

**Nilkanth Estates Limited**

**25 Old Gloucester Street,  
Camden**

Travel Plan

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Appendix A - Example Travel Survey Sheet

# 1 INTRODUCTION

- 1.1 This Travel Plan ('TP') has been prepared by Caneparo Associates on behalf of Nilkanth Estates Limited (the 'Applicant') to support the redevelopment of 25 Old Gloucester Street, located within the London Borough of Camden (LBC).
- 1.2 This TP is being submitted alongside other planning application documents in order to redevelop the existing F1 & F2 use, which formerly housed St George the Martyr Parochial School for boys, to accommodate F1 & F2 community floor space, office use and 2 residential units (Use Class C3). In order to promote and support the use of active modes of travel, the proposal will contribute towards the provision of on-street cycle parking as well as providing cycle parking on-site for the office use, alongside other initiatives to encourage the use of sustainable transport modes.
- 1.3 This document proposes measures to mitigate potential transport related impacts associated with the proposed F1 & F2 community use, which may arise without formal management and control of travel habits. In particular, this TP is aimed at changing travel habits away from less sustainable modes to more sustainable modes, i.e. encouraging walking and cycling over public transport use and car use.
- 1.4 Transport for London (TfL) guidance for travel planning sets out comprehensive advice in preparing and implementing development related Travel Plans across London. This guidance has been adhered to in the preparation of this TP.
- 1.5 Travel Plans are an important tool in the delivery of sustainable outcomes. They provide a mechanism for assessing and managing access to and from sites.

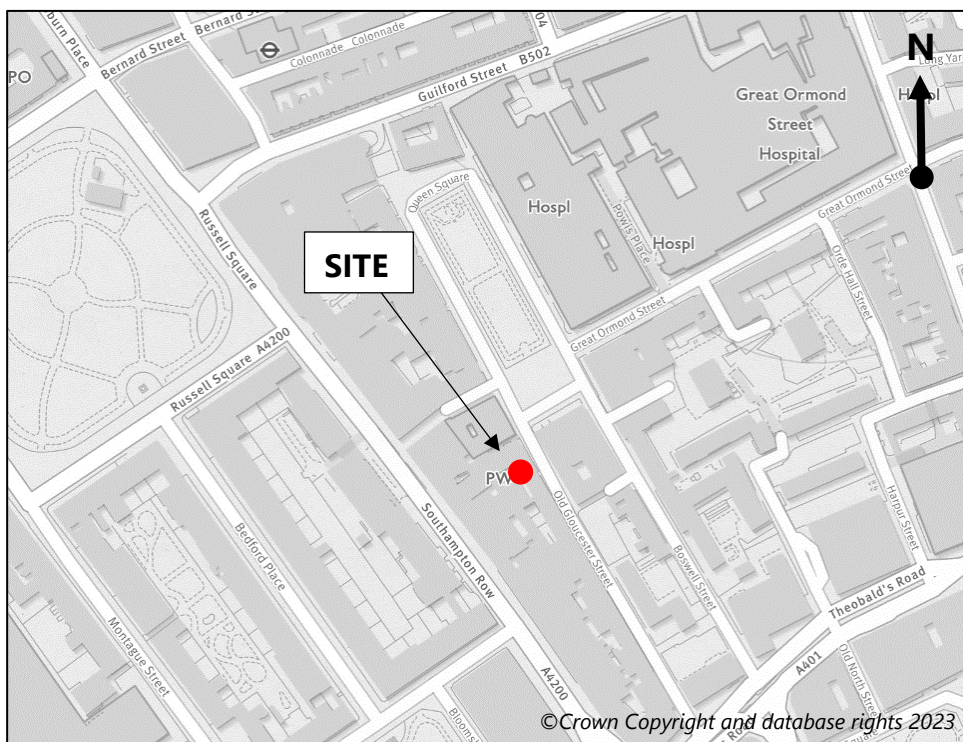
## Scope

- 1.6 The TP will consider how visitors to the site can be encouraged to travel to and from the facility efficiently and using sustainable modes of transport.
- 1.7 The remainder of this document is set out as follows:
- Section 2 - reviews the accessibility of the site;
  - Section 3 - sets out the objectives and targets of the TP;
  - Section 4 - outlines the TP strategy;
  - Section 5 - sets out the measures that will be implemented;
  - Section 6 - outlines the monitoring and review programme;
  - Section 7 – provides the Action Plan; and
  - Section 8 - details the securement and funding of the TP.

