



JESUS COLLEGE
CAMBRIDGE

Sustainable Transport Strategy

2023-2030



Master's welcome

I'm pleased to introduce Jesus College's first Sustainable Transport Strategy, which follows on from our ambitious Sustainability Strategy¹ published in 2021.

The Sustainability Strategy contained high-level proposals for how the College could use sustainable transport to help meet its goals. In 2021-22, nine students, Fellows and staff members formed a Transport Working Party to consult with the College community and flesh out these proposals, and an implementation plan was developed in 2022-23. I would like to thank them for their hard work on this Sustainable Transport Strategy.

This strategy focuses on encouraging all members of College to employ low-carbon transport methods, or 'Climate Conscious Travel', and implementing a series of measures to facilitate this. A successful Transport Strategy will not only result in the College reducing its carbon emissions and enabling cohorts of students to be effective agents for change elsewhere, but will also attract students, Fellows and staff who value the provisions and facilities provided as a result.

The surveys run by the Transport Working Party show that the College is already in a good place when it comes to sustainable travel. I look forward to seeing further progress made over coming years.

Ms Sonita Alleyne OBE
Master of Jesus College
July 2023

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Climate Conscious Travel

This Strategy uses the University of Edinburgh's definition of Climate Conscious Travel²:

- Being aware of the environmental impacts of travel and choosing a method of travel that reduces these (e.g. by train rather than plane for travel within mainland Britain)
- Ensuring unnecessary travel is not undertaken (e.g. sending the minimum number of individuals required to fulfil the purpose of travel)
- Choosing not to travel when virtual collaboration tools will adequately fulfil the purpose of travel (e.g. for meetings where a video link would suffice).

1. <https://www.jesus.cam.ac.uk/college/about-us/environment-and-sustainability>

2. <https://www.ed.ac.uk/sustainability/what-we-do/travel/climate-conscious-travel>

Background

Jesus College Cambridge is one of the 31 Colleges that exist in parallel with the University of Cambridge. It is a long-established self-governing charitable educational institution and can, as such, determine its own policies in response to existential risks such as climate change.

The aims of Jesus College are to promote education, religion, teaching and research. The College considers its response to climate change to be twofold, in both implementing practices that reduce the impact of College activities on the climate, and to educate, train and prepare its members, staff and visitors for the changes that combatting climate change will require.

The College published its Sustainability Strategy in July 2021, which primarily focused on Scope 1 and

Scope 2 carbon emissions. Transport is a significant contribution to the College's Scope 3 emissions and this document describes the College's Sustainable Transport Strategy.

This Strategy was developed by a Working Party of the College's Environment Committee, who considered inputs from various sources³ including surveys of College staff, students and Fellows conducted in Lent Term 2022; reviews of College-funded travel activities; and related policies and strategies from the local region, other Colleges, and the University of Cambridge. The University of Cambridge published Guidelines for Sustainable Business Travel⁴ in March 2022 and many of the proposals in this strategy align with those guidelines.



3. Summaries in **Resources considered** section

4. https://www.environment.admin.cam.ac.uk/files/guidelines_for_sustainable_business_travel_approved.pdf

Current activity

In 2021-22, over 1,330 people travelled to and from Jesus College on a regular basis during Term time, and 840 outside Term, consisting of:

- a. The Fellowship, including Fellows, Visiting Fellows, Bye-Fellows (112), Emeriti (37) and College Post-Doctoral Research Associates (28); in this document, this group is termed Fellows+
- b. Staff, both part- and full-time (206)
- c. Undergraduates (495)
- d. Postgraduates (457); comprising PhD (276), MPhil, PGCE and other 1-year courses (137), clinical medical and veterinary science (44).

The College also hosts a large number of visitors each year.

Types of travel undertaken by members of College include the following:

- A. To and from College:
 - a. For staff and Fellows+, commuting, mostly involving short distances of less than 10 miles. The high cost of living in Cambridge, coupled with salary levels for some College and University jobs, mean that many staff and Fellows+ cannot afford to live close to the College
 - b. For students, at the start and end of terms and/or courses, mostly longer distances
 - c. For visitors, for events, meetings and conferences, involving a wide range of distances.
- B. Back and forth to University sites, mostly for University business – mainly Fellows+ and students. Transport as part of a course of study is dictated by the University. Cambridge, being flat, is ideal for low-carbon travel (bicycles, electric scooters) but the University move of Departments to the city outskirts (such as the Biomedical Campus and West Cambridge) means that more members of College

have to consider higher carbon footprint modes of transport, or longer times for travel.

