



QUEEN'S
UNIVERSITY
BELFAST

TRAVEL PLAN

2023 - 2028





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FOREWORD

Like all universities, travel is a major contributor to our carbon emissions. Over one third of our total carbon comes from transport-related activities – including fleet transport, business travel, and staff, students and visitors commuting to and from campus.

In October 2019, Belfast City Council declared a climate emergency and set ambitious targets to reduce Belfast’s net carbon emissions by 80% by 2030 through the Belfast Resilience Strategy. As one of the largest organisations and employers in the city region, we are committed to supporting this programme and we are proud to work in partnership with the City Council as co-chairs of the Belfast Climate Commission.

At Queen’s, Strategy 2030 sets out how we will embed the sustainability goals across all our activities. In October 2023 we launched our Net Zero Plan – developed through extensive consultation with our staff, students and external stakeholders – which aims to make the University net zero carbon by 2040.

Underpinning some of these important objectives, our Travel Plan 2023 – 2028 sets out a commitment to reducing our environmental impact through supporting and encouraging sustainable travel choices within the campus community. It also requires us to adopt policies which promote a conscious approach to travel, reducing unnecessary travel where we can. The plan also responds to the fundamental changes we are seeing in a post-pandemic world. It is clear that COVID-19 has significantly transformed travel behavior.

For the first time, our Travel Plan sets targets based on carbon reductions, contributing to the broader sustainability objectives of the University. These carbon targets will be achieved through more sustainable travel behaviours and through advances in technology such as increases in electric car ownership and technological advances which support hybrid working.

We will continue to monitor the impact of the Travel Plan, including through regular travel surveys, and will report back on progress.

We look forward to working with our staff, students and partners to continue to identify ways to make it safer, more convenient and more affordable to walk, cycle and make use of public transport for travelling to and from our campus.

Thank you for your support.



Professor Michael Alcorn

Associate Pro-Vice-Chancellor
(Sustainability and Strategic Projects)

EXECUTIVE SUMMARY

Queen's University Belfast has committed to achieving net zero greenhouse gas (GHG) emissions by 2040 through the institutional Net Zero Plan. Emissions related to staff and student commuting account for 8% of total emissions at the University.

The purpose of the Travel Plan is to reduce the impact of University related traffic on the environment and local community by encouraging staff, students and visitors to travel by sustainable travel modes, achieving this through an improvement in the choice and availability of more sustainable alternatives.

To achieve this target, the Travel Plan will:

- Actively promote the health and well-being benefits of all forms of sustainable travel.
- Implement and promote all forms of sustainable travel as an alternative to private car travel.
- Collaborate and advocate with key regional stakeholders and the wider community.

The latest travel survey showed that travel by car by both staff and students has increased over the past 3 years. We aim to take steps to reverse this trend over the next 5 years through a revised and updated action plan that includes a package of measures that will support the transition to sustainable travel.

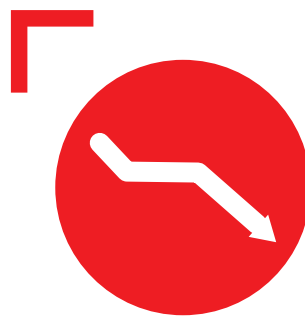
We have developed a new approach to the measures contained within our Travel Plan – focusing on three priority areas – where we can deliver measures, where we can make

policy decisions and where we can lobby others to improve sustainable travel options.

As outlined in the Travel Plan Measures section and Continuous Improvement Plan (see Appendix A and B respectively) this will range from promoting active travel, lobbying for public transport improvements and encouraging sustainable car use.

We'll continue to measure the impact of our Travel Plan through biennial travel surveys and through a review of the impact of specific measures; ensuring it remains a relevant and effective strategy for reducing the environmental impact of travel.

Key to the success of any travel plan is effective partnership working. The measures and ongoing monitoring of the success of the Travel Plan will be delivered in partnership with the Students' Union and a range of key internal and external stakeholders to ensure the travel issues faced by both staff and students are at the heart of the Travel Plan and to reflect on changing travel needs over time.



25%

THE TARGET FOR THIS TRAVEL PLAN WILL BE TO REDUCE THE CARBON EMISSIONS ASSOCIATED WITH COMMUTING BY 25% BY 2028.

CONTEXT



The University's sustainability journey commenced in 2005 with the launch of the first Travel Plan which highlighted a strong commitment to encourage and support sustainable travel choices for staff and students.

Since 2005, the Travel Plan has been successful at reducing the proportion of trips by car by both staff and students. With investment in cycling infrastructure, a robust car park management policy, support for Electric Vehicles through charging points on campus and support for public transport through promotion of discount ticketing arrangements, the University has maintained its commitment to sustainable travel.

This Travel Plan is not a stand-alone document as it has clear links with the Net Zero Plan, Strategy 2030 and the Estates Development Master Plan. The Travel Plan is used in the University's capital development programme, as it clearly demonstrates a proactive approach to managing the demand for travel in the context of future development. With many staff and students now commuting less frequently to campus some of the traditional challenges around car park demand and peak period capacity on public transport have, in the short term, reduced. The Travel Plan aims to ensure these changes do not result in a long term increase in car travel by continuing to explore opportunities to incentivise and support sustainable travel options.



The Travel Plan will provide a summary of current travel habits and the issues faced by staff and students before outlining a range of tangible targets to deliver mode change and reduce reliance on the car. For the first time we have moved from an overarching target based on reducing the proportion of trips by car to one based on carbon savings. The Travel Plan will then focus on the measures and initiatives we are committed to delivering over the five-year period to meet these ambitious environmental targets.

For the first time the Travel Plan measures and priorities are focused on three core themes:

1. Measures where the university can be proactive to support sustainable travel choices (for day to day travel and business trips/student trips 'home');
2. Where internal actions can be taken to reduce travel (business or commuting) through policy and procedure; and
3. Actions where the University can be reactive to the concerns of staff and students and lobby for improvements/ support from key external stakeholders and partners to facilitate sustainable travel behaviour.

The University recognises that travel choices are not only dictated by the destination; it's also about where our staff and students come from and the limits that places on their travel options.

Whilst it's really positive to note that a significant number of our staff and students do live close enough to benefit from being able to travel by sustainable modes of travel, we also need to reflect on the extent to which our position, the catchment area for both staff and students is extensive and many travel considerable distances to campus.