## 2 SITE AND ACCESSIBILITY ASSESSMENT

### Site Location and Access

- 2.1 The site is located to the western side of Old Gloucester Street approximately 400m south of Russell Square station and 450m north of Holborn station. The site comprises a 3-storey building fronting Old Gloucester Street, with an assembly hall to the rear and external toilet block. Above the hall is a playground, which was for the St George the Martyr Parochial School for boys children, which formally occupied the site.
- 2.2 Old Gloucester Street accommodates a number of residential properties in the form of terraced houses, which have largely been redeveloped into apartments. Located directly adjacent to the north of the site is the Grade II listed church of St George the Martyr, which the site shares an access route with the site. Further buildings surrounding the site are Grade II listed, including No. 26 Old Gloucester Street and the Mary Ward Centre on the adjacent side of Old Gloucester Street.
- 2.3 Recreational green space is located to the north of the site within Queen Square Gardens, offering a peaceful communal area for the local community. The site location plan is detailed within **Figure 2.1**.



**Figure 2.1: Site Location Plan**

## Accessibility

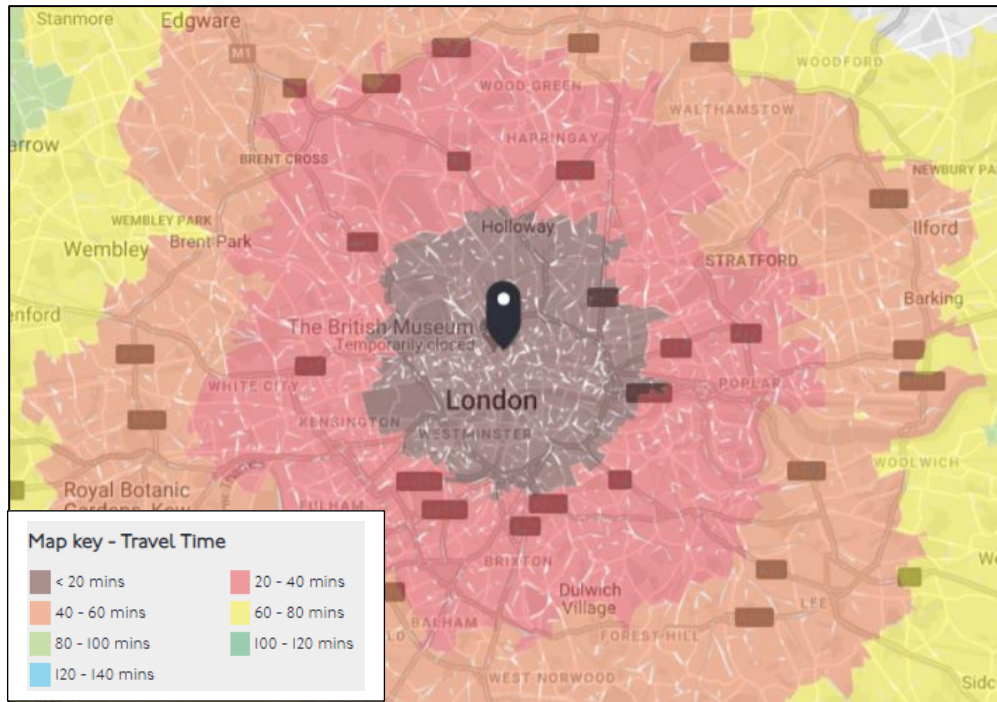
- 2.4 There are a number of amenities located within an acceptable walking distance from the site located along Southampton Row and Theobalds Road. The amenities within a 400 metre walk of the site include coffee shops, a range of restaurants, banking services, a stationery store, and a hardware store.
- 2.5 Cultural locations are also accessible within walking distance of the site, including; The British Museum, the Petrie Museum of Egyptian Archaeology. The Foundling Museum, and the Charles Dickens Museum.
- 2.6 The site is situated approximately 400m south of Russell Square station and 450m north of Holborn station both offering access to London Underground services.
- 2.7 Central London areas including Farringdon, Clerkenwell, Kings Cross, Fitzrovia, and Leicester Square are all located within the 20 minute walking distance of the site. These areas benefit from an array of public transport facilities, retail services, and recreational spaces.
- 2.8 A summary of the local public transport services available within convenient walking distances of the site is provided at **Table 2.1**. Walking duration is calculated assuming a walk speed of 80 metres per minute.