- C. Travel beyond Cambridge on:
 - a. College business
 - b. University business, including research visits, field trips and meetings, some of which is funded or part-funded by College
 - c. Personal development, including cultural and sporting activities.

The University and Jesus College are international institutions, being communities of scholars who come to Cambridge from all over the world. Travel to and from Cambridge, whether for purposes of residency, study, use of research facilities or field work, are existential realities.

It is also recognised that for many in the College community, the choice of transport mode is determined by factors including disability, family, and other caring commitments. For others, their choice is limited by the availability of affordable and feasible options. As a result, the College must focus on encouraging and facilitating the use of low-carbon transport modes on a regular basis. Facilities such as car parking must be retained in order to accommodate those who need to drive to work.

This strategy focuses on encouraging all members of College to employ low-carbon transport methods, or Climate Conscious Travel, and implementing a series of measures to facilitate this.

For readers unfamiliar with the relative impact of different modes of travel on carbon footprint, Figure 1 on the next page is reproduced from the University's Guidelines for Sustainable Business Travel. For purposes of illustration, the carbon footprint of someone commuting 5 km daily⁵ by solo car journeys is approximately half a tonne of CO₂ equivalent per year.

5. The sum is 5x2x5 (days) x 48 (weeks) = 2400 km x 0.19 kg CO₂e/km = 0.46 te CO₂e per year. A return economy flight to Belfast (530 km) generates 0.175 te CO₂e per year.

Links to other initiatives

Reducing Scope 3 emissions by encouraging the use of low-carbon modes of transport is consistent with the University’s Sustainability Strategy, the strategies of other Colleges, and local and regional plans. In line with this, it is proposed that the College adopt similar guidelines to the University for travel beyond Cambridge (category C) funded by the College.

The College needs to ensure that its facilities will meet the expected demand for electric vehicle charging points from all members of College in category A, including trips by students to and from home. Reducing hydrocarbon emissions associated with vehicle transport will also contribute to improving air quality in the city.

The UK Government is phasing out the sale of non-hybrid, hydrocarbon-fueled cars and vans from 2035.

