UNIVERSITY OF LONDON

CARTWRIGHT GARDENS, UNIVERSITY OF LONDON

Travel Plan
14th March 2013

University of London

Garden Halls, Cartwright Gardens, London – Student Accommodation

Travel Plan

Job No:	1004327
Doc No:	-
Latest Revision:	C
Date:	14/03/2013

Cundall Johnston and Partners LLP Horsley House Regent Centre Gosforth Newcastle-upon-Tyne NE3 3LU Tel +44 (0)191 213 1515
www.cundall.com

Project name	Garden Halls, Cartwright Gardens, London – Student Accommodation	**Job Number**
Report Name	Travel Plan	1004327

Document Revision History

Revision Ref	Issue Date	Purpose of issue / description of revision
-	10/10/12	Draft for client review
A	04/02/12	Final draft for client review
B	28/02/13	Final

Document Validation (latest issue)

Revision	Issue Date	Purpose of issue / description of revision / version			
C	14/03/2013	Final			
			Prepared by	Checked by	Approved by
		Initials	Amanda Logan	Tania Clark	Ruth Sutcliffe
		Signature			

Contents

1. Introduction

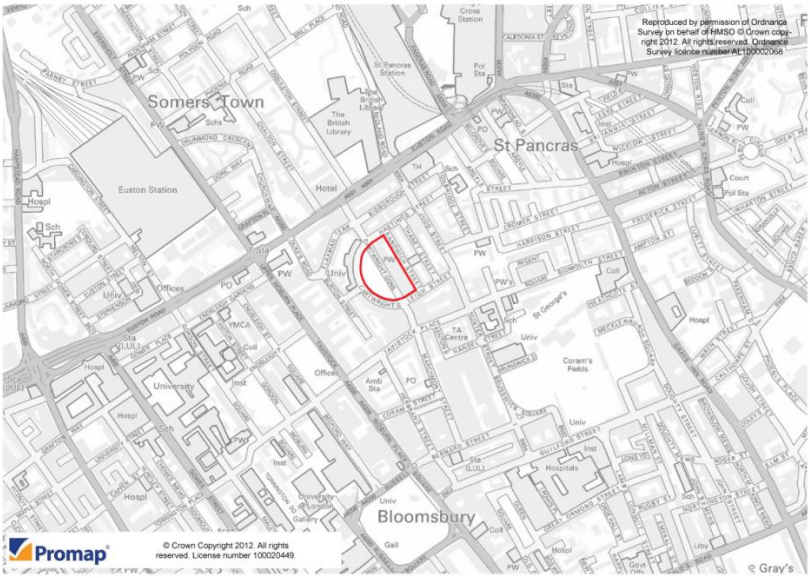
This Travel Plan (TP) has been prepared by Cundall Transportation on behalf of the University of London (the Applicant), to accompany a detailed planning application for the redevelopment of the Garden Halls student accommodation located on Cartwright Gardens, Camden.

The Applicant have confirmed that the TP will be implemented post construction and will be supported by the management during building operation.

This Report has been prepared to inform the redevelopment of the Garden Halls, Cartwright Gardens by the Applicant. This report has been commissioned by the applicant's development manager, University Partnership Programme (UPP), to support the planning and conservation area consent applications.

Redevelopment of the existing student accommodation comprising the demolition of Canterbury (including York) and Commonwealth Halls, partial-demolition and refurbishment of Hughes Parry Hall and provision of new student accommodation (Sui Generis) to provide a net increase of 187 units (from 1,013 to 1,200 student bed-spaces); associated ancillary uses (including communal areas); two external courtyards; together with public realm improvements to Cartwright Gardens and the surrounding area.

The development site covers an area of approximately 1.45 hectares and is located within the London Borough of Camden (LB Camden). The site is bound by Hasting Street to the north, Sandwich Street to the east, Cartwright Gardens to the west and Leigh Street to the south. The location of the site can be seen on the following diagram and a proposed site layout can be found within Appendix A to this TP (as supplied by tp Bennett).



The planning application is also accompanied by a Transport Assessment (TA) and a Delivery and Service Management Plan (DSMP) which provides details regarding the likely delivery and servicing requirements for the proposed development. The Student Management Plan provides details regarding the arrangements for students when moving into and out of the Halls.

Discussions have been undertaken with LB Camden and Transport for London (TfL) to ensure that the content of this TP addresses their requirements.