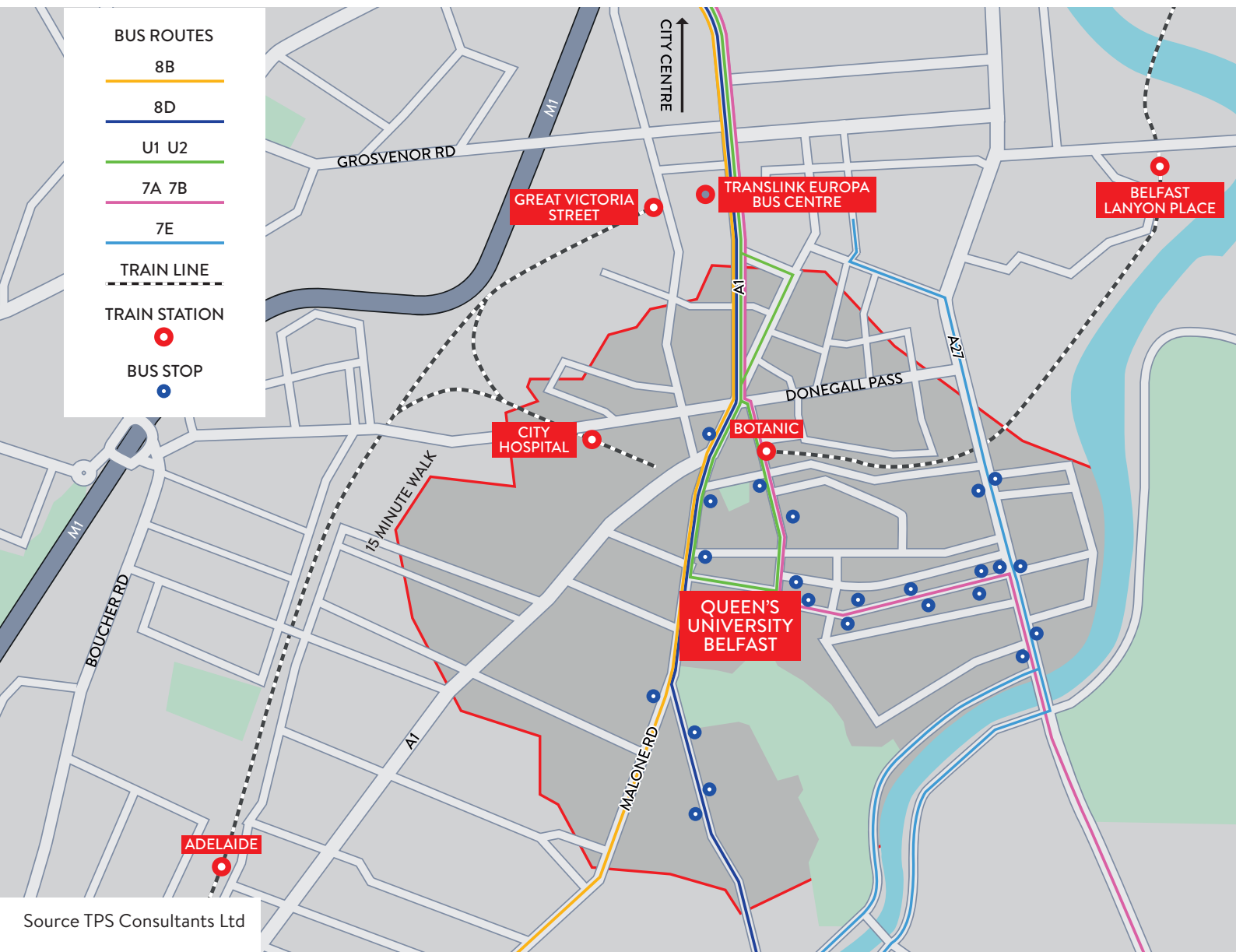
ACCESSIBILITY AND LOCATION

The urban setting of the university campus provides great opportunities for staff, students and visitors to access our facilities by sustainable modes of travel.

With public transport links to local, regional and national destinations and robust limitations on campus parking entitlement, many of the factors that typically encourage unsustainable travel choices are not prevalent at the University.

As illustrated in **Figure 1** below our campus is located close to a range of public transport options and is within walking distance of the city centre.

Figure 1 Local Area Map





HOW WE TRAVEL

To inform the development of this Travel Plan, a full staff and student travel survey was undertaken to monitor the impact on travel behaviour.

The survey was well received and we had a total of 1,850 members of staff and 2,564 students completing the survey which ensured we have a statistically reliable data with which to assess travel habits, environmental impact and to consider the most appropriate measures to commit to delivering over the coming years.

TRENDS IN STAFF TRAVEL PATTERNS

With flexible working patterns, changing personal circumstances and new approaches to work coming out of the pandemic, how often people travel and the modes of transport they use for these journeys has shifted significantly.

Prior to the pandemic the majority of full time staff commuted to campus five days a week however this has significantly reduced as hybrid working practices become embedded.

There are significant environmental benefits associated with reductions in the frequency of travel, both in terms of local air quality, congestion and also the broader carbon impact of travel.

There are also challenges associated with reduced frequency of travel to the University including increased dependence on the car and a reduction in demand for public transport.

At present, around 44% of staff travel to work by car on their own, public transport makes up 27% of trips and active travel 20%.

The latest survey showed a significant increase in the proportion of trips by car alone – up from 32.2% in 2020 to 44% in 2022. This has been due to reductions in the proportion of trips by car share (down from 9.4% to 7.8%) and a significant reduction in both public transport trips (from 32.2% to 27.1%) and walking (from 17.9% to 13.7%).

The action plan of this Travel Plan will seek to reverse these trends through proactive measures to support and encourage sustainable travel for the daily commute.



46%

OF STAFF

1,850 members of staff completed the survey.



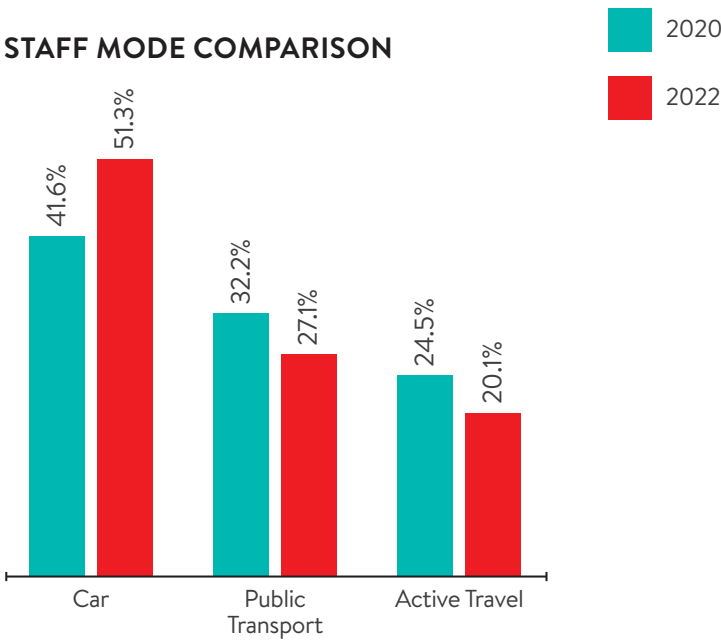
13%

OF STUDENTS

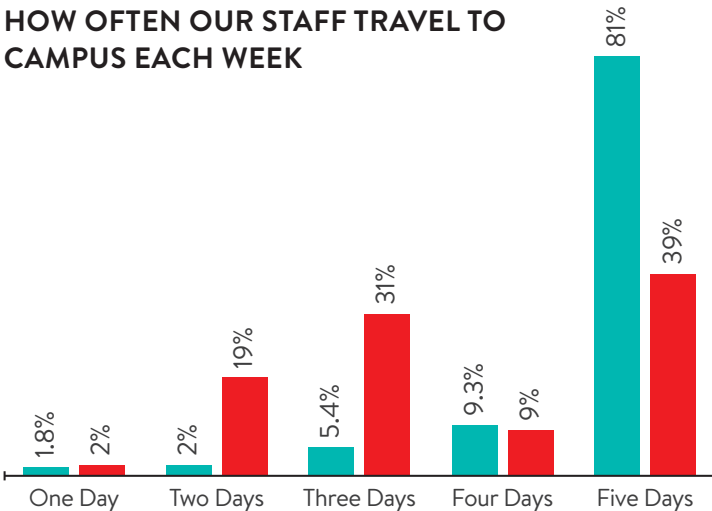
2,564 of our students completed the survey.