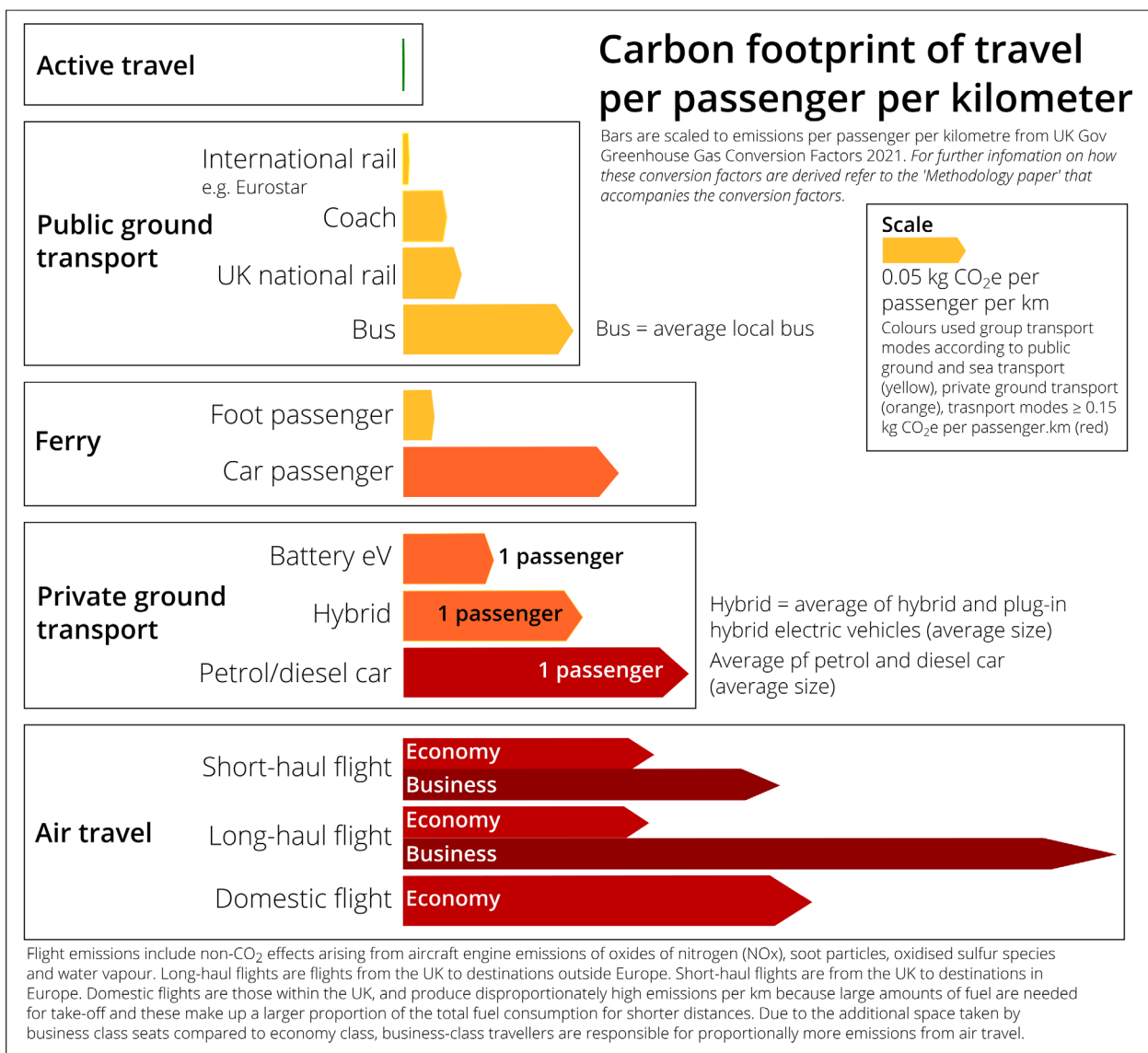


Figure 1 Comparison of carbon footprint of different travel modes. Source: University of Cambridge’s Guidelines for Sustainable Business Travel.

Current transport patterns

There was a very good response to the surveys conducted in Lent Term 2022, with 63/177 Fellows+, 53/206 staff, and 249/952 students responding. Summaries of the surveys are provided in the Resources considered section. These established that much of the travel undertaken within the Cambridge area employs low-carbon modes of transport; many of the trips undertaken on College business mostly employ lower carbon modes of transport; and with the exception of travel to and from home, much of the travel beyond the Cambridge area is related to University business.

There is a clear interest amongst all groups in moving towards Climate Conscious Travel, and a willingness to make the transition, particularly if the College implements appropriate enabling measures.

Significant points include the following.

- Many journeys, particularly in categories A and B, already feature low-carbon modes of travel. Regular travel by Fellows+ and staff to and from home to College was estimated at 65 tonnes of CO₂e per year⁶. The College must ensure that Fellows+ and staff continue to use low-carbon modes of transport and should actively promote it.
- Many trips by students between home and College employ individual car journeys and there is considerable scope to reduce the carbon footprint of these trips. The carbon footprint of students using petrol/diesel cars for solo journeys home within Britain during the academic year was estimated at 57 tonnes of CO₂e.
- Most trips beyond Britain employ air travel. These have very large carbon footprints. Student air travel on academic business was estimated at 63 tonnes of CO₂e per year pre-pandemic and 54 tonnes of CO₂e for 2021-22 (comparable with all staff and Fellows+ commuting by car), while Fellows+ and staff air travel, the majority of which is on University business, was estimated at 475 tonnes of CO₂e per year (comparable with the footprint of the electricity consumption of the College if it were not

obtained from renewable sources).

- The carbon footprint of other activities was not estimated at this stage: this can be done systematically in future.

Overall goals

The College's Sustainability Strategy set a target under Sustainable Development Goal 9 (Industry, Innovation and Infrastructure) of 60% of staff and Fellows using sustainable transport as their primary mode of transport when travelling to work by 2026.

The survey results for work journeys to College in March 2022 indicated that 74% of Fellows+ journeys and 57% of staff journeys to work involved sustainable travel.

The goal is for Jesus College to reduce **all** its Scope 3 emissions from transport by 2030 by at least 60% compared to 2022 levels (as estimated from the 2022 surveys and monitored by annual surveys) by actively encouraging and facilitating Climate Conscious Travel.

A successful Transport Strategy will not only result in the College reducing its carbon emissions and training cohorts of students to be effective agents for change elsewhere, but will also attract students, staff and Fellows+ who value the provisions and facilities provided by this strategy.