The Applicant and LB Camden require that measures and facilities must be in place prior to opening. The use of single occupancy vehicles is to be discouraged in favour of modes such as public transport, walking and cycling which are to be promoted as options for travelling to and from the site.

This Plan will be reviewed and updated, on a bi-annual basis by the Applicant's Travel Plan Co-ordinator (TPC) in liaison with LB Camden's Travel Plan Officer.

1.1 What is a Travel Plan?

A Travel Plan is a package of measures specifically designed to address the travel needs of individual developments and to encourage site users to use alternatives to cars, in particular single-occupancy cars. By reducing car travel, travel plans can improve health and well-being, free up car parking spaces and make a positive contribution to the community and the environment.

1.2 Why is a Travel Plan required?

The need to manage transport in new development is enshrined in many publications, guidance documents and policies. Broader sustainability principles of environmental impact (for example road space and air quality), social aspects (severance resulting from traffic routes) and economic considerations (costs of delay and congestion) are areas which a travel plan can positively influence. Reducing private cars, especially single occupancy vehicles in favour of sustainable means of transport can have the greatest benefits to wider sustainability objectives.

This TP will assist in promoting a sustainable and integrated transport system for the development. It will provide a means of reducing dependence on the private car and encourage those who work, reside or visit the site to use sustainable modes of transport wherever possible.

2. Policy Review

2.1 Planning Policy

This section reviews the transport policies that are relevant to the development and assesses whether the development is compliant with the objectives of these policies. Further details of the proposed development are contained in later sections of this TP and other reports, plans and/or documents submitted with the planning application.

2.2 National Policy

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development.

Therefore, developments should be located and designed where practical to:

- Accommodate the efficient delivery of goods and supplies;
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and
- Consider the needs of people with disabilities by all modes of transport.

The NPPF goes on to say that a key tool to facilitate this will be through the implementation of travel plans. The implementation of this TP to encourage the use of sustainable forms of transport supports the NPPF and therefore it is considered to comply with the objectives of the NPPF.

2.3 Regional Planning Policy

2.3.1 The London Plan

To improve London's accessibility is one of the six fundamental objectives of the London Plan. The London Plan also promotes the most efficient use of land in

areas with high public transport accessibility to make the best use of existing and proposed resources.

Policy 6.1 “Strategic Approach” supports development that generates high levels of trips at locations with high public transport accessibility, either currently or via committed, funded improvements including, where appropriate, those provided by developers though the use of planning obligations.

The Transport Assessment (TA) which also accompanies the planning application addresses Policy 6.3 “Assessing Transport Capacity” where it states that “Transport Assessments will be required in accordance with TfL’s Transport Assessment Best Practice Guidance for major planning applications”.

Policy 6.9 “Cycling” states that developments should “provide secure, integrated and accessible cycle parking facilities in line with the minimum standards set out in Table 6.2”, the proposals include the provision of 600 cycle parking spaces which is in line with the standards of 1 per 1 or 2 bed unit.

Policy 6.10 “Walking” states that developments should “ensure pedestrian environments in and around new developments emphasize the quality of the pedestrian and street space”. The development supports this policy through the redevelopment and upgrading of Cartwright Gardens and the pedestrian link to the Gardens.

Policy 6.13 “Parking” sets outs the maximum parking standards which should be applied to planning applications, however, no car parking is proposed for this development and therefore this application complies with Policy 6.13.

The site is located in an area with excellent public transport accessibility and provides effective pedestrian links to the nearest major transport corridors. As such, the development proposals support the London Plan policy objectives being located within an urban area with excellent public transport opportunities.

2.3.2 The Mayor’s Transport Strategy (2010)

The Mayor’s Transport Strategy 2010 (MTS) sets out the Mayor’s vision for transport in London over the next 20 years and was jointly prepared with The London Plan and the Economic Development Strategy.

The MTS details six goals which includes; “enhance the quality of life for Londoners” and “improve transport opportunities for all Londoners”. For each goal within the MTS, there are a set of related transport challenges which the strategy

aims to tackle. In addition to this, the MTS sets out the outcomes related to the goal. The following table details some of the challenges and outcomes which are sought.

Goal	Challenges	Outcomes
Enhance the quality of life for all Londoners	Improve journey experience	• Improving public transport customer satisfaction; • Improving road user satisfaction (drivers, pedestrians, cyclists); and • Reducing public transport crowding
Improve transport opportunities for all Londoners	Improving accessibility	• Improving the physical accessibility of the transport system; and • Improving access to services

Other transport related outcomes within the MTS include:

- Balancing capacity and demand for travel through increasing public transport capacity and / or reducing the need to travel;
- Improving people's access to jobs;
- Improving public transport reliability; and
- Facilitating an increase in walking and cycling.