HOW TRAVEL PATTERNS HAVE CHANGED SINCE THE COVID-19 PANDEMIC

STAFF MODE COMPARISON



HOW OFTEN OUR STAFF TRAVEL TO CAMPUS EACH WEEK



OF THOSE WHO CURRENTLY DRIVE

25%

OF CAR DRIVERS ALSO OCCASIONALLY TRAVEL BY ANOTHER MODE

41%

WOULD CONSIDER CAR SHARING



48%

WOULD CONSIDER USING PUBLIC TRANSPORT

20%

WOULD CONSIDER CYCLING



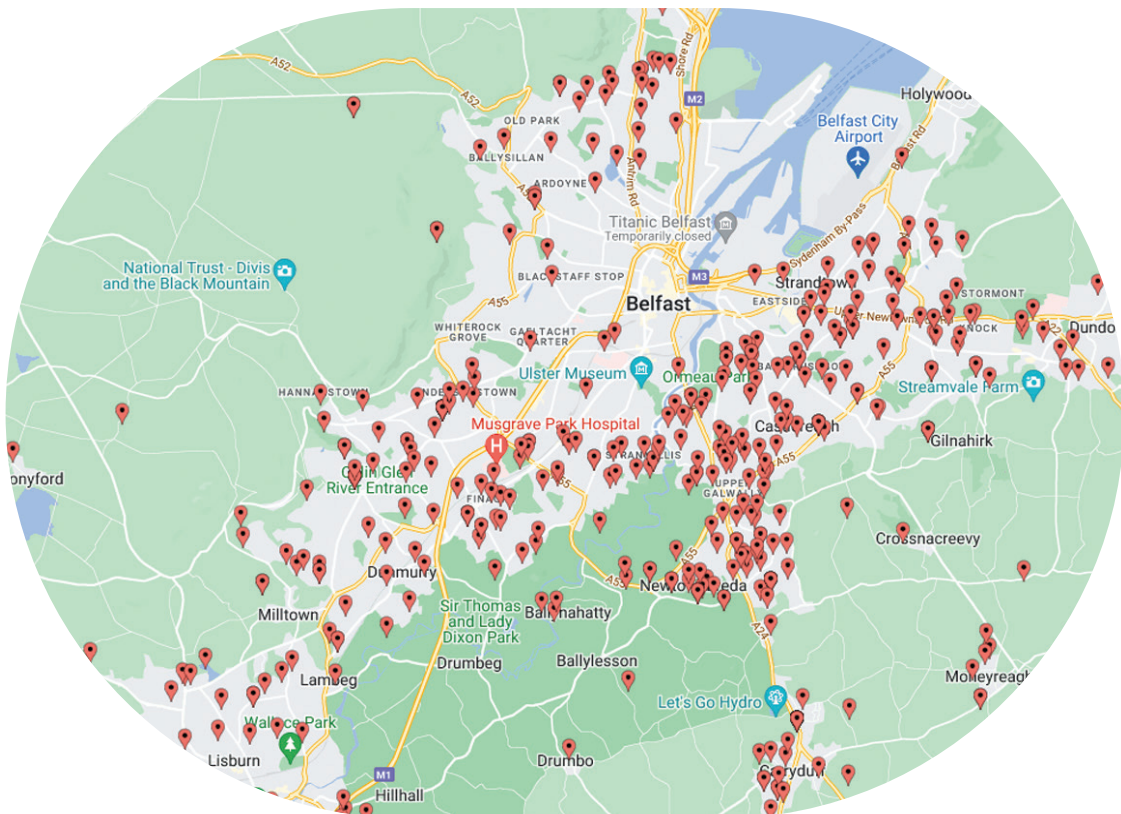
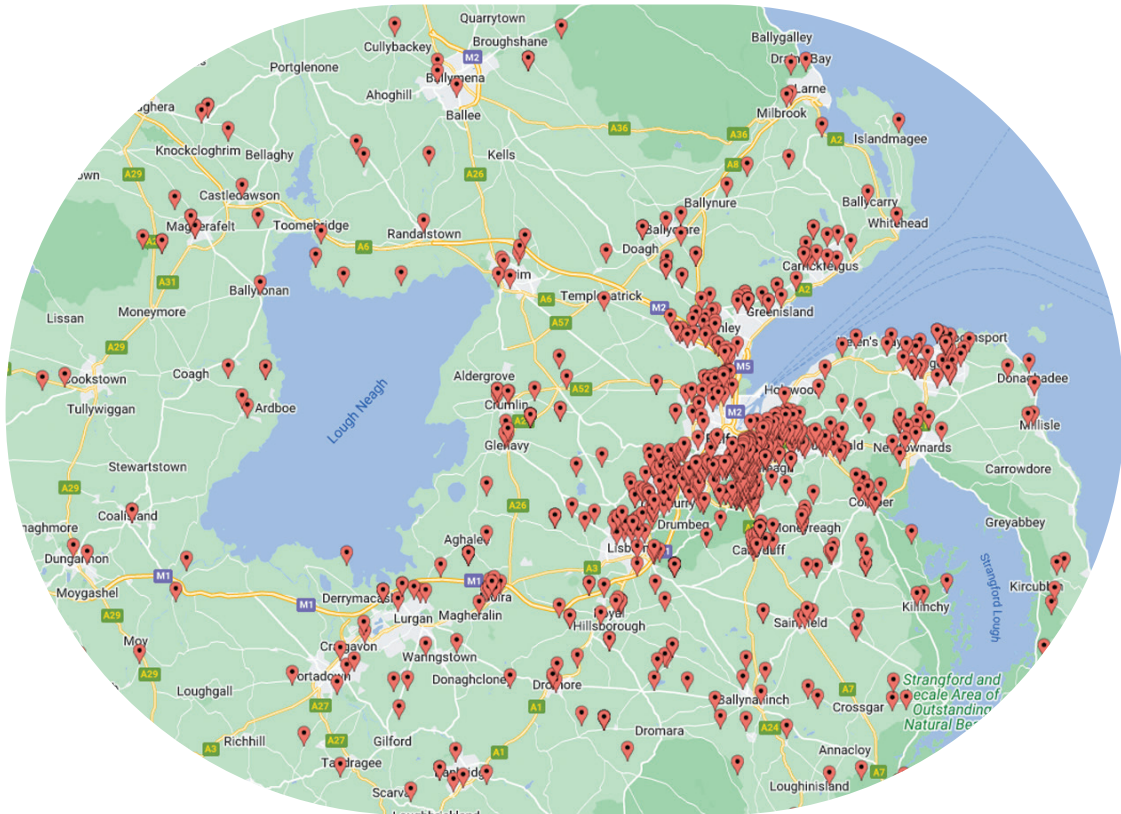
10%

WOULD CONSIDER WALKING

Postcode mapping has been used to identify where those that commute by car (alone) travel from; this information enables us to target our Travel Plan measures and marketing strategy accordingly.

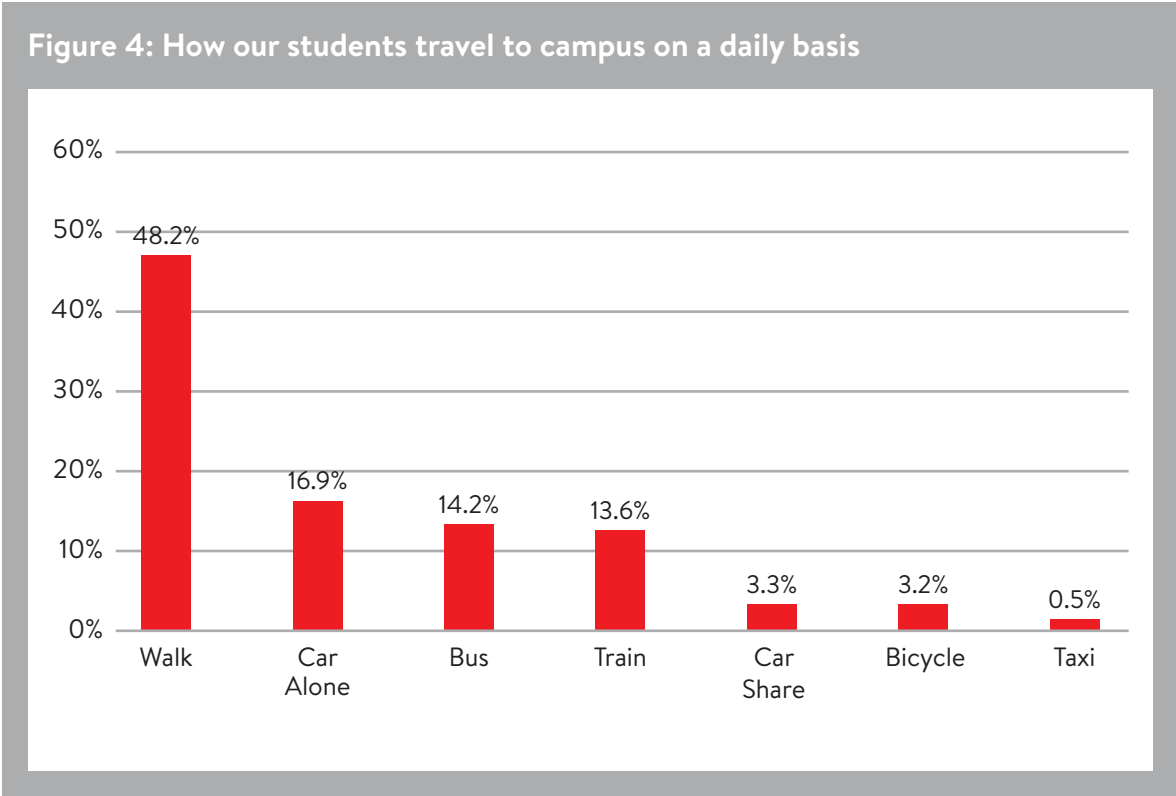
Figure 2 and **Figure 3** show the geographical dispersal of car drivers, as single occupants, and illustrates that whilst many travel quite considerable distances there are also a large group of staff that drive to the University, who live within only a few miles of the campus.