<b>Table 2.1: Approximate Distances to Local Public Transport Services</b>			
<b>Amenity</b>	<b>Location</b>	<b>Distance (m/km)</b>	<b>Approximate Walking Time (minutes)</b>
Bus stops	Theobalds Road (Stop X)	300m	4
	Southampton Row (Stop Y)	300m	4
Russell Square Underground Station	Bernard Street	400m	5
Holborn Underground Station	Kingsway	450m	6
Tottenham Court Road Underground Station	Oxford Street	1.0km	13
St Pancras International Rail Station and King's Cross rail and Underground Station	Euston Road	1.3km	16
Euston Square Underground Station	Euston Road	1.4km	17
Warren Street Underground Station	Warren Street	1.6km	20

## Cycling

2.9 Cycling has the potential to replace driving for distances up to 5 miles (8 kilometres), which includes most of Central London: Dalston, Walworth, Pimlico, Paddington and Swiss Cottage.

**Figure 2.2** indicates the Active Travel Zone for the Site based on a 20 minute cycle distance.



**Figure 2.2 Source TfL – 20 minute Cycle Isochrone**

2.10 There is good infrastructure for cycling within the vicinity of the site, with a number of cycle-friendly roads in the local area, and publicly accessible cycle parking spaces within Queen Square. Old Gloucester Street and Queen Square are lightly-trafficked when compared with other local roads, which make them attractive routes for cyclists.

2.11 Located approximately 600m west of the site is a Quietway cycle route operating along Montague Street and providing access between Russell Square and Waterloo. The site is also located close to Cycleway 6, which runs along Phoenix Place and connects Elephant & Castle to the south with Chalk Farm to the north.

2.12 There are a number of cycle hire docking stations within close proximity to the site. **Table 2.2** summarises the local cycle hire docking stations with their approximate travel distances from the site.

<b>Table 2.2 Nearby Cycle Hire Docking Stations</b>			
<b>Location</b>	<b>Number of Cycle Docks</b>	<b>Walking Distance (metres)</b>	<b>Approximate Walking Time (minutes)</b>
Red Lion Square, Holborn	16	350m	4
Guildford Street, Bloomsbury	32	450m	6
Brunswick Square, Bloomsbury	22	450m	6
Theobald's Road, Holborn	26	500m	6

## **Bus Services**

2.13 There are four regular bus services that operate from bus stops located on Southampton Row, to the west of the site. The northbound and southbound stops are approximately 300 metres from the site. A list of these bus routes, and further bus services operating from other local bus stops, is provided in **Table 2.3**.



<b>Table 2.3 Local Bus Services</b>				
<b>Route Number</b>	<b>Route</b>	<b>Frequency (in minutes)</b>		
		<b>Weekday Frequency</b>	<b>Saturday Frequency</b>	<b>Sunday Frequency</b>
1	Canada Water / Tottenham Court Road	10 - 14	10 - 14	10 - 14
8	New Oxford Street / Bow Bus Garage	5 - 8	6 - 10	9 - 11
14	Russell Square / Putney Heath	4 - 5	4 - 5	4 - 5
19	Battersea Bridge / Finsbury Park Interchange	9 - 10	9 - 10	9 - 10
29	Lordship Lane / Trafalgar Square	4 - 8	5 - 9	6 - 10
38	Victoria Bus Station / Lea Bridge Roundabout	3 - 7	3 - 7	4 - 8
55	Holles Street / Walthamstow Bus Station	7 - 11	7 - 11	8 - 11
59	Telford Avenue / Euston Bus Station	5 - 8	6 - 10	10 - 12
68	Euston Station / Ernest Avenue	6 - 7	6 - 7	6 - 7
91	Northumberland Avenue / Rosebery Gardens	6 - 7	6 - 7	6 - 7
98	Red Lion Square / Pound Lane	7 - 10	7 - 10	10 - 13
168	Royal Free Hospital / Dunton Road	8 - 12	8 - 12	8 - 12
171	Newquay Road / Lambeth Road	10 - 14	12 - 13	12 - 14
188	North Greenwich Station / Russell Square	6 - 7	6 - 7	6 - 7
242	Homerton Hospital / Aldgate Station	9 - 12	9 - 12	11 - 13
243	Waterloo station / Wood Green	6 - 11	7 - 12	10 - 13
390	Archway Station / Victoria Bus Station	8 - 11	6 - 10	8 - 12
X68	Russell Square / West Croydon Bus Station	15	-	-