6. For comparison, the carbon footprint of the natural gas consumed by the College (for heating and cooking) in 2019-2020 was 1343 tonnes CO₂e.

Recommended interventions and changes

The College can achieve this goal by a mixture of changes to working patterns and travel modes. Specific proposals are:

- A1. Reducing the amount of travel required for College business by adopting sustainable working patterns, including hybrid meetings, aligned with the University of Cambridge Guidelines for Sustainable Business Travel (March 2022)
- A2. Supporting sustainable working and meeting practices, with the College's Conference and IT operations implementing suitable technology platforms for the use of College members and external parties
- A3: Promoting and actively facilitating the use of low-carbon modes of transport for regular commuting, including student travel to and from home
- B1. Promoting and actively facilitating the use of low-carbon modes of transport for trips around the Cambridge area
- B2. Engaging actively with regional partners, including other Colleges, Councils and the University to provide better facilities for low-carbon modes of transport, particularly cycle lanes and electric charging points, as well as public and University transport services
- C1. Promoting and actively encouraging the use of low-carbon modes of transport for journeys beyond the Cambridge area, by requiring all College-funded travel to demonstrate compliance with Climate Conscious Travel guidelines. For much College-funded travel within Britain, this will mean using low-carbon modes of transport⁷.

Table 1 summarises the measures and interventions to be implemented, classified in terms of Category and timescale (short, medium and longer term). Many of the items requiring capital investment are in the

medium term period as the budget for the academic year 2023-24 is likely to have been set by the time this document goes to the College's Council. Many of the proposed measures are readily implementable but will nevertheless require some resource.

For the measures in category C, a series of Guidelines will need to be generated for travel by students, staff and Fellows+ where funding is provided by the College, including a 'decision tree' to guide when travel is essential or non-essential. It is proposed that this will incorporate much of the University Guidelines, with the exception that the College should promote sustainable modes of travel rather than reducing the carbon impact of less sustainable modes, so that College does not fund carbon offsetting levies for travel. Individuals can choose to meet these from other sources.

Many of the proposed measures involve behavioural change, which will impact all parts of the College and need to be supported by regular communications and carbon literacy training/workshops.

It is recognised that Climate Conscious Travel is currently counter-cultural and currently often costs more than alternative methods. It is suggested that the College approaches its alumni for support of these initiatives, several of which align with the College's efforts on widening participation.

Cycling

A key part of this strategy is the active support of the two- and three-wheeled scooter and cycle. This includes electric and conventionally powered bicycles and scooters (when and where scooters are legal and where they are used to replace a journey which would otherwise have been made by car or motorbike), tricycles and cargo bicycles, which have the capacity to support all sorts of travel within the Cambridge area. The College has 111 permanent and 40 temporary vehicle parking spaces, and 2 electric charging points, on the main site. By comparison, it has 534 secure bicycle parking spaces, 45% of which

7. This does not represent a ban on petrol/diesel vehicles. A group attending an event travelling by shared car or coach (ideally a low emission vehicle) will often comply with Climate Conscious Travel considerations.

are in well-lit locations and 48 under cover. Offsite it has 256 secure bicycle parking spaces, 26 of which are under cover. There are no covered spaces for longer or larger cycles.

Supporting cycling means supplying covered, well-lit bicycle parking. The College currently has fewer covered bicycle parking sites than car parking spaces. A significant number of covered spaces were removed when Library Court was built in 2000.

Table 1 proposes a step-change in provision of cycle parking facilities as well as active support measures, including:

- Active promotion of cycle to work schemes and cycle route initiatives
- Cycle repair facilities on the main College site for use by all
- Regular cycle repair visits and/or subsidised annual service and repairs with local cycle shops
- Providing training on cycling and repair.

The Transport Working party noted that space for secure, covered bicycle parking exists near Marshall Court, North Court, the Fellows' Garden and in the gardens of many external staircases.

Monitoring and review

Implementation of this Transport Strategy will be determined by Council.

