considered in campus developments.



Research Pk. North
 Edinburgh Pk. 
 Ratho
 City centre
 (via Union Canal)
 7
 (754) 

Main Reception ¹³
 West Gait &
 Residences ³⁴
 

Active travel

Behaviours

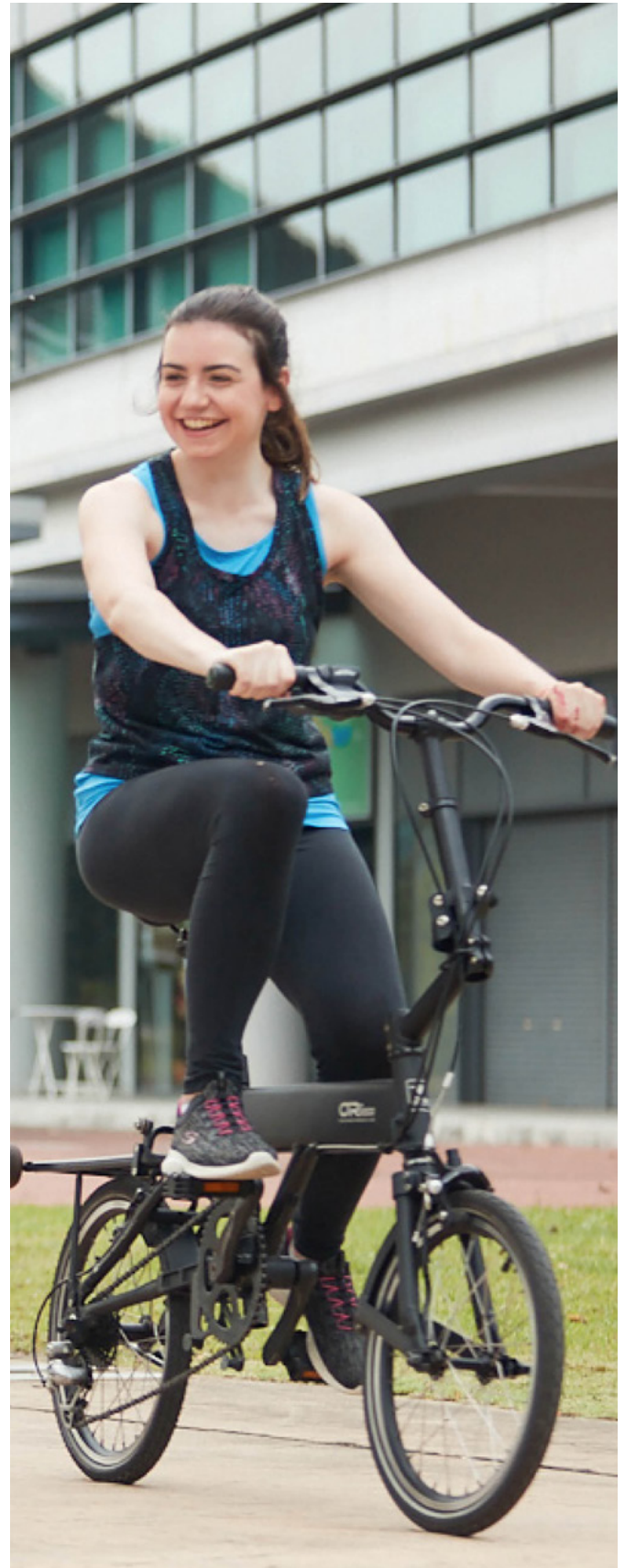
Active travel modes account for around 4% of trips among students with higher proportions of 9.5% and 12% among university and research park staff, respectively.

It is important to highlight that the travel survey was conducted during autumn months where the evenings were becoming darker and the weather worse. Therefore, it is possible that rates of active travel would be higher in the summer and lower in the winter.

Routes

The campus is situated between the Water of Leith and the Union canal linking Falkirk and Edinburgh city centre. Both routes form part of the National Cycle Network. The main existing cycle access route to campus is via the Union Canal towpath. Heriot-Watt University is signposted at canal path exits at Gogar Station Road and Hermiston House Road, from which it is a 5-minute cycle to the edge of campus. The positioning and visibility of National Cycle Network signage recently improved with Sustrans' review of their signage network.

