

LSE Sustainable Travel Plan

Introduction

LSE was founded in 1895 to create and share knowledge addressing major social challenges and to shape a better world. The School works through research, education, creative intellectual debate and public engagement. Our mission is to advance knowledge in social science and a range of related fields so as to inform public policy, economic decision-making, and social welfare both nationally and globally.

LSE educates around 10,000 students from 140 countries. It employs around 2,700 members of staff, and manages 28 campus buildings and 8 halls of residence across four London boroughs, as well as an 11 acre sports ground in Surrey.

The [LSE Environmental Sustainability Policy](#) commits to continually improving the environmental impacts of the School. On travel it states we will “Encourage the reduction of emissions arising from commuting, business travel and deliveries”.

The LSE Sustainable Travel Plan outlines how we will deliver this objective.

Aims

1. Provide support to students and staff who want to commute by environmentally friendly means
2. Support staff to reduce their business travel emissions
3. Streamline road traffic delivering goods and services to LSE
4. Manage transport facilities on campus and in halls of residence that minimise our environmental impacts.
5. Engage with relevant internal and external stakeholders to enhance accessibility for all transport network users in and around LSE.

1. Commuting

The 2014 LSE Travel Survey found that 57% of commuter journeys made to LSE were by public transport, and 40% were on foot or bike. Only 3% were in private vehicles (car, motorbike or taxi). This is due to factors including excellent public transport links in the area, the proximity of LSE halls of residence to the campus, the lack or high cost of parking in central London, and traffic congestion.

Nevertheless, LSE aims to minimise carbon emissions from commuting. We will:

- Actively promote walking, cycling and the use of public transport for staff, students and visitors to the LSE campus and halls of residence.
- Provide full IT access to staff who work from home, reducing commuter journeys.
- Monitor the modal split of commuter journeys every three years, and estimate the associated carbon footprint.

In particular, we support the use of public transport, cycling and walking:

Public transport

- LSE provides staff with interest-free annual season ticket loans for public transport.
- TfL student discount information is available in the Students' Union.

Cycling

- Bike parking spaces (including secure parking) are provided across the campus and in all halls of residence, along with lockers and shower facilities. Details of locations and number of spaces are available in the [LSE Facilities Guide](#).
- Docking stations for the TfL cycle hire scheme are available on campus and in halls of residence.
- Two bike maintenance stations (in the New Academic Building and the Towers basements) enable cyclists to repair their own bikes on campus.
- Regular Dr Bike cycle maintenance workshops are held, as well as bike marking sessions and cycle confidence training sessions.
- LSE is part of the 'Cycle to Work Scheme', which enables staff to save money when buying a bike.
- LSE supports the staff and student Bicycle User Group to exchange ideas on cycling in London, and identify how LSE can best support cyclists and cycling at LSE.

2. Business travel

LSE does not itself operate any vehicles, but our staff travel internationally on LSE business, including to academic conferences and meetings. LSE encourages staff to minimise the carbon footprint of their business travel decisions.

Video and telephone conferencing facilities are available, as well as a media suite, enabling staff to avoid travelling to meetings where suitable.

We promote resources to plan low-carbon journeys - see the [LSE Guide to Purchasing Travel and Accommodation](#) for further details.

In particular, staff are strongly encouraged to book all travel via LSE's travel agency Diversity, to get the best deals whilst enabling the carbon footprint of these journeys to be measured.

LSE departments have the option to offset their carbon emissions through the School's Carbon Offsetting Statement.

3. Delivery of goods and services

Environmental issues are taken into consideration when awarding contracts to new suppliers, including transport issues where relevant. For example, maintenance contractors must use public transport where possible, and when coming by van, must share a single vehicle rather than multiple operatives arriving in separate vans.

LSE works with our contractors to ensure they have necessary access to the site whilst causing minimum disruption to students and staff, and other vehicles. In particular, waste collection vehicles are timed to avoid disrupting classes and events, and construction vehicles must minimise their impact on local traffic, pedestrians and cyclists in line with LSE requirements and planning regulations.

LSE engages with key suppliers to streamline the efficiency of goods deliveries. A 2016 report by Steer Davies Gleave highlighted a number of opportunities to do more; we have since reduced our stationery deliveries sevenfold, and are working to deliver further recommendations in the report.

4. Facilities management

There are no car parking spaces available on the LSE campus for visitors or commuters. However, four parking spaces are available to contractors carrying out maintenance work etc.

There is limited car parking space available in halls of residence, subject to a termly fee – details can be found on the [LSE Residences website](#).

All new buildings and major refurbishments will feature no new car parking spaces, but must comply with BREEAM criteria (as well as planning law, local authority and TfL guidelines), to provide sufficient bike parking spaces.

5. Stakeholder engagement

LSE engages with the staff and student Bicycle User Group (BUG), and the Students' Union Cycling Society, to seek feedback on our cycling facilities and how we can improve this service. In particular, the findings of the 2016 LSE Cycling Survey conducted by the BUG will feed into discussions on how best to accommodate cycle parking in the design of the Paul Marshall Building.

LSE engages with external parties on travel arrangements in the local area. We work closely with the Northbank BID, including on local air pollution initiatives, and on the Steer Davies Gleave report (see above) on rationalising deliveries.

We are working with a campaign delivered by the Mayor's Air Quality Fund to reduce engine idling from motor traffic, with several LSE student volunteers taking part to encourage drivers to switch their engines off whilst parked.

LSE also engages with public consultations conducted by Transport for London, the Mayor of London, and UK Government regarding transport initiatives, with a particular focus on promoting clean, active and low-carbon travel.

Last reviewed: August 2016