Figure 2 and Figure 3 Where Staff Car Drivers Travel From



TRENDS IN STUDENT TRAVEL PATTERNS

The results of the 2022 travel surveys suggest that the proportion of students travelling by sustainable modes on a regular basis is 83%, with almost 50% of daily commuting trips by student on foot; **Figure 4** illustrates that there is much evidence of a willingness amongst students to travel by active modes. The key challenge in relation to student travel is that a high proportion of students live at their family/parental home within Northern Ireland and commute considerable distances.



STUDENT TRAVEL PATTERNS START AND END OF TERM

It is important to note that the student survey not only considered how students travel to and from campus on a daily basis, but also their journey at the start and end of term and trips made home during the year. This was done to ensure when reporting on the carbon impact of travel we didn't miss the significant impact of arrivals and departures.

Journeys to and from students permanent/family homes contribute a significant amount to our total carbon emissions. This is especially true of our students who are either international students or from other parts of the UK where 90% of trips at the start and end of term are by plane.

Based on responses to the student survey, **Figure 5** illustrates how students have indicated their mode of travel at the start and end of the academic year. **Figure 6** indicates the change in student travel behaviours between 2020 and 2022.

Figure 5: How our students get here at the start of term

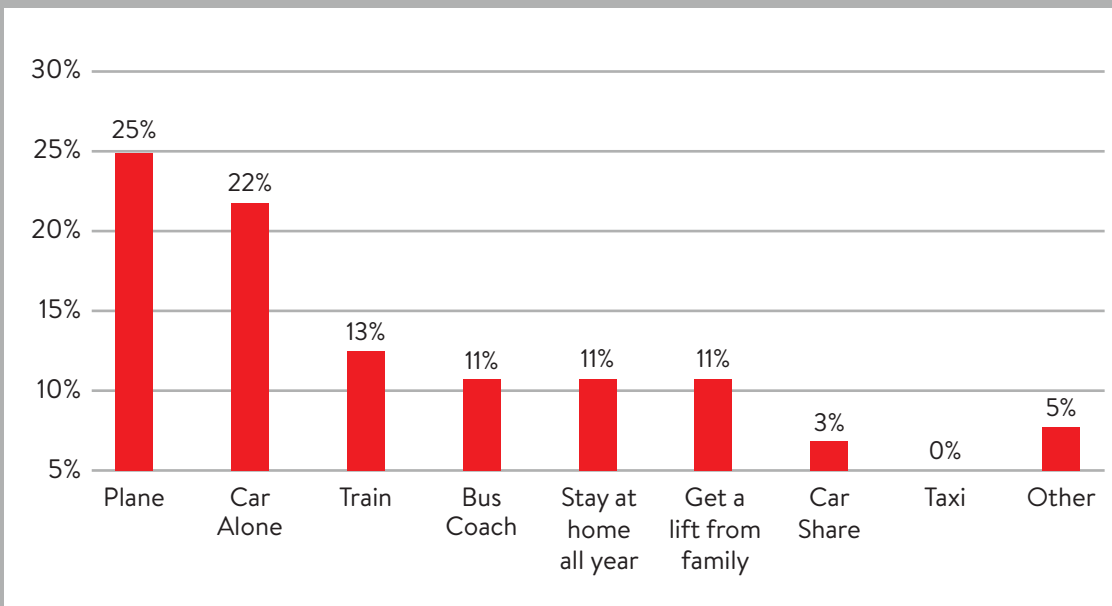
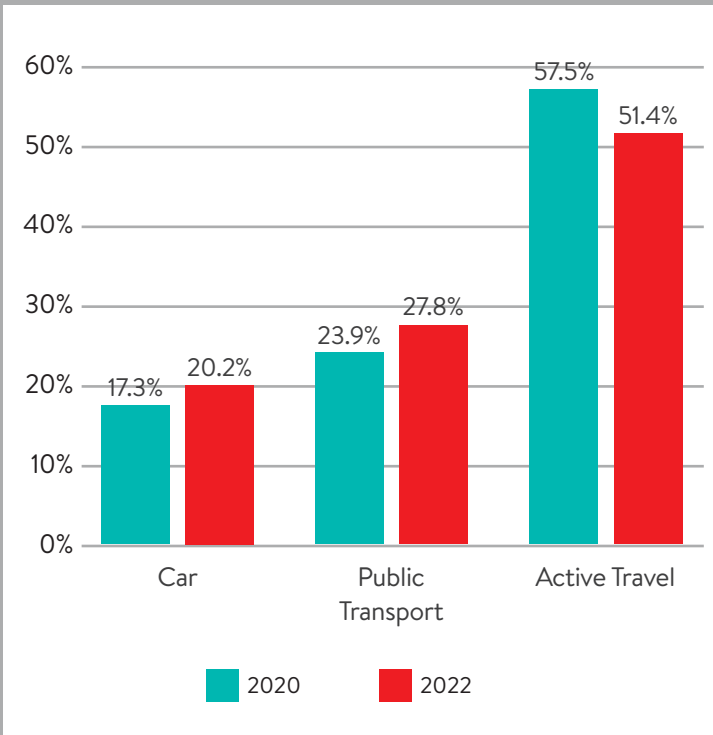