The canal towpath provides a key active travel route. It is lit for some of its length within the city boundary, however it is unlit in the vicinity of the campus and beyond to the west. It may not, therefore, be the first choice of more vulnerable users particularly in the darker months. The narrow towpath makes it hard for cyclists to pass pedestrians and other cyclists, particularly beneath bridges. The path is prone to surfacing issues, such as damaged tarmac from roots beneath the path. However, it is convenient and traffic-free, providing a preferable alternative to the traffic-heavy Calder Junction where the A71 crosses the City Bypass and end of the M8 motorway. Heriot-Watt University is recognised by Scottish Canals as a key stakeholder surrounding the Union Canal Strategy, which considers issues such as lighting and surfacing as well as the overall development of amenities along the canal.



Cycle parking

More than 30 separate cycle storage areas are provided across academic and residential parts of the campus. Most existing facilities are simple but effective Sheffield racks. Around the academic buildings, most of these are covered with simple shelters. Cycle parking around the student halls typically take the form of an unsecured shed. The National Robotarium incorporates a two-tier hydraulically assisted parking rack. CCTV is used in some areas, such as the National Robotarium. Diversifying the type of cycle parking provided will broaden accessibility – for example, to accommodate electric and non-standard cycles and ensure suitability for vulnerable users. Enhancing the protection of cycle storage will help users feel at ease when it comes to storing bikes.

Other trip-end facilities

Many buildings have provision of showering, changing and equipment drying facilities; for example, the National Robotarium, business school, and Estates building have designated shower facilities for staff (and in some cases students) who work there. An agreement with Oriam is in place whereby staff commuting by active means can shower for free in the sports facility's changing rooms. However, provision of facilities is not consistent across campus. Many offices lack changing facilities and there are few centrally located showering facilities for students to use before a day on campus. In addition, existing facilities require a review to broaden accessibility and ensure user-friendliness, for example the inclusion of hooks, mirrors and drying equipment. The University will commit to ensuring that shower and storage facilities are provided in all new buildings.

Making Cycling Visible

There is a desire to raise the profile of cycling on campus. This can be achieved through delivery of prominent, secure and well-lit cycle stores to showcase and normalise cycling, as well as high-quality trip-end facilities.

Provision of bikes for staff

A Cycle to Work salary sacrifice scheme for staff has attracted 59 users since the University partnered with Cycle Solutions in 2023, and prior to this it attracted 144 users when the scheme was managed in house between 2015 and 2023. More than 50 existing staff now fully own a bike procured via the scheme. The scheme enables the purchase of a bike worth up to £3,000. This covers most hybrid bikes and some entry level e-bikes.

The University provides a long-term bike hire from its Bike Bothy facility at Oriam. Having embraced the now-discontinued Edinburgh Cycle Hire scheme (Just Eat bikes), with a number of on-site docking stations, the University is keen to play its part in consultation with The City of Edinburgh Council around the potential delivery of any new cycle hire scheme.

In the past, the campus has received Cycling Scotland's "Cycle Friendly Campus" accreditation, and previous grant funding from Cycling Scotland has helped to develop the Bike Bothy along with improved cycle path signage and cycle parking. This lapsed in 2022, and conversations are underway to re-join the initiative.