2.15 The table above demonstrates that there are approximately 243 bus services operating each hour in the vicinity of the site, which equates to 4 services every minute on average.

## Underground Services

2.16 The site benefits from a range of London Underground services within a 20 minute walk, including; Russell Square, Holborn, Tottenham Court Road, Kings Cross, Euston Square, and Warren Street. The nearest station to the site is Russell Square which is located approximately 400m north of the site. The available underground services from these stations are set out in **Table 2.4**.

<b>Table 2.4: Underground Services</b>		
<b>Station</b>	<b>Route</b>	<b>Walk Distance</b>
Russell Square	Piccadilly Line: Cockfosters / Uxbridge / Heathrow Airport	400m
Holborn	Piccadilly Line: Cockfosters / Uxbridge / Heathrow Airport Central Line: West Ruislip / Ealing Broadway / Epping/ Newbury Park / Hainault // Loughton	450m
Tottenham Court Road	Central Line: West Ruislip / Ealing Broadway / Epping/ Newbury Park / Hainault // Loughton Northern Line: Edgware / High Barnet / Kennington	1.0km
King's Cross	Circle Line: King's Cross / Edgware Road / Liverpool Street Metropolitan Line: Watford / Amersham / Chesham / Uxbridge / Aldgate Hammersmith & City Line: Hammersmith / Barking Northern Line: Edgware / High Barnet / Kennington Victoria Line: Brixton / Walthamstow Central Piccadilly Line: Cockfosters / Uxbridge / Heathrow Airport	1.3km
Euston Square	Circle Line: King's Cross / Edgware Road / Liverpool Street Metropolitan Line: Watford / Amersham / Chesham / Uxbridge / Aldgate Hammersmith & City Line: Hammersmith / Barking	1.4km
Warren Street	Northern Line: Edgware / High Barnet / Kennington Victoria Line: Brixton / Walthamstow Central	1.6km

## Rail Services

2.17 St Pancras International rail station and King's Cross rail station are the closest rail stations to the site at 1.3km (equivalent to 16 minutes) walk. These stations offer national and international rail services to a variety of destinations across the UK and further afield.

2.18 The following operator run services from King's Cross rail station:

- Thameslink and Great Northern;
- London North Eastern Railway;
- Hull Trains; and
- Grand Central.

2.19 The following operators run services from St Pancras International rail station:

- East Midland Railway;
- Eurostar;
- Thameslink; and
- Southeastern.

### **Public Transport Accessibility Level (PTAL)**

2.20 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walking time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.

2.21 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. The PTAL levels 1 and 6 are further subdivided into 'a' and 'b' levels, with level 'a' indicating the location is rated towards the lower end of the PTAL category and 'b' towards the higher end.

2.22 The site's PTAL rating is 6b, which demonstrates that there is an excellent level of access to public transport facilities surrounding the site.

## **Car Club**

2.23 There are a number of car clubs located within the vicinity of the site, which are operated by providers such as Zip Car and Enterprise, these are all detailed below:

- Holborn, Red Lion Square – 2 vehicles (350m from the site);
- Russell Square – 1 vehicle (400m from the site);
- 20 Lamb's Conduit Street – 1 vehicle (500m from the site); and
- Holborn, Bedford Road – 1 vehicle (550m from the site).