Figure 6: How Covid-19 has changed travel patterns.
Student mode comparison



OF THOSE WHO CURRENTLY DRIVE

28%

ALREADY TRAVEL BY
SUSTAINABLE TRAVEL
OPTIONS ON AN
OCCASIONAL BASIS

58%
OF STUDENTS LIVE
WITHIN 5KM OF CAMPUS

75%
WOULD CONSIDER
CAR SHARING



59%
WOULD CONSIDER
USING PUBLIC
TRANSPORT



14%
WOULD CONSIDER
CYCLING



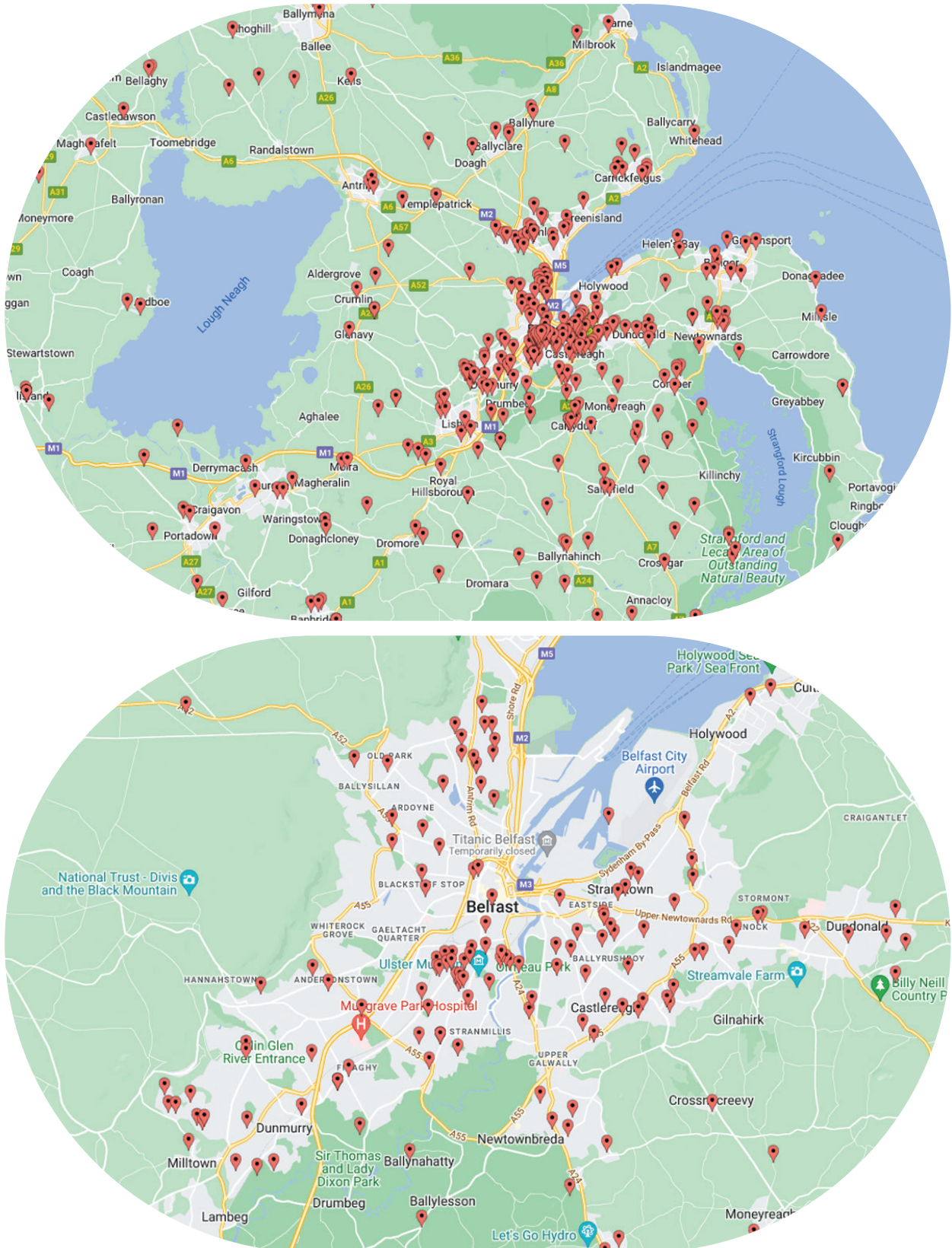
11%
WOULD CONSIDER
WALKING



Again, postcode mapping has been undertaken - **Figure 7** and **Figure 8** illustrates the home postcodes of students that suggested that they travel to University by car alone.

This illustrates that while we have students travelling considerable distance, we also have many living locally that choose to travel by car.

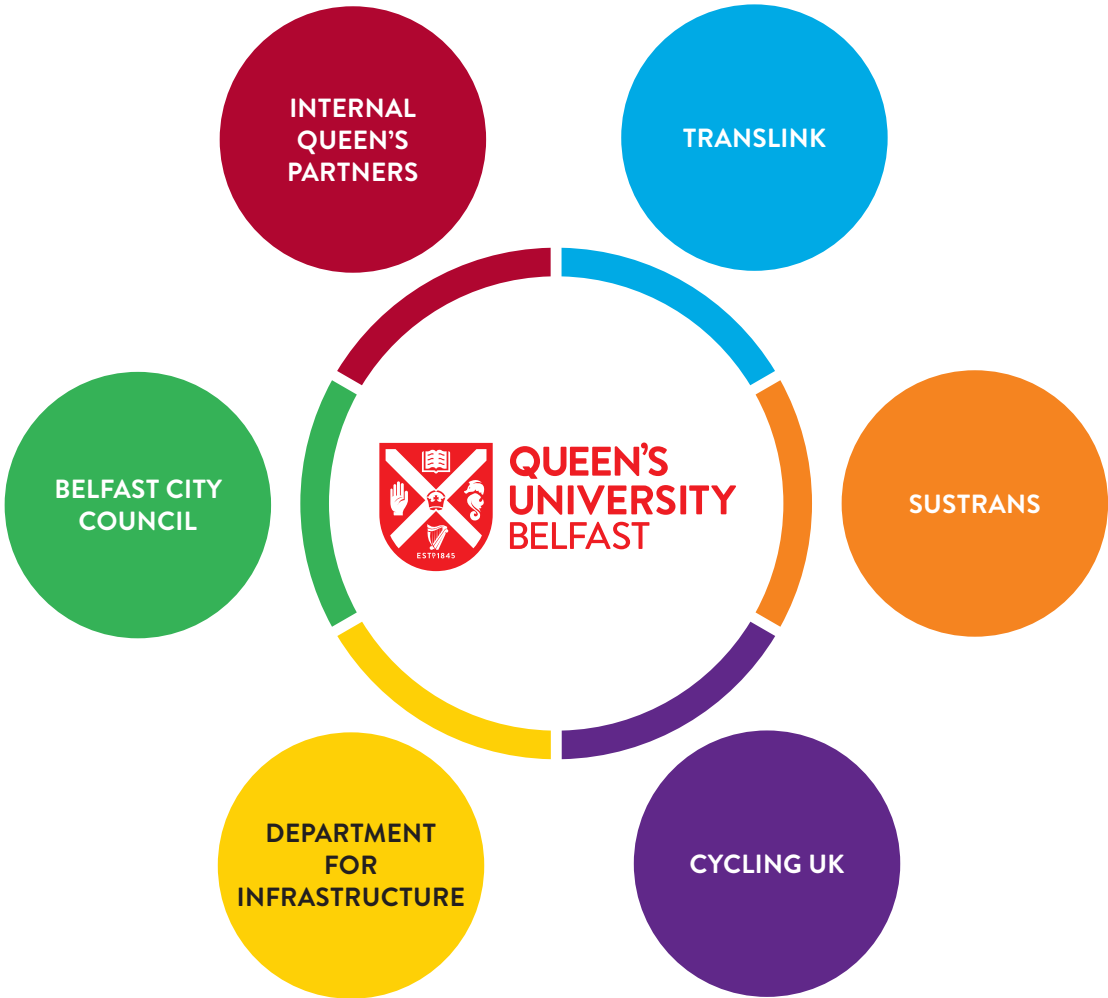
Figure 7 and Figure 8 Where Student Car Drivers Travel From



COLLABORATIVE ENGAGEMENT

The Travel Plan works proactively with key stakeholders and partners to pursue infrastructure improvements and transport enhancements beyond the boundaries of the campus.

In addition to the travel survey which gathered detailed feedback from members of staff and students, in developing this Travel Plan we also consulted with a wide range of internal and external stakeholders to understand how the University work with partners to seek deliver improvements and lobby for enhancements.







OUR CARBON IMPACT

From the travel survey findings, we have assessed the environmental impact of travel. This carbon assessment has been used to set targets, initially for commuting (day to day travel) to reduce carbon emissions and contribute to the Net Zero aspirations of the University. This also aligns with the Standard Carbon Emissions Framework developed by the Environmental Association of Universities and Colleges.

In travel terms we generate carbon from three key trip generators:

- Day to day commuting trips;
- Student travel to permanent homes (at the start and end of term and mid term trips home); and
- Business Travel

As illustrated below, a total of 21,853 tonnes CO₂e per annum are currently generated by staff and student travel at the University (based on the 2022 survey data responses)



CARBON FROM STUDENT TRAVEL (TONNES CO₂E)

START AND
END OF TERM

6,489

TONNES CO₂E

TRIPS TO FAMILY HOME
DURING TERM

9,690

TONNES CO₂E

DAY TO DAY
COMMUTING

4,639

TONNES CO₂E

CARBON FROM
STAFF COMMUTING
(TONNES CO₂E)

3,035
TONNES CO₂E



With a focus on reducing carbon emissions from day to day commuting to campus (for both staff and students) it is important to reflect on where that carbon is generated. For the first time in 2022 our carbon assessment also took into account travel by occasional modes, giving the most accurate and reflective assessment of total environmental impact to date.

Travel by car generates a significant proportion of carbon, which is greatly disproportionate to the proportion of trips by this mode. In relation to staff commuting, 43.8% travel by car alone and this generates 78.1% of staff carbon from commuting. When looking at student travel 16.9% come by car and this generates 40% of total student commuting carbon.

To further illustrate the significant proportion of carbon that comes from car travel, **Figure 9** and **Figure 10** compare the mode share for staff and students to the proportion of total carbon for each group.