Train and Tram

Behaviours

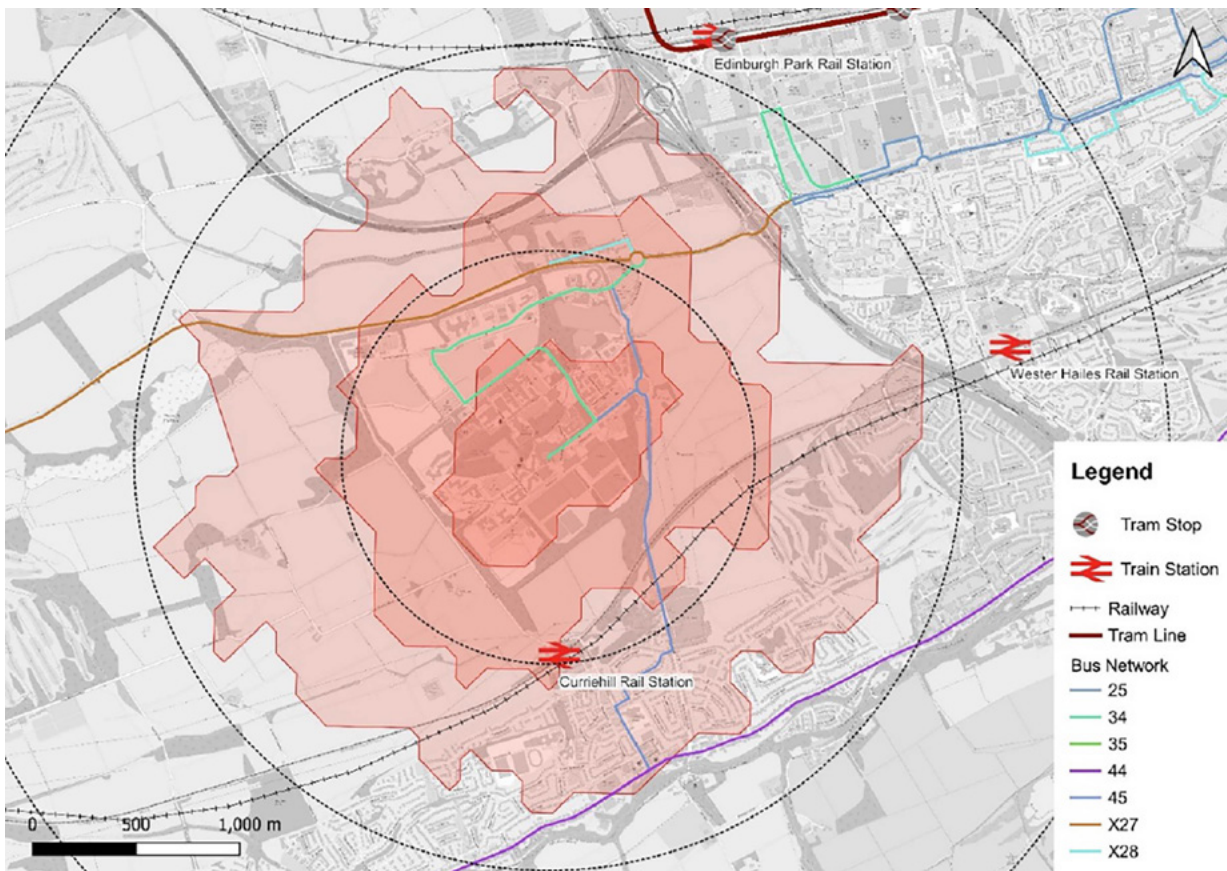
Travel via train or tram represents around 10% of modal share for both students and staff.

Access by Rail

Heriot-Watt University's Edinburgh Campus is between two train stations serving different lines – Curriehill, and Edinburgh Park. From Curriehill station an hourly service runs between Edinburgh Waverley and Glasgow Central via the Shotts line. Edinburgh Park provides frequent services to Central Belt destinations via the routes via Airdrie, and Falkirk. Edinburgh Park station is also served by the Edinburgh Airport-Newhaven tram line.

Edinburgh Gateway station, 2.5 miles to the north, serves Scotrail routes to Fife and further north. Opportunities for better-connecting Heriot-Watt's Edinburgh campus to these stations are currently being investigated.

The map below shows the location of the closest stations Curriehill, Edinburgh Park and Wester Hailes, set in the context of 10, 20 and 30-minute walking times and with bus routes to the campus also overlaid.



The walking and cycling distances and times for trips to and from these stations are as follows:

Curriehill – 1.5km

- Walking: 18 minutes
- Cycling: 5 minutes

Edinburgh Park – 3.0 km

- Walking: 42 minutes
- Cycling: 15 minutes

Wester Hailes – 3.1 km

- Walking: 42 minutes
- Cycling: 15 minutes

Station Connectivity

Linking bus services operate from Edinburgh Park and the Gyle Centre (close to Edinburgh Gateway), but are infrequent, even in peak periods. ScotRail permits carriage of bikes, by either booking or first-come-first-served depending on the service. It is also possible to take a bike on Edinburgh trams during quiet periods.

Responses to the 2023 travel survey indicate that members of the Heriot-Watt community travelling from West Lothian and Fife would consider shifting from commuting by private car to rail if there was improved connectivity between the Edinburgh Campus and from railway stations in west Edinburgh (Edinburgh Park, Edinburgh Gateway and Curriehill Station).