It is proposed that monitoring and review of progress be conducted by the Environment Committee, who will report to Council annually in Easter Term. A summary of this information will be included in the annual Sustainability Strategy Report:

- i. Compliance of College guidance and policies relating to travel with the Strategy
- ii. Progress on implementation of working practices to reduce carbon impact

- iii. Reporting numbers for the previous academic year of:
 1. Fellows+, staff, undergraduates and postgraduates on 1 January
 2. Trips outside Cambridge conducted on College business, mileage, mode of transportation, and carbon footprint
 3. Taxi trips paid for by College
 4. Other trips, distance and mode of travel which are wholly or part-funded by College, both directly and indirectly
 5. Participants in car pooling, Cycle to Work, and other schemes
 6. Attendance at transport-related meetings and events held in College
- iv. Numbers of:
 - a. Vehicle parking spaces
 - b. Electric charging points and, if possible, indication of use (kWh charged)
 - c. Cycle parking spaces, including number of covered spaces
- v. An annual estimate of the carbon footprint of:
 - a. Staff and Fellows+ travel to and from College or their regular place of work (commuting), based on the annual Travel to Work Survey and a very short survey sent to Fellows+
 - b. Trips outside Cambridge conducted on College business or wholly funded by College
 - c. Relevant travel by non-College members, such as choristers
 - d. Any other data which the student bodies may choose to report.

Table 1 Recommended specific interventions and measures

Colour scheme:

- **red** – capital items
- **black** – internal policy and procedures
- **brown** – actions requiring time from students/Staff/Fellows+
- **blue** – external links.

Acronyms:

- JSCU – Jesus College Student Union (undergraduates)
- MCR – Middle Common Room (postgraduates)
- DB – Domestic Bursar’s Office
- DoDAR – Director of Development and Alumni Relations
- CCT – Climate Conscious Travel.

Category	Short term (by October 2024)	Short/Mid term (by October 2026)	Long term (by January 2030)
A1 Reducing travel required for College business No major capital outlay	<ul style="list-style-type: none"> • Online Undergraduate Admissions. Online interviews supported by many Directors of Studies (Ed. Board, LT 2023) but are likely to depend on the subject [Tutorial] • All College meetings in evening hybrid or online • College officers to have Zoom/Teams licenses for College-related work and/or these to be chargeable to Fellows’ Academic Expenses 		
A2 Conference and IT operations to support hybrid meetings Modest capital outlay	<ul style="list-style-type: none"> • JCSU and MCR lounges to be equipped for hybrid meetings, and bodies to have Zoom or equivalent licenses • Implement hybrid-enabled facilities in conferencing and meeting facilities 	90% College Conferencing facilities to be hybrid enabled	Nearly all facilities to be hybrid-enabled

Category	Short term (by October 2024)	Short/Mid term (by October 2026)	Long term (by January 2030)
A3.1 Reducing carbon impact of regular commuting	<ul style="list-style-type: none"> Seminars/website for Fellows+ and staff and students on available transport options [JCSU, MCR, DB/HR: each to include in Induction materials] Guidance for working hours and practice changed to accommodate CCT measures [HR, Tutorial] Consider College car pool scheme [HR, DB, IT] 	<ul style="list-style-type: none"> Public/University transport initiatives [Bursarial/DB] Implement car pool scheme 	<ul style="list-style-type: none"> Public/University transport initiatives [Bursarial/DB]
A3.2 Reducing carbon impact of regular commuting – modes of transport	<ul style="list-style-type: none"> Electric car leasing scheme [Bursarial] Develop plan for electric charging points, including paying for charging [DB] Covered bicycle spaces – phase 1 of 3 phases (Lower Park Street) [DB] Bicycle repair/service scheme (linked to bike sheds – Phase 1) [DB, with engagement from JCSU, MCR and HR] Training on cycling and repair (to be identified and costed) [DB, JCSU, MCR and HR with Smart Journeys] Access to showers – in progress/ongoing [DB] Lockers for cycling equipment: drying room space created in Delivery Arch laundry [DB] 	<ul style="list-style-type: none"> New electric charging points subject to the plan More new covered bicycle spaces – Phases 2 and 3: Fellows’ garden, North Court, Jesus Lane exit Bicycle repair/service areas built into new bike sheds 	<ul style="list-style-type: none"> Further charging points, based on regular review of demand and long term trends. 250 further covered bicycle spaces, external student houses
A3.2 Reducing carbon impact of travel to and from College	<ul style="list-style-type: none"> Extended storage for student belongings between terms and plan for additional capacity: completed [JCSU/MCR promotion and co-operation] 		
B1 Trips around Cambridge area	<ul style="list-style-type: none"> Pooled bicycles for staff use Partnership with MCR and JCSU to facilitate sale of pre-loved cycles and potentially scooters [Tutorial/Porters/JCSU/MCR] 	<ul style="list-style-type: none"> Taxi contracts to require hybrid or electric vehicles (possibly earlier) [DB/Porters] 	
B2 Work with Cambridge partners	<ul style="list-style-type: none"> Lobby University for better cycle parking facilities at University sites [Bursar/DB] 	<ul style="list-style-type: none"> Work with University on bus services linking to the College [Bursar/DB] 	