The site is very well located in terms of public transport and cycling access which will encourage residents to travel to the site by sustainable modes of transport.

2.3.3 London Borough of Camden's Core Strategy

LB Camden's Core Strategy's vision states that 'Camden will be a low carbon low waste borough that is an exemplar in terms of sustainable design and transport' and goes on to say *'it will continue to be an attractive place to live with strong, distinctive residential communities...with a wide range of facilities available for local residents'*. The Strategy states that *'walking and cycling will be easier and safer; our already excellent public transport system will be improved; and congestion and high levels of pollution will continue to be reduced'*.

The Strategy contains a set of Strategic Objectives which operate together to guide the delivery of the Strategy's vision have been developed to focus the delivery of the Core Strategy's Vision. The objectives are as follows:

- A sustainable Camden that adapts to a growing population;
- A strong Camden economy that includes everyone; and
- A connected Camden community where people lead active, healthy lives.

There are a number of Core Strategy Policies that are linked to the objectives, one of these is CS11 – Promoting sustainable and efficient travel and there are a number of Development Policies to support CS11, they are:

- DP16 – The transport implications of development;
- DP17 – Walking, cycling and public transport;
- DP18 – Parking standards and limiting the availability of car parking;
- DP19 – Managing the impact of parking;
- DP20 – Movement of goods and materials; and
- DP21 – Development connecting to the highway network.

The development is located within an area with a PTAL rating of 6b, which indicates a high level of accessibility to public transport, there is to be no general car parking provided on site and the proposed development is therefore considered to be generally in accordance with LB Camden's Core Strategy.

2.3.4 London Borough of Camden's Supplementary Planning Guidance (CPG7 - Transport)

This guidance provides information on all types of detailed transport issues within LB Camden and includes the following sections, which are relevant to this proposed development:

- Assessing transport capacity;
- Travel Plans;
- Delivery and Servicing Management Plans;

- Car free and car capped development;
- Vehicle access;
- Streets and public spaces; and
- Cycling facilities.

The guidance is supported by the LDF policies within the Core Strategy as identified above.

This TP and the accompanying Transport Assessment and Delivery and Service Management Plan have been prepared in accordance with this guidance and it is considered that the proposed development generally complies with CPG7.

2.4 Policy Conclusion

The development supports and is considered compliant with the above policies. Infrastructure is provided in the form of access routes to public transport nodes and cycle parking is being provided in accordance with Policy 6.9. No car parking provided on-site and this TP promotes the use of sustainable means of transport which is advocated within the aforementioned policies as being appropriate.

3. Baseline Conditions at the Existing Development

The existing development incorporates Hughes Parry, Canterbury (including York) and Commonwealth Halls. They are predominantly for undergraduate students and currently house approximately 1,013 residents. The site is located in a conservation area of Bloomsbury in the London Borough of Camden.

The halls are catered providing breakfast and dinner, on each floor there are shared bathroom facilities as well as a pantry to prepare hot drinks and snacks. There are also various communal facilities including:

- Large dining room in each hall;
- Study rooms and library;
- Squash / tennis courts (within Cartwright Gardens);
- TV rooms with lounge areas;
- Laundrette in each hall; and
- Secure bicycle parking.

Hughes Parry Hall provides accommodation on 14 floors in single and twin/shared rooms, on each floor there is a bathroom/shower/toilet block, a drying room and a shared pantry with light cooking facilities.

Commonwealth Hall accommodates the largest number of students with accommodation on 9 floors, there is a mixture of single, en-suite and double/shared rooms and all floors have a bathroom/shower/toilet block.

Situated between Hughes Parry and Commonwealth Halls is Canterbury Hall which provides male and female rooms which includes some with private bathrooms, these are mainly offered to postgraduate or final year undergraduate students.

There are currently 15 conference rooms available for external hire at the halls and are available between 08:00 and 22:00, 7 days a week. The conference rooms available can accommodate between 10 and 120 people.

The following table provides a list of the College campus locations which residents will attend, it can be seen from the table that many of these are located close to the Halls within LB Camden.