The safety and appeal of pedestrian and cycle access between local railway stations and the campus is limited. Steep gradients – for example, Cultins Road linking

the Broomhouse cycle path to the Union Canal – are challenging, whilst narrow pathways, poor quality lighting, poor quality road and path surfaces and busy roads undermine the appeal of active modes.

Demonstrating its commitment to active and sustainable travel, the University has completed a detailed design of an active travel route which would improve the path between Curriehill Station to the Heriot-Watt campus, with support from Sustrans' Places for Everyone fund. This 4-metre wide, fully segregated and surfaced active travel link would significantly enhance the quality of pedestrian and cycle trips to the railway station and it represents a key opportunity to better-integrate the campus to the adjoining Currie and Balerno residential catchments. Opportunities are being sought to work in partnership with Local Authorities and Regional transport Partnerships to deliver the construction of the path.



Visual of the route

Vehicle Use

Behaviour

Among staff at Heriot-Watt University, single-occupant vehicles are the majority mode- around 53%. A significant majority of trips, 68%, made by Research Park staff are single-occupant car trips and single-occupant vehicle trips made by students, although having decreased since 2017, are still 24%. Having decreased for staff between 2014 and 2017, single-occupant car use has increased in 2023. This aligns with a slight decrease in rates of car sharing – possibly an impact of the Covid-19 Pandemic.

Road connectivity

Heriot-Watt University is well-connected by road, with access to the M8 connecting Edinburgh and Glasgow, the M9 connecting Edinburgh and Stirling, and the A720 Edinburgh Bypass connecting the East of Edinburgh all close by.

Postcode data analyses reveal that staff home locations are somewhat spread out across the Central Belt of Scotland with the trunk road network enabling low journey times. Overall, Heriot-Watt is a convenient place to access by vehicle, which likely leads to the high proportion of vehicle usage.

Vehicle Access

The primary vehicle access to the campus is taken via Riccarton Mains Road at the eastern periphery, from where The Avenue leads to the main reception area at the centre of campus. Boundary Road East, Boundary Road North and Research Avenue North combine to form a circulatory link which serves buildings to the north of the campus, and on the research park. Through the emerging Campus Development framework, the possibility of a westward extension to Boundary Road North will be proposed. This would form a circulatory link within the site.



Parking

Approximately 2000 parking spaces are provided across numerous parking areas throughout the campus, of which 53 are disabled bays. The University operates a parking enforcement system, ensuring that permit spaces are not misused. Car parks are connected to campus via an extensive network of internal pedestrian routes. A further 220 spaces are provided at Oriam for public use, and additional parking spaces are provided adjacent to most buildings in the Research Park, managed by the tenant organisations. Currently, there is not a parking charge for users, however the University will be remaining aware of, and engaged in discussions surrounding, the City of Edinburgh Council’s plans surrounding the Workplace Parking Levy.

EV Usage

The campus incorporates a growing number of EV chargers, with 18 sockets in use (early 2024). Seven further EV chargers are provided specifically for use by the University’s own vehicle fleet. Following a consultant-led review, an EV Charging Policy is in development in

parallel with work to integrate the charge points and migrate them to a common back office, which would provide improved management control. Discussions around an EV salary sacrifice scheme are at the early stages. This must be considered in parallel to improvements to the campus’s charging facilities.

Lift sharing

The University uses Mobility ways’ LiftShare initiative, which allows users to match journeys with colleagues and set up car sharing arrangements. The scheme currently has 533 registered users who are based at the Campus. The 2023 travel survey indicated growing interest in the LiftShare scheme, with 196 respondents indicating that getting help in finding car share partners would encourage them to share at least some of their routine journeys. Results of the travel survey indicate that the majority of users arrive to the campus between 8:00 and 10:00 and depart between 17:00 and 18:00, which opens up a large user-base for trip sharing. The University is also considering a rewards/incentives scheme for those who choose to share their car journey