Category	Short term (by October 2024)	Short/Mid term (by October 2026)	Long term (by January 2030)
C1 Climate Conscious Travel within Britain	<ul style="list-style-type: none"> • Revise rules for travel on College business [Tutorial/HR/Bursary] • Revise guidance for all College funding schemes funding student and Fellows+ travel [Tutorial/HR/Bursary] • Extend period that Fellows+ can be away from College during Term, to support CCT [Tutorial] • Introduce workshops/videos on CCT for Fellows+, staff and students as part of induction and joining packages [JCSU, MCR, President, HR] 	<ul style="list-style-type: none"> • Consider schemes such as College-organised coaches to take students to and from College from major centres at ends of term (e.g. London, Birmingham, Manchester) to reduce carbon impact, e.g. 'Rhadegund Express' [JCSU-CU] 	
C2 Climate Conscious Travel beyond Britain	<ul style="list-style-type: none"> • Revise guidance for all College schemes funding travel [Tutorial/HR/Bursary] • Office of Development and Alumni Relations to contact JCCS about terms of JCCS Travel Funds [DoDAR] • Extend period that Fellows can be away from College during Term, to support CCT [Tutorial] • Introduce workshops/videos on CCT for Fellows+, staff and students as part of induction and joining packages [JCSU, MCR, President, HR] 	<ul style="list-style-type: none"> • Office of Development and Alumni Relations to seek support for CCT [DoDAR] 	

Resources considered

- Fellows+ and Staff's Travel Survey results
- Students' Travel Survey results
- College-funded Travel Activity (summary below)
- University Guidelines for Sustainable Business Travel March 2022
- Jesus College's Travel to Work Survey results 2021, 2022
- King's College Cambridge Sustainable Travel scheme
- Cambridge Assessment Triangle Car Share Scheme
- Cambridge Assessment Triangle Parking Policy
- University of Cambridge Transport Strategy 2019-2024
- Cambridge Biomedical Campus travel survey
- Smarter Cambridge Transport CFCI presentation 2019

Environment Committee Travel Working Party Summary of College-funded Travel Activity

Date 12 January 2022 Update following Travel Working Party meeting 14 January 2022

The College funds travel under various headings. A brief survey was undertaken to ascertain the level of College-funded travel. Two complicating factors were:

- The COVID-19 pandemic has affected travel in 2020 and 2021, so recent records are not representative of normal years.
- The College has not collected information on travel mode or distance systematically. This information is needed for monitoring travel patterns. It is recommended that this information be collected regularly.

This report does not cover reimbursement of travel for candidates attending undergraduate admissions interviews. Historically this has mainly involved train travel. A detailed search was not conducted as interviews are currently held online.

- **If in-person interviews are held it is recommended that distances travelled and mode of travel are recorded.**

The assistance of Richard Pinel, James Crockford, Jenny Jenyon, Rob Shephard, Toreanna Friday, Maria Garcia-Diaz and Emily Williams is gratefully acknowledged.

Taxis

The College operates two accounts with a local taxi firm: one for student travel and one for College business. Distances are not recorded. In recent financial years (FY) the costs were:

	2018-2019 FY	2019-20 FY	2020-21 FY
Students	£717	£632	£572
College business	£2,505	£2,076	£163

Comment: The College spent a sizeable amount on taxis pre-COVID. **Is there scope for prompting the service provider to move to electric vehicles?**

Student Travel

The College finances student travel from four funds. Table 1 summarises the number of trips and spend over recent years.

- JCCS:** The Jesus College Cambridge Society Travel Fund currently awards £4500 each year, for travel within UK or abroad. Information about destination or mode of transport is not currently collected.
- TSG:** Travel/Study grants: 6 different named funds related to travel, including travel to and from a placement.
- Duckworth:** Duckworth Fund for medical students (e.g. electives).
- PGR:** Postgraduate Research Fund (expenses that usually involve travel).

Table 1 Summary of College-funded Student Travel 2018-2021. Does not include Admissions Entries; shows sum awarded followed by number of awards.