## **Travel Patterns**

2.24 The site will form a satellite to the main BAPS headquarters in Neasden, therefore those attending the site will be from a local or inner-London catchment. It is anticipated that members living or working locally will be able to walk or cycle to the site, while others will be able to make use of the ample public transport serving the site. Trips associated with the building will take place across the day and across the week, with members visiting a range of varied activities and classes.

2.25 Travel Surveys for the BAPS Swaminarayan Sanstha have not previously been undertaken, therefore it is not possible to estimate a baseline modal split. In light of this, a site specific survey will be undertaken within 6 months of initial occupation of the F1 & F2 floor space and will form the Year 0 TP survey upon which targets of the TP will be set.

### **3 OBJECTIVES AND TARGETS**

#### **Objectives**

3.1 This TP is primarily aimed at encouraging active modes as the main source of travel to reduce the number of trips being undertaken by public transport. Therefore, the main objectives of this TP are:

- To encourage the use of cycling as a means of travel by providing a financial contribution towards sufficient on-street cycle parking;
- To encourage walking as a main mode of transport to the site through schemes such as a 'buddy' to walk with; and
- To ensure the site will operate without impacting negatively on the local community.

#### **Targets**

##### **Targets**

3.2 TP guidance sets out that targets should be 'SMART' (Specific, Measurable, Achievable, Realistic and Time-based) for travel to and from the site.

3.3 Targets come in two forms – Action and Aim Targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time, while Aim Targets are quantifiable and generally relate to the degree of modal shift the plan is seeking to achieve.

##### **Action Targets**

- A Travel Plan Coordinator ('TPC') (as detailed in Section 4) will be appointed at least three months prior to the first occupation of the F1 & F2 use at the development;
- To launch this TP when the F1& F2 use at the development opens;
- The year 0 survey will be undertaken within 6 months of the F1 & F2 use opening;
- Each monitoring survey will occur within one month of the anniversary of the year 0 survey in each survey year (i.e. Years 1, 3 and 5);
- Travel Information Packs will be provided to all visitors which will summarise the measures set out in this document; and

- To encourage visitors to travel to / from the site by active and sustainable forms of travel.

### **Aim Targets**

- 3.4 The below statements set out the Aim Targets for the site. As baseline survey information was not available at the time of writing, the targets below set out the principles that will be achieved over the five year period of the TP.
- 3.5 This TP seeks to achieve the following targets:
- i) Minimise car driver trips throughout the life of the TP (and beyond) by encouraging trips by public transport for longer journeys; and
  - ii) Create a mode shift from public transport trips to active modes (walking and cycling) wherever possible.
- 3.6 Numerical targets will be set once the Year 0 surveys have been undertaken. This TP recognises that it is not possible to set out accurate targets far in the future. As such, it should be acknowledged that the targets may change over time as results from on-going monitoring become available.
- 3.7 Overarching targets will be set for all people travelling to the site, including staff, volunteers and visitors. For the most part, conclusions will be generated from the modal share results recorded in the monitoring surveys conducted in years 0, 1, 3 and 5.

## **4 TRAVEL PLAN MANAGEMENT**

### **Travel Plan Coordinator**

4.1 The appointment of a TPC is one of the most important aspects of TPs. It is anticipated that the TPC will be one of the site's trustees and would have the support of the entire board of trustees.

4.2 The responsibilities of the TPC include providing the interface between all parties on the site, reporting to the local authority and monitoring the progress being made towards site-wide transport objectives, as well as the provision and maintenance of sustainability measures.

4.3 The TPC's primary functions will include:

- Implementation of sustainable transport measures and promotion of them to visitors to the site;
- Creation and dissemination of an information pack for visitors;
- Oversee the development and implementation of the TP on a day-to-day basis;
- Liaison with LBC Travel Plan Officers;
- Promotion of the objectives and benefits of the TP;
- Issue, collection, and assessment of the Visitor Travel Surveys at years 0, 1, 3 and 5;
- Maintenance of all necessary systems, data, and paperwork;
- Acting as the point of contact for information and exchange of ideas;
- Monitoring the achievements and performance of the TP and reporting back to LBC Officers on an annual basis; and
- Increasing travel awareness through means such as: publicity information, workshops, and other suitable media to enable informed travel choices to be made.