2014, 2017 & 2023 Mode Share

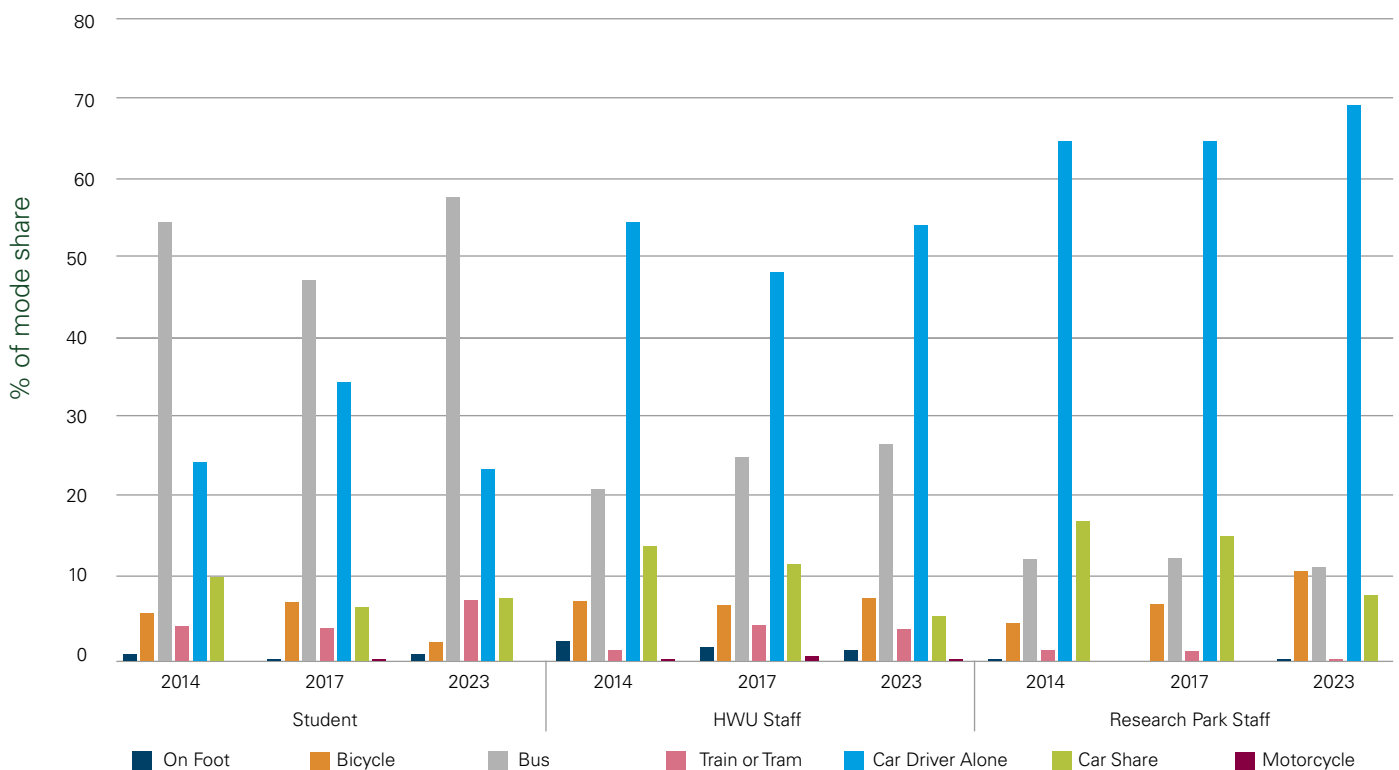


Figure 2 Mode share in 2014, 2017 and 2023: this graph shows the percentage split of how students (left), staff (centre), and staff from tenant organisations on Heriot-Watt University’s research park (right) travelled to the campus in 2014, 2017 and 2023.

1.3 Objectives and Targets

This section maps out Heriot-Watt university's Edinburgh campus sustainable travel objectives. More details regarding the planned interventions which are being, or will be, progressed to meet these objectives are outlined in section 1.4 on page 18. Some interventions support progress toward more than one objective.

Objective 1: Reduce single-occupancy vehicle use, and reduce the environmental impact of car travel

A reduction in single-occupancy car use can be achieved through all transport interventions. Providing viable, time-efficient, convenient and cost-effective alternative modes will encourage people to shift away from individual vehicle trips, for some or all their journeys to campus.

However, it is acknowledged that for some people, driving will be the only practical way to reach campus. This may be due to lack of alternative transport options from their home, childcare responsibilities, or accessibility needs. Environmentally-considerate use of cars will continue to be encouraged. This refers to actions that reduce overall emissions from car journeys to campus, which includes by reducing the overall number of vehicles travelling through liftsharing, and actively encouraging the use of electric vehicles (EVs), by enhancing the provision of EV charging facilities for staff and students.