College	Borough	Ward
Birkbeck College	London Borough of Camden	Bloomsbury
The Institute of Cancer Research	London Borough of Sutton	
Central School of Speech and Drama	London Borough of Camden	Belsize
Courtauld Institute of Art	London Borough of Westminster	
Goldsmiths College	London Borough of Lewisham	
Heythrop College	Royal Borough of Kensington and Chelsea	
Institute of Education	London Borough of Camden	Bloomsbury
King's College London	London Borough of Westminster	
London Business School	London Borough of Westminster	
University of London (Institutes and activities)	London Borough of Camden	Bloomsbury
London School of Economics and Political Science	London Borough of Westminster	
London School of Hygiene and Tropical Medicine	London Borough of Camden	Bloomsbury
Queen Mary and Westfield College	London Borough of Tower Hamlets	
Royal Academy of Music	London Borough of Westminster	
Royal Holloway and Bedford New College	Runnymede Borough Council	
The Royal Veterinary College	London Borough of Camden	St Pancras and Somers Town
St George's Hospital Medical School	London Borough of Wandsworth	
The School of Oriental and African Studies	London Borough of Camden	Bloomsbury
University College London	London Borough of Camden	Bloomsbury

3.1 Site surroundings

The site is located close to Euston, King's Cross and St Pancras Rail Stations which provide access to local and national rail services. It is also close to Euston, King's Cross and Russell Square underground stations and a short walking distance from The British Library, The British Museum, Senate House, many of the Colleges of the Applicant as well as a variety of markets, restaurants, pubs, shops and other attractions and amenities.

3.2 PTAL

The PTAL (Public Transport Accessibility Level) rating for the site is 6b. A PTAL rating of 6b indicates excellent access to public transport and is the highest on a scale of 1 to 6b. A copy of the PTAL report for this site can be found within Appendix B to this TP.

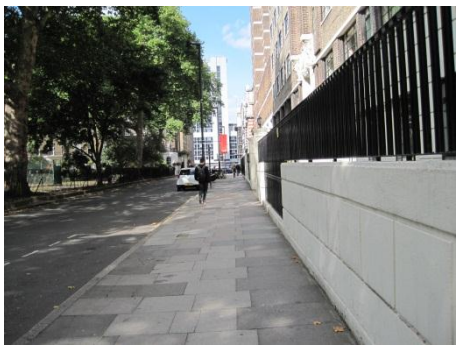
3.3 Walking distances

The IHT publication 'Providing for Journeys on Foot' (IHT 2000) suggests acceptable walking distances for various land uses. The suggested acceptable walking distance in a town centre is considered to be up to 400m. The upper limit for regular commuting (accessing work/education facilities) on foot is considered to be in the region of 2km.

However, TfL's 'Transport assessment best practice – Guidance document' dated April 2010 details that the maximum distance people would walk (in London) for a bus is 640m and 960m for a railway station, with a walk speed of 80m per minute. Bus, underground and National Rail facilities are all within 650m of the site.

3.4 Pedestrian facilities

The area surrounding the site is very accommodating for pedestrian as it features wide footways, dropped kerbs and tactile paving at some crossing points.



As the site is in a central location, many of the Borough's amenities are only a short walk away with the surrounding footways leading to public transport nodes, shops and other local facilities.

There are currently 14 accesses into the site, six of which are via Sandwich Street, seven via Cartwright Gardens and one via Hastings Street. Not all of the accesses are open all of the time and some are not available to residents and/or staff, the table below details the accesses and their use.

Type of Access	No. of Accesses
Fire Escape	8
Residential Accommodation	3
Deliveries	1
Access to Car Park	1
Access to Student Cycle Area	1
TOTAL ACCESSES	**14**

There are a number of information boards within the site environs with the closest being on Cartwright Gardens. These boards provide information on where you are, directions to transport nodes and facilities that are within a 5 minute walk from the board.

3.5 Cyclist facilities

The site is well connected in terms of cycling and there are a number of signed cycle routes within the site environs.