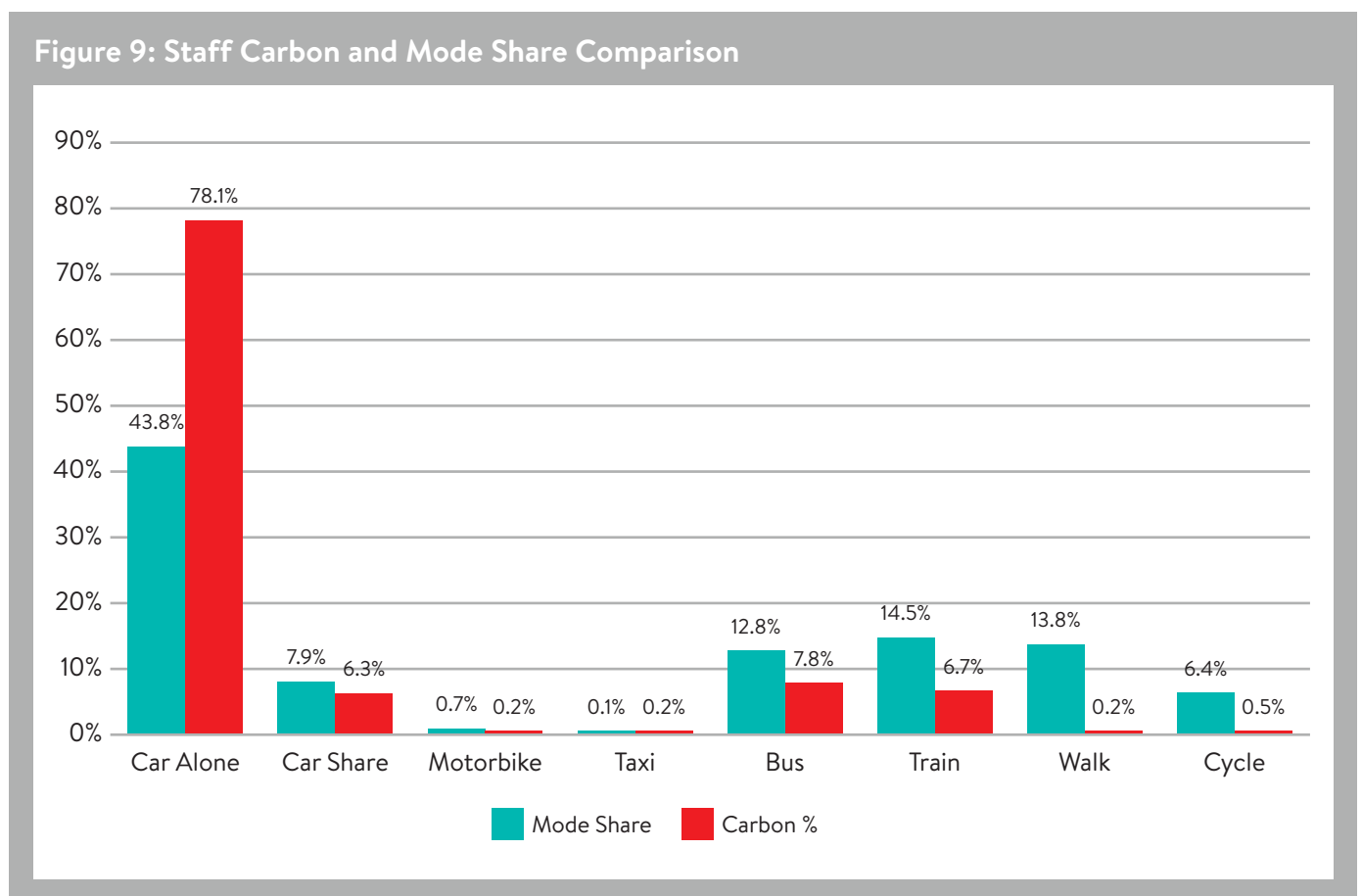
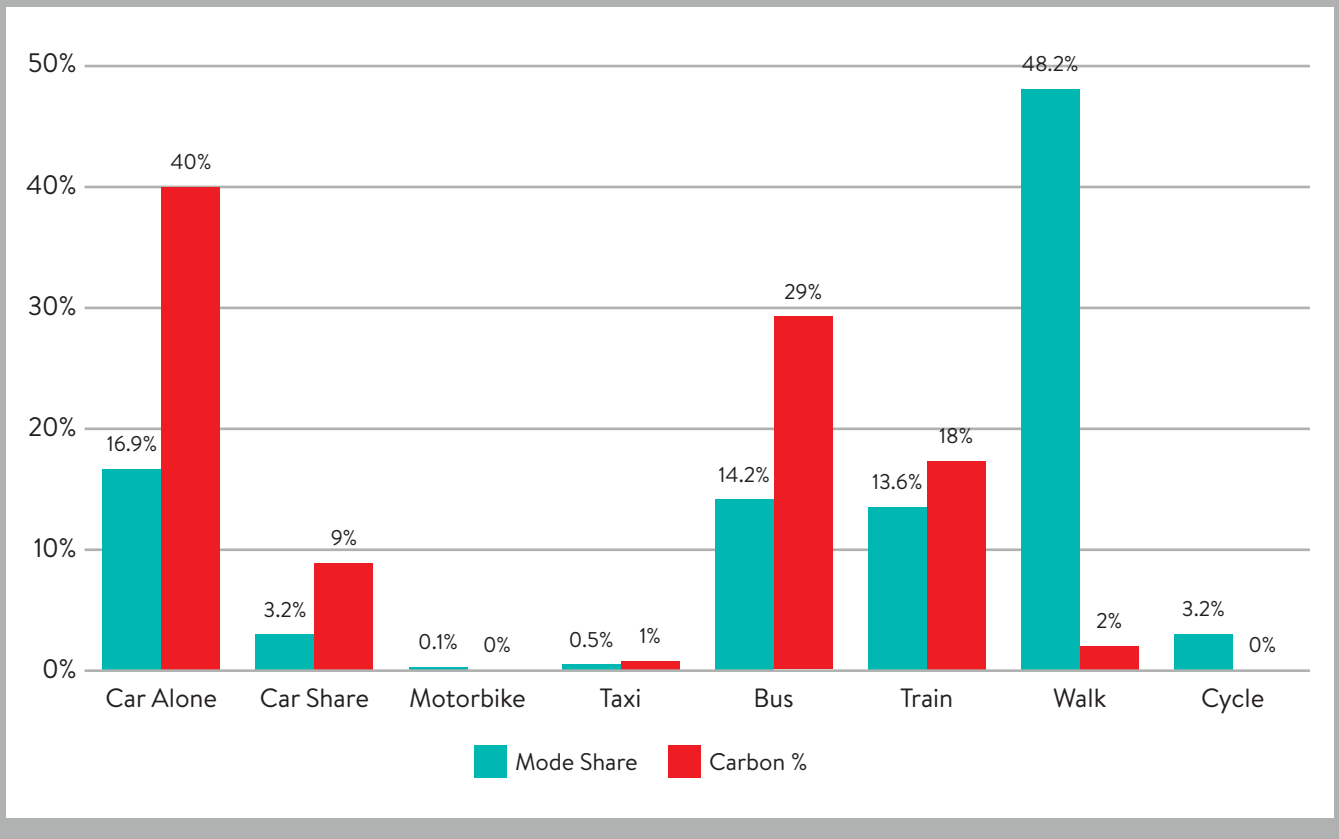


Figure 10: Student Carbon and Mode Share Comparison





AIMS & TARGETS

Our Travel Plan has always sought to reduce the impact of University related traffic on the environment and the local community by encouraging staff, students and visitors to the University to travel by sustainable transport modes, achieving this through an improvement in the choice and availability of other sustainable alternatives.



The University Aims to:

- Actively promote the health and well-being benefits of all forms of sustainable travel and encourage their use;
- Discourage unnecessary travel through the implementation and promotion of alternatives;
- Reduce the carbon emissions arising from commuting to the University;
- Co-operate with key stakeholders and the wider community to further these aims.





25%

THE TARGET FOR THIS TRAVEL PLAN WILL BE TO REDUCE THE CARBON EMISSIONS ASSOCIATED WITH COMMUTING BY 25% BY 2028.