Target 1: Reduce single-occupancy vehicle mode-share from 24% (student) and 53% (staff) in 2023 to 22% (student) and 49% (staff) in 2028

The target has been derived by applying the Scottish Government's 2021 target for a 20% reduction in vehicle kms driven between 2021-2030. A reduction in single-occupancy vehicle usage will be measured through ongoing biennial travel surveys on odd-number years.

Target 2: Increase mode share of liftsharing from 8% (student) and 6% (staff) to 14 % (student) and 12% (staff) by 2035

As well as driving down carbon emissions, liftsharing reduces congestion on the roads in and around campus, which decreases local air pollution to improve the health of our community and reduces journey times. In addition, fewer cars help make the campus a more welcoming pedestrian environment for everyone.

Target 3: Install 20 additional EV charging outlets by 2035

Supporting the transition to EVs will also result in lower tailpipe emissions and, thanks to Scotland's predominantly renewable power grid, daily carbon savings of tens of kilograms per EV driver over combustion engine vehicle driver. Heriot-Watt will support continued EV uptake among staff, particularly those who do not have a home charger, by:

- o Installing additional EV chargers
- o Introducing a fair charging tariff
- o Ensuring EV bays are accessible and safe for all users

Objective 2: Improve the modal share of active travel by improving the provision of active travel facilities on and, where possible, to campus

Improving the experience of people walking, wheeling and cycling to Heriot-Watt's Edinburgh campus could increase uptake of these modes. According to Edinburgh's 2023 Walking and Cycling Index, delivered by Sustrans, 25% of Edinburgh residents do not cycle but would like to. People highlighted barriers such as lack of secure cycle parking at their destination and lack of interconnectivity with public transport. By removing those barriers, we enable people to improve their wellbeing by travelling in an active way.

Target 4: Increase mode share of cycling to 5% (student) and 10% (staff) in 2028

The mode share of cycling will be measured through ongoing biennial travel surveys on odd-number years. Please note, due to Heriot-Watt's distance from residential areas, it is assumed that there is unlikely to be a significant increase in the mode share of walking. Thus, our targets focus on increasing the mode share of cycling due to its greater viability.

Objective 3: Improve public transport accessibility

Although well-connected to the west of Edinburgh by buses, travelling to campus by train requires some creative forward-planning. By improving links to the local stations, through active travel route improvements and greater engagement with a variety of local transport providers such as bus companies, Heriot-Watt can facilitate easier train travel to its Edinburgh campus. This will help increase the number of low-carbon commutes, and the number of rail trips taken instead of flights by visitors from throughout the UK.

Target 5: Increase in mode share of train: from 7% (student) and 4% (staff) to 15 % (student) 12% (staff) by 2035

The University will continue to engage with bus operators to ensure that optimal bus routes which facilitate station connectivity serve the campus.

Objective 4: Continue to support connected and hybrid working

The University will continue to support connected and hybrid working to reduce the need for unnecessary trips. This includes supporting a hybrid working model and providing equipment for videoconferencing so that people do not have to travel for both internal and external meetings.

In-person collaboration is, however, a useful tool and critical to many colleagues' work. Heriot-Watt University expects colleagues to be primarily campus-based, with the option to work two days out of five (FTE) from home subject to manager discretion. Colleagues should appraise the need to travel further afield based on their individual project requirements. The forthcoming Climate Advocacy Course, which will be available to all students and staff, will provide information on the impact of carbon emissions which can help with carbon-friendly decision making.