### **Management Support**

4.4 The TPC will gain support for the TP internally by involving the site's trustees in the implementation of the TP. The trustees will be able to provide advice on implementation issues and provide support when imposing TP measures and restrictions.

4.5 The TPC will be responsible for reporting back to the site's trustees on the TPs progress including any monitoring outcomes, as well as on an annual basis to the local authority.

## **Commitment by the Applicant**

- 4.6 The Applicant is committed to ensuring the viability of the site and to ensure there is minimal conflict generated by the proposed site's operation and activities associated with surrounding other properties in the locality. To this end, the Applicant and its Trustees are committed to the principles of this TP and will ensure the measures set out in this document will be implemented effectively.

## **Marketing Strategy**

- 4.7 Different methods of marketing the TP will be employed to maximise the impact of the measures to be employed, including providing appropriate sustainable transport information.

- 4.8 Possible methods for disseminating information include:

- Notice boards and information points;
- Training for those involved in the day-to-day management of the site; and
- Leaflets distributed at different sessions across the day.

- 4.9 Regular announcements will be made with regard to the TP and travel to the site. Given the community nature of the prospective visitors, word of mouth plays an important part in getting messages across to visitors of the site. Furthermore, walking will be inherently encouraged, as it has health and wellbeing benefits.



## **5 MEASURES AND INITIATIVES**

5.1 The importance of the Travel Plan, and targets that need to be met, will be regularly reiterated to all attendees. This section covers the measures that will be employed to encourage sustainable travel to / from the site by visitors, staff, and volunteers.

5.2 A statement of interest and uptake will be supplied to the Council for all of the measures proposed, as part the TPs annual reporting. An evaluation of the measures will also be included.

### **Information Provision**

5.3 A dedicated travel notice board will be installed at the site in a prominent location. This will include all relevant public transport, walking, and cycling information, as well as details of the TP itself.

5.4 Word of mouth will also be an important means of disseminating information amongst visitors to the site and the TPC will have a key role in managing this.

### **Walking**

5.5 The TPC will monitor all relevant pedestrian routes to / from the site and ensure they are of a high standard and discuss with LBC if any improvements are required. For example, the TPC will seek to identify any particular safety hazards and poorly lit areas.

5.6 Walking is a truly sustainable method of travel which offers visitors predictable journey times and a range of physical and psychological benefits. The health benefits of walking will be promoted to all visitors, including walking targets such as the '10,000 steps a day' campaign. Social walking groups, for those who live or work less than 2km from the site, will be promoted.

5.7 The TPC will also promote 'Camden Health Walks' to encourage a healthier active lifestyle for visitors.

### **Cycling**

5.8 Existing and proposed on-street cycle parking facilities are and will be available on the local highway network.

5.9 The TPC will promote travel by bicycle primarily through information provision but also through the following measures:

- Monitor cycle parking provision locally; and,
- Providing cycle maps of the local area.

5.10 Additionally, the TPC will promote the free cycle training scheme which is provided by LBC (<https://www.camden.gov.uk/cycle-skills-and-bike-maintenance-courses#:~:text=Camden%20Cycle%20Skills%20teaches%20essential,on%20looking%20after%20your%20bike.>).

5.11 The TPC will provide information to visitors on the safest cycle routes in the area and will endeavour to promote the use of cycling to access the site. The TPC will identify, through discussion with visitors, any problems with cycle routes and discuss possible improvements with the local authority.

### **Public Transport**

5.12 For those who cannot travel on foot or by bike, there are a range of bus stops, rail and underground services, local public transport services within the locality of the site. The TPC will be available to offer advice on the most suitable routes for visitors to take.

5.13 The TPC will also ensure that information for all relevant underground, rail and bus services are available to users who cannot walk or cycle. This can be undertaken in a number of ways:

- Display of rail, bus and underground routes and timetables within information packs and on-site information boards; and
- Promotion of TfL Journey Planner and National Rail web sites and phone numbers.