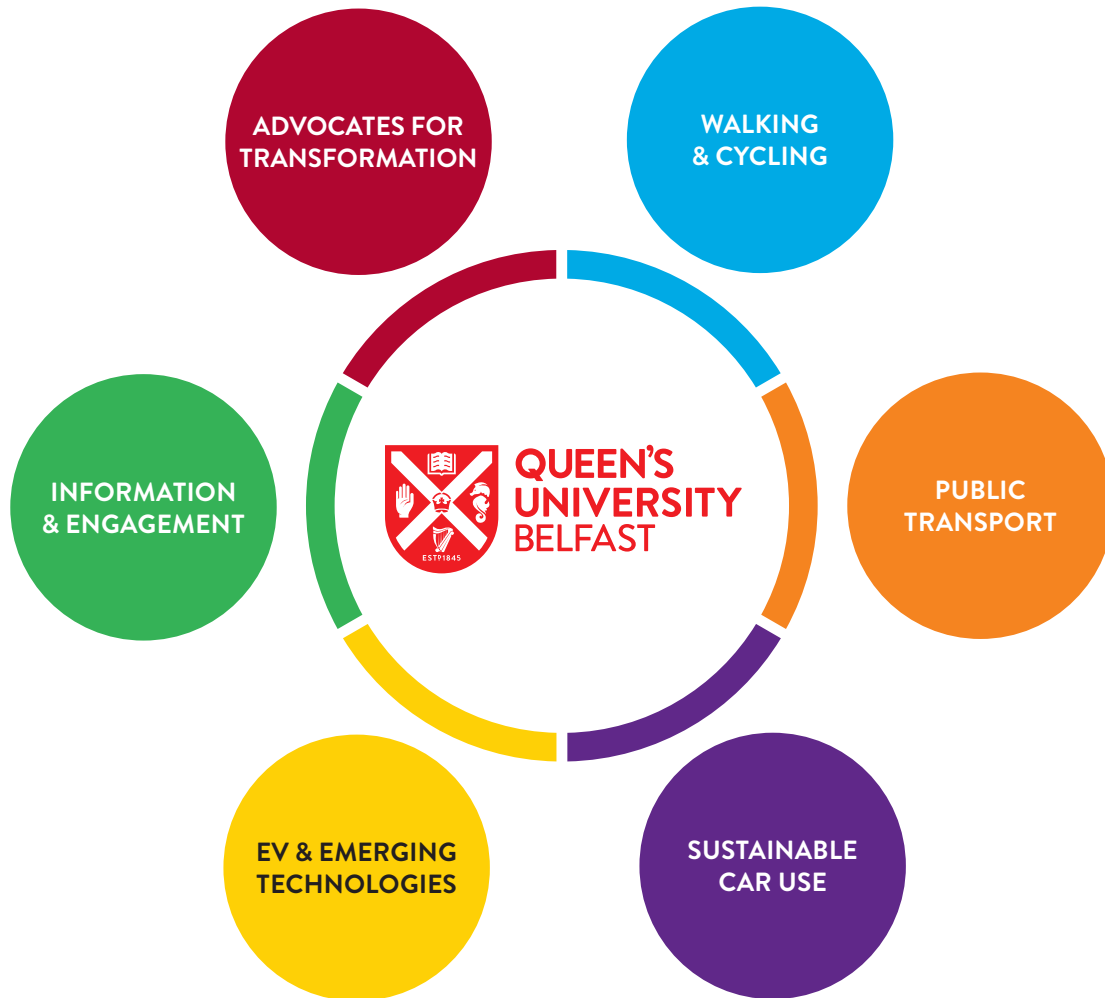


TRAVEL PLAN MEASURES

Achieving our ambitious target for carbon reductions will require significant investment and support from the University. This will be achieved by continuing to deliver (and expanding where appropriate) existing measures, putting in place policies to address unsustainable travel practices and advocate for critical infrastructural and policy improvements locally and regionally.



The following graphic highlights the modal areas that the University will deliver on over the period of the Travel Plan:



The following sections highlight examples of the measures that the University will deliver over the Travel Plan period (more details can be found in Appendix A):

- **WALKING & CYCLING** – programme to review and where appropriate provide additional cycle rack and secure storage facilities.
- **PUBLIC TRANSPORT** – working with Translink to highlight opportunities to encourage public transport use through effective and relevant ticket options for staff and students.
- **SUSTAINABLE CAR USE** – undertake a full review of car parking management at the University with a view to incentivising car sharing and car club vehicles and aligning car parking policy with the University's Net Zero ambitions.
- **EV & EMERGING TECHNOLOGIES** – increase electric vehicle charging infrastructure to support the plans to convert University fleet vehicles to electric and wider uptake of electric vehicles.
- **INFORMATION & ENGAGEMENT** – liaising with internal departments to proactively encourage journey planning amongst prospective students prior to arrival at the University.
- **ADVOCATES FOR TRANSFORMATION** – deliver a number of 'conversations for change' events that advocate for improvements for sustainable travel across Belfast.



MONITOR PROGRESS



The Travel Plan is committed to the reduction of carbon associated with commuting travel with an action plan detailing initiatives to be introduced.

The University will commit to:

- Annual Monitoring of the Travel Plan
- Biennial Surveying that will inform current and future programmes
- As part of our Net Zero commitment, the Travel Plan will now monitor student travel to and from the University during the term and at the start and end of the academic year.







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APPENDIX A

TRAVEL PLAN MEASURES

To achieve our ambitious targets for carbon reductions will require significant investment and support from the University. From continuing to deliver (and expanding where appropriate) existing measures, to lobbying for improvements and putting in place policies to address unsustainable travel practices, the University is committed to delivering interventions across three priority areas.

- Measures where the University can be proactive to support sustainable travel choices;
- Where internal actions can be taken to reduce travel (business or commuting) through policy and procedure;

and

- Actions where the University can be reactive to the concerns of staff and students and lobby for improvements/support from key external stakeholders.

The following sections highlight the measures that the University will deliver over the Travel Plan period. A separate action plan highlights which 'Priority Area' each measure falls within.

WALKING & CYCLING

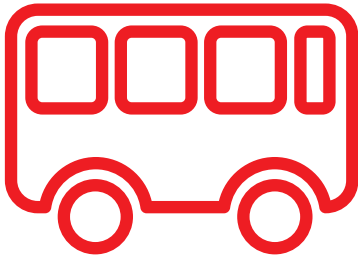
The University has delivered a range of measures to date to support and encourage active travel. With investment in secure cycle storage, the ongoing delivery of the cycle to work initiative (salary sacrifice scheme) and in more recent times the partnership with Big Loop Bikes to deliver low cost bikes and servicing to staff and students, many of the barriers to active travel have been addressed.

New commitments include:

- **Ongoing Promotional Campaigns** to encourage and support travel by active modes of travel (walking and cycling) across the Travel Plan period.
- **On Campus Facilities and Enhancements** - Ongoing programme to review and where appropriate provide additional cycle rack and secure storage facilities.
- **Financial Support** - ongoing delivery and promotion of Cycle to Work Initiative to encourage and support staff.
- **Information Provision** - Update local and city-wide cycle maps, campus guides and promotion of key online information sources.
- **Maintenance and Support** - It is proposed to continue with this partnership with Big Loop Bikes to increase access to maintenance, support and low cost bikes for all.
- **Training** - Delivery of 1-2-1 and group training opportunities to increase confidence in cycling as a practical mode of transport for the regular commute.
- **External Lobbying** - An audit of the local highway network highlighted concerns regarding accessibility by cycle. The Travel Plan Coordinator will work with local stakeholders to lobby for improvements and provide data on local travel needs/patterns.



20% & 51%
OF STAFF OF STUDENTS
CURRENTLY WALK OR CYCLE
TO UNIVERSITY.



PUBLIC TRANSPORT

27%

PUBLIC TRANSPORT ACCOUNTS FOR 27% OF STUDENT AND STAFF COMMUTING TRIPS TO THE UNIVERSITY.

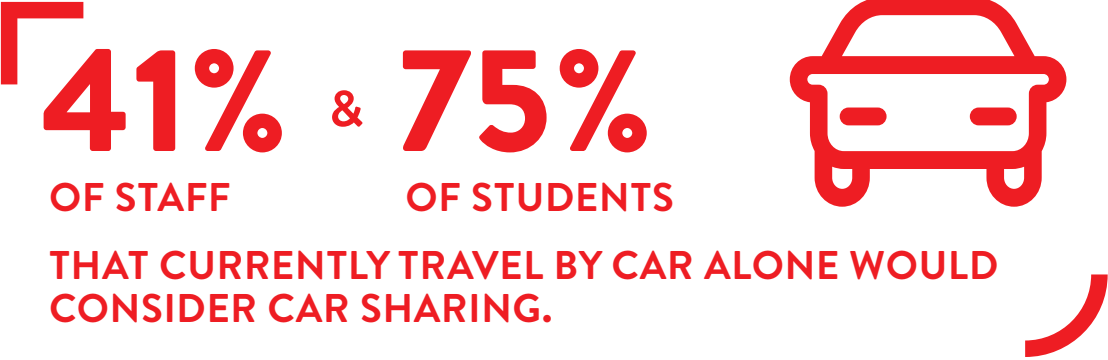


Public transport accounts for 27% of student and staff commuting trips to the University. The feedback from the travel survey was focussed on the lack of take up (amongst existing bus and train users) of discounted ticketing, due in part to the less frequent rate of commuting.