1.4 Development Actions

Active Travel

Development actions	Objective	Timescale
<p>Cycle to Work Scheme for staff</p> <ul style="list-style-type: none"> o Continue to promote the scheme to assist employees with the purchase of bikes and e-bikes. 	2,1	Ongoing
<p>Enhance on-campus services for cycle users</p> <ul style="list-style-type: none"> o Support continued operation and further development of the Bike Bothy service, operated by Oriam. The Bike Bothy provides services including cycle hire, bike servicing and led rides. Maintain existing bike repair stations on campus and equip the Bike Bothy with readily-available tools for cyclists such as pumps, Allen keys, etc. 	2,1	Ongoing
<p>Continue to Promote Active Travel</p> <ul style="list-style-type: none"> o Continue interdepartmental collaboration to champion events such as Bike Breakfasts, promotion of initiatives such as the Cycle to Work Scheme and led rides. 	2,1	2027
<p>Improve Cycle Parking Provision</p> <ul style="list-style-type: none"> o Install prominent, user-focussed and well-lit cycle parking. Ensure that stores can accommodate e-bikes, e-scooters, and cargo bikes. Improve storage security particularly around the student halls via retrofitting and installing locks based on residents' existing access keys/cards. 	2,1	2027
<p>Improve Other Trip-End Facilities</p> <ul style="list-style-type: none"> o Expand the availability and quality of shower and changing facilities across the campus. Enhancements could include storage lockers for personal cycling equipment, drying spaces for wet gear and accessibility improvements for all users. All new buildings will include appropriate provision for shower and changing facilities, and equipment storage. 	2,1	2027/2031
<p>Improve the Active Travel Experience on and Around Campus</p> <ul style="list-style-type: none"> o Heriot-Watt's 2024 Campus Development Framework aims to raise the profile of active travel on campus by creating a welcoming environment for cyclists and pedestrians. This will incorporate installation of directional signage, the placement of campus maps throughout the site, and enhancements to the groundscape to reinforce the prioritisation of space for pedestrians and cycles throughout the campus in the longer-term. 	2,1	2027/2031
<p>Improvements to Access Paths and Road Crossings on Campus</p> <ul style="list-style-type: none"> o Correct areas where active travel paths are severed by internal traffic routes, such as at the junction of The Avenue and Boundary Road East. 	2,1	2031
<p>Engage and Collaborate to Champion New and Existing Paths and Access Routes Off Campus</p> <ul style="list-style-type: none"> o Engage with the City of Edinburgh Council and regional authorities to support development of additional, and retention of existing, active travel links to the University and beyond. Continue to support the delivery of the proposed Curriehill active travel link, improving access to Curriehill railway station and the Water of Leith path. Explore opportunities to improve access to adjacent existing active travel links, such as the Broomhouse path. 	2,1,3	2035
<p>Collaborate With Local Authorities to Improve External Junctions</p> <ul style="list-style-type: none"> o Work in collaboration with local authorities to improve the pedestrian and cycle access at key external junctions such as the Riccarton Mains Road / (A71) Calder Road roundabout and the grade-separated junction of the A71 Calder Road and A720 Edinburgh City Bypass. 	2,1	2035

Public Transport

Development actions	Objective	Deliver By
<p>Improve Access to Route Information</p> <ul style="list-style-type: none"> o Promote public transport via displays throughout the campus. o Promote web and app-based information sources. o Facilitate events, include essential travel information in induction pack. o Explore delivery of real-time information displays at bus stops on the campus. 	3	2028
<p>Improved Railway Station Connectivity</p> <ul style="list-style-type: none"> o Continue to seek partnership opportunities to deliver the Curiehill Active Travel Link, which was designed in 2024. Work with Scotrail and Network Rail to ensure the incorporation of clear directional signage within the station setting and over the route length. o Seek and trial ways to improve connectivity between the campus and Edinburgh Park and Edinburgh Gateway stations. o Collaborate with Lothian Busses and the City of Edinburgh Council to ensure continued connectivity between the Edinburgh campus and Edinburgh Park/Gateway stations. 	3,2	2031
<p>Wayfinding</p> <ul style="list-style-type: none"> o Work with public transport providers to deliver improved signage and wayfinding information at adjoining bus stops, park and ride facilities and railway stations and on routes between those nodes and the campus. 	3	2028
<p>Optimise bus Routing on Campus</p> <ul style="list-style-type: none"> o Deliver sections of 'bus-only' road space to prioritise buses over private vehicle transport and ensure optimal passage of bus routes through the campus. 	3	2035
<p>On-Site Bus Stop Improvements</p> <ul style="list-style-type: none"> o Upgrades to the placement, appearance and capacity of on-site bus stops, considering the context of key destinations within the campus. o Upgrade the central bus stance to ensure the effective integration of buses at the heart of the site. 	3	2028 2031
<p>External Bus Stop Improvements</p> <ul style="list-style-type: none"> o Seek coordinated improvements to the bus stops on Calder Road including live departure boards, a formalised crossing over the A71, and improved wayfinding to the core of the campus via internal footpaths and signage. 	3	2031
<p>Engage With Local Authorities. Service Providers and Developers to Represent the Interests of the University</p> <ul style="list-style-type: none"> o Share insights from biennial travel survey and other relevant data to help service providers understand travel patterns which could assist with service planning o Explore opportunities to deliver improved links between the campus and amenities such as Edinburgh Park and The Gyle o Explore opportunities which may emerge through City of Edinburgh Council's City Mobility Plan (2030) o Monitor progress of, and engage with, initiatives such as the CAV Forth Driverless Bus Trial and the Edinburgh and South East Scotland (ESES) Mass Transit package to identify potential opportunities that they new links may propose, particularly for staff and students living in Fife and the Lothians. 	3	Ongoing
<p>Advocate for our students' sustainable transport projects</p> <ul style="list-style-type: none"> o Through facilitating connections with local authorities, industry and other stakeholders. 		Ongoing