	JCCS	TSG	Duckworth	PGR	Total
2018/19	£4500, 40	£12,819, 28	£2612, 7	£42,998, 101	£62,929
2019/20	£1050*, 10	£4,790, 13	£2700, 6	£13,942, 39	£22,482
2020/21	£1000*, 10	£8,352, 21	£4000, 8	£8,700, 41	£22,052

* In these years the remaining funds were given in hardship payments related to COVID-19. This is allowed in the terms of the fund.

Comment: It is recommended that future awards involving travel record the mode of travel and distance travelled. For convenience this should be specified on the application.

Development Office

The Director of Development and Alumni Relations reports that she typically travels to London once a week, by train.

Table 2 Development Events – Summary. Intercontinental travel involved flying.

		Master	Fellows	Students	Staff
2016/17	UK Train	8	10	24	3
	UK Bus/coach				
	Intercontinental	3	2		
2017/18	UK Train	4	6	42	1 4
	UK Bus/coach		1		
	Intercontinental	6	4		
2018/19	UK Train	4	7	23	7 2
	UK Bus/coach				
	Intercontinental	3	3		

Comments: This is useful information and shows a commendable use of sustainable travel modes (train and coach). The data show a trend of reduction in travel. It would be good to see data from some years previous if this is readily available.

College choirs

Table 3 Summary of choir travel 2017-2019

Year	Section	Number	Destination	Mode(s) of transport
Lent 2018	Mixed choir	28	Beverley, Yorkshire	Coach
	Chapel choir	33	Edinburgh	Coach
Easter 2018	Mixed choir	28	Framlingham	Coach
July 2018	Mixed choir	31	South Africa (SA)	Coach to airport and in SA Flights to SA and internal
Michaelmas 2018	Boys and Men	36	Windsor	Coach
Lent 2019	Mixed choir	20	March	Coach
	Combined	55	Romania (R)	Coach to airport. Flights to Romania
	Mixed choir	20	March	Coach
Easter 2019	Mixed choir	20	March	Coach
	Combined	55	London	Coach
	Mixed choir	30	Hundon	Coach
Summer 2019	Combined	55	St. Albans	Coach

Comments: There is commendable use of coach travel within the UK. There appears to be an annual overseas trip, which involves flying.

Boat Club – typical year

Michaelmas	Ely training weekend 20-36 students. Mainly train.
January	Barcelona winter training 28 students, coaches. Flights and bus to location.
Lent	Bedford regatta 36 students. Coach.
Lent	Ely training weekend 20-36 students. Mainly train. Women’s Head of the River 18 or 36 students. Mainly train. Men’s Head of the River 18 or 36 students. Mainly train.
Easter	Nottingham BUCS 9 students. Carshare. Bedford/Peterborough 9-18 students. Carshare. Henley (Women’s) 9 students. Carshare/train. Henley (Men) 9 students. Carshare/train.

Comments: The use of carshare and train for travel with the UK is commendable. The pattern of a training camp between Michaelmas and Lent, requiring flights, stands out.

Staff and Fellows

The data in Table 4 were obtained by inspecting reimbursement claims in the financial records. For Fellows, this is where the travel has been charged to research expenses. n.d. = no data.

Table 4 Survey of Staff Travel and Travel claimed against Fellows’ Academic Expenses.

	Oct-Dec 2019		Jan-Mar 2020		Oct-Dec 2020	
	Staff	Fellows	Staff	Fellows	Staff	Fellows
Train – London	9	1	3	2	n.d.	4
Train – UK	-	1	1	-	n.d.	-
Train – beyond UK	-	2	-	-	n.d.	-
Flight – UK		1		1	n.d.	-
Flight – Continent		3		3	n.d.	1
Flight – Further		1		2	n.d.	1
Car mileage	1		2		n.d.	1

The amount of travel funded via this route is modest. Within the UK the dominant mode of travel is train. Internal flights were used to go to Scotland.

Comments: Some Working Party members expected more flights to be funded from this source. There was insufficient resource to conduct a more extensive search.

Cycle to Work Scheme

The College partners in the Cycle to Work⁸ scheme. The number of participants in recent years were:

2014	2015	2016	2017	2018	2019	2020	2021
5	2	0	1	9	4	6	3

Comments: These data will not include UTO Fellows who use the University Cycle to Work scheme. It is good to see that the scheme is being used. The takeup across the College is thought to be greater.

8. www.cyclescheme.co.uk/453e04



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