### **Promotional events**

5.14 Holding promotional events encourages awareness of the Travel Plan and its objectives. The TPC is encouraged to promote events such as 'Bike Week' and 'European Mobility Week'.

## **Personalised Travel Planning**

- 5.15 The TPC will offer personalised travel planning advice to visitors that request it. The service will be advertised where appropriate. The TPC is encouraged to draw upon websites such as TfL's journey planner ([www.tfl.gov.uk](http://www.tfl.gov.uk)) for advice.

## **Travel Information Packs**

- 5.16 All visitors will be given information about the TP and travel options in the form of a Travel Information Pack. The pack will contain at least the following information:
- A summarised version of the TP document, that sets out its purpose and benefits;
  - Cycling and walking maps for the local area;
  - Timetables and route maps for public transport; and
  - Contact numbers and web details for the TfL Journey Planner and National Rail Enquiries.

## 6 MONITORING AND REVIEW

### Monitoring

- 6.1 This TP is part of a continuous process for improvement, requiring monitoring, review, and revision to ensure it remains relevant to the development site. This Section sets out the proposals for monitoring and review of the TP.
- 6.2 The monitoring programme will begin with the Year 0 travel survey, to be undertaken within six months of initial occupation of the F1 & F2 use. The surveys will be marketed by the TPC to encourage a high response rate (at least 30%). Each survey should preferably be carried out in a neutral month during spring or summer.
- 6.3 The travel survey will form a basic questionnaire allowing a volunteer to stand at the entrance of the site and ask each visitor how they travelled to/from the site, ticking off the mode of each individual as they enter the site as a tally. An example survey sheet is attached for information at **Appendix A**.

### Review & Reporting

- 6.4 A Travel Plan Review will be undertaken every year, by the TPC, to assess the progress of the Plan. A full Travel Plan report will be produced in Years 3 and 5 which will incorporate the results of monitoring throughout the preceding periods and examine the travel survey results.
- 6.5 Any required amendments to the TP or strategies for its implementation will be discussed with and reviewed by the Local Planning Authority.
- 6.6 Annual monitoring reports will be submitted to LBC. The monitoring reports will take into account any results from travel surveys and provide a summary and evaluation of all measures employed since the previous monitoring report.

## 7 ACTION PLAN

7.1 The Travel Plan Action Plan is outlined in **Table 7.1**; this will be reviewed every year following each Annual Travel Plan Review.

<b>Table 7.1: Travel Plan Action Plan</b>		
<b>Action / Measure</b>	<b>Responsibility</b>	<b>Status / Target Date</b>
Appointment of Travel Plan Co-ordinator	Applicant	3 months prior to initial occupation of F1 & F2 use
Provision of Contribution towards On-street Cycle Parking	Applicant	Prior to initial occupation of F1 & F2 use
Erection of Noticeboards	TPC	Prior to initial occupation of F1 & F2 use
Production of a Travel Information Pack	TPC	Prior to initial occupation of F1 & F2 use
Year 0 Survey	TPC	Within 6 months of the of F1 & F2 use opening
Set / Finalise Targets	TPC	Within 1 month of the Year 0 Survey
Promote Active Modes	TPC	On-going with emphasis on summer months
Annual Review	TPC	Annually
Travel Surveys	TPC	Within one month of the 1st, 3rd and 5 <sup>th</sup> anniversary of the Year 0 Survey
Full Review at Year 3 and Year 5	Developer / TPC	At 3 and 5 years after Year 0 Survey

*Note: Each survey should preferably be carried out in a neutral month during spring or summer.*

## **8 SECUREMENT AND FUNDING**

- 8.1 It is anticipated that this TP will be secured and implemented through a S106 agreement or planning condition.
- 8.2 The Applicant is fully committed to the implementation of the TP and will provide all reasonable necessary funding to ensure that the agreed targets can be achieved.
- 8.3 This will include funding the TPC, travel surveys and implementation of all reasonable necessary measures.
- 8.4 In the event that the targets are not met at the conclusion of the TP, the Applicant agrees to extend the period of monitoring, the length of which will be agreed with the Council if the event arises.

# Appendix A

Date:

How did you travel here today?

Walk	Cycle	Bus	Underground	Train	Taxi	Other (please specify)