Vehicle

Development actions	Objective	Timescale
<p>Provide access to Car Club Vehicles</p> <ul style="list-style-type: none"> o Reduce in grey fleet reliance by hosting car club vehicles on campus. This will support the interests of users who require occasional access to a vehicle for ad-hoc business travel. 	1,3,4	2028
<p>Decarbonise Fleet and Increase the Availability of Pool Vehicles</p> <ul style="list-style-type: none"> o Ensure delivery of the 2024 Climate Action Framework goal of all non-specialist University fleet vehicles being zero emission fleet by 2025/6. o Support departments to provide zero-emission pool vehicles for their teams where desired. 	1,4	2028
<p>Ride Sharing</p> <ul style="list-style-type: none"> o Increase promotion of Heriot-Watt's LiftShare platform to grow the active user base, which will increase the probability of finding a LiftShare partner for existing and future users. 	1,4	2028
<p>EV Charging Points</p> <ul style="list-style-type: none"> o Publish the EV Charging policy to ensure appropriate and equitable usage of EV charge points. o Migrate all charging units to the Fuuse back office, upgrading non-OCPP-1.6+ compliant units where necessary. o Introduce staff and student-only charge point access, facilitated by staff RFID cards. o Introduce a tariff for charging, commensurate with the cost of home electricity, to encourage users who can charge their vehicle at home to do so. This will make EV ownership a more viable option for community members who do not have a driveway. o Continue to monitor usage of points and install further points to meet demand, supported by policy and data as appropriate. o Install 20 new EV chargers on campus. 	4	2028 2035
<p>Car Parking Provision</p> <ul style="list-style-type: none"> o Develop a campus parking strategy, underpinned by an equitable approach to the use and allocation of the finite parking capacity, working on the basis that parking spaces should be prioritised on a 'needs' rather than a 'preferences' basis. o Commit to cap overall capacity at present day rates. 	1,4	2028

1.5 Appendix 1 – Summary of Targets

Number	Target	Baseline (2023)	2028 Targets	Measurement	Ongoing Targets
1	Reduce mode share of single-occupancy vehicles	24% student 53% staff	22% student 49% staff	2027 travel survey	New targets to be set in 2028, considering commuting emissions. Targets will be in line with Heriot-Watt University's ambition to be come net zero by 2035
2	Increase mode share of liftsharing from 8/6% to 14/12% by 2035	8% student 6% staff	10% student 8% staff	2027 travel survey	New targets to be set in 2028, considering commuting emissions. Targets will be in line with Heriot-Watt University's ambition to be come net zero by 2035
3	Install 20 new EV chargers by 2035	17 existing	5 installed	Number of EV chargers installed	2035 20 installed
4	Increase mode share of cycling	3% student 8% staff	5% student 10% staff	Ongoing regular travel surveys	New targets to be set in 2028, considering commuting emissions. Targets will be in line with Heriot-Watt University's ambition to be come net zero by 2035
5	Increase in mode share of train: 7/4% to 15/12% to Y by 2035	7% student 4% staff	10% student 6% staff	Ongoing regular travel surveys	New targets to be set in 2028, considering commuting emissions. Targets will be in line with Heriot-Watt University's ambition to be come net zero by 2035

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