Key additional priorities therefore include –

- **Financial Support** - continue to deliver a range of initiatives to promote existing ticket discounts for both staff and students, promote period and multi ticket options, student ticket sales and tax efficient ticket options.
- **External Lobbying and Stakeholder Engagement** - working with Translink to highlight opportunities to encourage public transport use through effective and post COVID relevant ticket options.
- **Ongoing Promotional Campaigns and Events** - work with Translink to promote travel opportunities and ticket options.

SUSTAINABLE CAR USE



Given the increase in agile working and the broader impact of COVID on travel behaviour, promoting car sharing will be focused on encouraging occasional travel by this mode and for one off journeys (such as student travel at the beginning and end of term).

- **Car Sharing** - Promote the benefits of car sharing and illustrate the existing opportunities to create additional matches via Liftshare.
- **Car Park Management** - Continued delivery of robust car park management strategy to support the aims of the travel plan programme including generating revenue for sustainable travel initiatives.



THE ROLE OF EV AND EMERGING TECHNOLOGIES

49%

OF STAFF ARE CONSIDERING SWITCHING TO EV OR PHEV IN THE NEXT THREE YEARS.



A key means by which carbon emissions will be reduced over the coming years will be through advances in technology which ensure travel can be less polluting (at a local level). 49% of staff who currently drive to work are considering switching to an electric or PHEV in the next three years.

SUPPORT FOR ELECTRIC CAR USE

We will develop a strategy to support EV charging on campus in a sustainable and equitable way. This will include -

- An assessment of existing and future demand and the development of an EV charging strategy;
- Consideration of business models to deliver additional charging infrastructure;
- EV provision to support any plans to convert University fleet vehicles to EV power.
- User policy and consideration of reasonable charges to use EV points on campus.

ACCOMMODATING MICRO MOBILITY TRAVEL OPTIONS

An emerging tool in the sustainable transport sector is that of the micro-mobility agenda; most notably e-bikes. The University recognises the role that e-bikes could make in encouraging people to switch from car travel.

To support these the following will be delivered over the course of the Travel Plan -

- Provision for charging facilities for e-bikes;
- Consider extending the financial limit on the Cycle to Work Initiative to support the purchase of e-bikes.



INFORMATION AND ENGAGEMENT

From infrastructure to support active travel through to a range of discounts to encourage more use of public transport, lots of the barriers which typically exist when at the outset of a travel plan programme have already been addressed. The travel plan will therefore be focused on making sure students, staff and visitors alike are made aware of the options and support already in place.



We are committed to maximising the uptake of sustainable travel choices through the following measures:

- Integrate communication and engagement activities around the travel plan within a wider programme of Net Zero-related engagement activities.
- Proactive personalised journey planning for all new members of staff, provision of local travel guides for student residencies and other interventions to promote existing travel options.
- Proactive journey planning for students prior to arrival at the University - highlighting the options to get to Belfast by sustainable modes of transport.
- Bike and Public Transport Groups - Delivering ongoing consultation events with the cycling and public transport commuting community to identify local 'champions' and further improve communications.



ADVOCATES FOR TRANSFORMATION

From infrastructure to support active travel through to a range of discounts to encourage more use of public transport, lots of the barriers which typically exist when at the outset of a travel plan programme have already been addressed. The travel plan will therefore be focused on making sure students, staff and visitors alike are made aware of the options and support already in place.

For more information on any of the initiatives visit:
www.qub.ac.uk/sustainabletravel
Or contact: sustainability@qub.ac.uk

APPENDIX B

CONTINUOUS IMPROVEMENT PLAN

The following tables outline the range of measures which will be delivered over the travel plan period.

Each measure is classified against our key priority areas –

PA1 – Measures where the University can be proactive to support sustainable travel choices

PA2 – Policy and/or procedure changes to reduce travel (business or commuting) by unsustainable modes of transport

PA3 – Measures where the University can be reactive to the concerns of staff and students and lobby key external stakeholders for improvements.

Some of the measures are ongoing, some are going to be strengthened and others are new commitments for this travel plan period; illustrating the University's ongoing commitment to sustainable travel and reducing the carbon impact of travel.

| Area | Priority Level | Initiative | Detail |
|---------------------|----------------|--|---|
| Active Travel | PA1 | Ongoing Promotional Campaigns | To encourage and support travel by active modes of travel (walking and cycling) across the Travel Plan period. |
| | PA1 | On Campus Facilities and Enhancements | Ongoing programme to review and where appropriate provide additional cycle rack and secure storage facilities. |
| | PA2 | Financial Support | Ongoing delivery and promotion of Cycle to Work Initiative to encourage and support staff. |
| | PA1 | Information Provision | Update local and city-wide cycle maps, campus guides and promotion of key online information sources. |
| | PA1 | Maintenance and Support - | Work with a local provider to increase access to maintenance, support and low cost bikes for all. |
| | PA1 and PA2 | Training | Delivery of 1-2-1 and group training opportunities to increase confidence in cycling as a practical mode of transport for the regular commute. |
| | PA3 | External Lobbying | An audit of the local highway network highlighted concerns regarding accessibility by cycle. The Travel Plan Coordinator will work with local stakeholders to lobby for improvements and provide data on local travel needs/patterns. |
| Public Transport | PA2 | Financial Support | Promote the benefits of car sharing and illustrate the existing opportunities to create additional matches. |
| | PA3 | External Lobbying and Stakeholder Engagement | Working with Translink to highlight opportunities to encourage public transport use through effective and post COVID relevant ticket options. |
| | PA1 | Ongoing Promotional Campaigns and Events | Work with Translink to promote travel opportunities and ticket options. |
| Sustainable Car Use | PA1 | Promotion of Car Sharing | Promote the benefits of car sharing and illustrate the existing opportunities to create additional matches. |
| | PA2 | Car Park Management | Continued delivery of robust car park management strategy to support the aims of the travel plan programme including generating revenue for sustainable travel initiatives. |

| Area | Priority Level | Initiative | Detail |
|-----------------------------|----------------|---|--|
| EV and Emerging Technologie | PA1 and PA2 | Support for Electric Car Use | <p>Develop a strategy to support EV charging on campus in a sustainable and equitable way. This will include -</p> <ul style="list-style-type: none"> • An assessment of existing and future demand and the development of an EV charging strategy; • Consideration of business models to deliver additional charging infrastructure; • EV charging provision to support any plans to convert University fleet vehicles to EV power. • User policy and consideration of reasonable charges to use EV points on campus. |
| | PA2 | Accommodating micro mobility travel options | <ul style="list-style-type: none"> • Consider provision of charging facilities for e-bikes; • Consider extending the financial limit on the Cycle to Work Initiative to support the purchase of e-bikes. |
| Information and Engagement | PA1 | Information and Support | Relaunch travel plan programme with bespoke materials, online information and mode specific guides to campus |
| | PA1 | Information and Support | Proactive personalised journey planning for all new members of staff, provision of local travel guides for student residencies and other interventions to promote existing travel options. |
| | PA1 | Information and Support | Develop a proactive journey planning tool for students prior to arrival at University - highlighting the options to get to Belfast by sustainable modes of transport and encouraging students wherever possible to avoid flying and driving for mid-term trips home. |
| | PA1 and PA2 | Engagement and Cooperation | Bike and PT User Groups - Delivering ongoing consultation events with the cycling and PT commuting community to identify local 'champions' and further improve communications. |
| | PA3 | Engagement and Cooperation | Work with key internal and external stakeholders to encourage and support students to remain in Belfast (as much as possible) through the academic year. |

| Area | Priority Level | Initiative | Detail |
|---------------------|----------------|----------------------------|--|
| Business Travel | PA2 | Business Travel Policy | Consulting on and developing a new business travel policy which will focus on reducing business travel impact and setting targets for business related emissions in line with the Net Zero Plan. |
| | PA1 and PA2 | Collecting Data | Work with travel partners and key stakeholders to capture pre-trip carbon impact and post-trip data on carbon emissions. |
| | PA1 | Awareness Raising | Highlighting the environmental impacts of business travel and encourage staff to consider how to travel/whether a journey is necessary, particularly in respect of international/air travel. |
| Monitoring Progress | PA2 | Biennial Surveying | We will complete a full travel survey of staff and students in 2024, 2026 and 2028 to assess progress against carbon reduction and mode share targets. |
| | PA2 | Business Travel Monitoring | As part of the development of the Business Travel Policy we will undertake annual assessment of business travel bookings to monitor carbon emissions. |



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