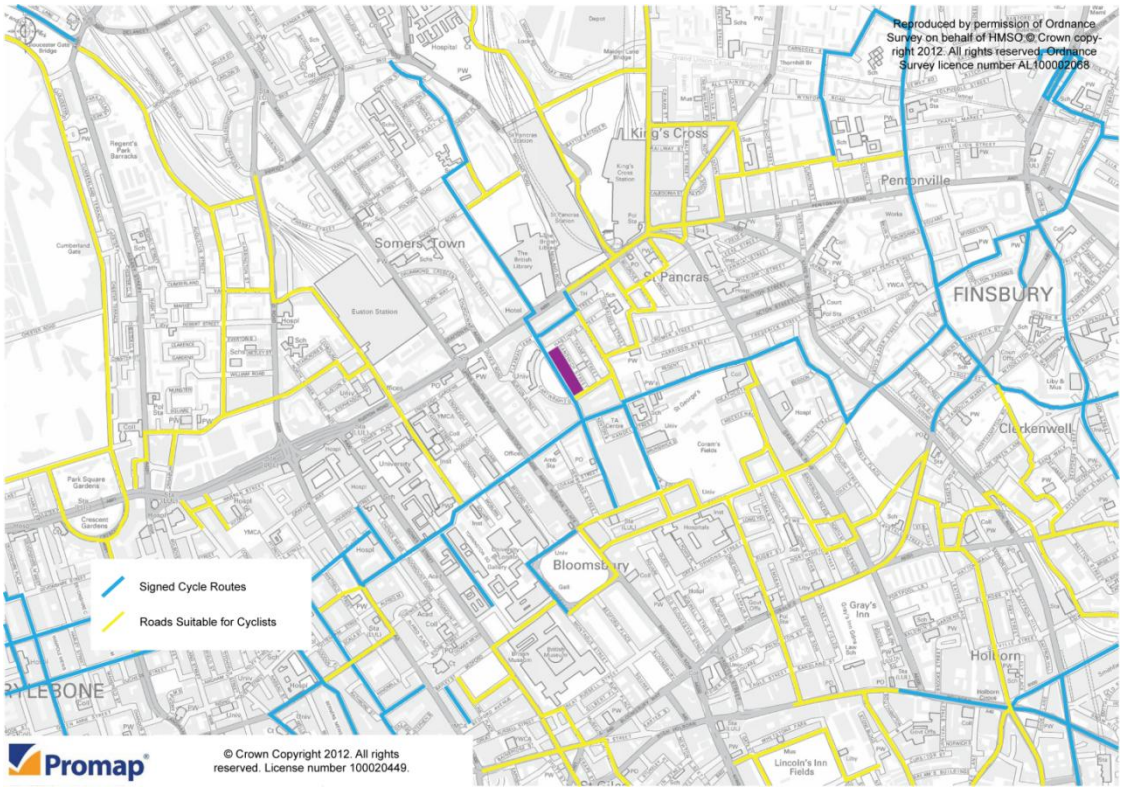
Cartwright Gardens, Marchmont Street, Mabledon Place, Bidborough Street and Tavistock Place are all routes signed for use by cyclists and are a mixture of quiet and busier roads, some of which have cycle lanes marked on the road surface.

There are also a number of other routes within the area that are not designated cycle routes but have been recommended by other cyclists and may connect to signed routes. These include Leigh Street, sections of Judd Street, Cromer Street and St Pancras Road.

Cycle parking is currently provided at the site, there are approximately 40 spaces which are located at both Hughes Parry Tower and Commonwealth Hall. The cycle parking areas are secure and a key is required for access.

Cycle parking is also provided throughout the Borough, with the closest being located on Cartwright Gardens to the north and south of the site.

The following diagram illustrates the on and off-road cycle routes within the vicinity of the site.



The diagram shows that there are a number of recommended cycle routes within the vicinity of the site, including some shared cycleway/footways and off-road routes.

Further information on cycling in the area can be found on the Council's website www.camden.gov.uk or on TfL's website www.tfl.gov.uk.

3.5.1 Barclays Cycle Hire

Barclays Cycle Hire is available throughout the City with many docking stations available. Users do not have to be a member of the scheme to hire a cycle provided that they have a debit or credit card to use at the docking stations.

The bicycle hire enables the user to hire a bicycle and return it to any docking station. The cycles are available 24 hours a day, all year round. It is 'self-service' and no booking is required. The nearest docking station to the site is located directly outside of the site on Cartwright Gardens.

The following table details docking stations that are close to the site and the maximum number of spaces at each station:

Location	No. of spaces
Cartwright Gardens	22
Tavistock Place	19
Endsleigh Gardens	30
Belgrove Street, King's Cross	18

The location of these docking stations can be seen on the Local Amenities Plan within Appendix C to this TP and further information can be found on TfL's website www.tfl.gov.uk.

3.6 Public transport facilities

3.6.1 Buses

There are a large number of bus stops within in the site environs, the closest bus stops to the site are on Euston Road to the north and Upper Woburn Place to the west. All of these bus stops benefit from a shelter and timetable information.

Bus stop locations can be found on the Transport Facilities Map within Appendix D to this TP, bus route maps and further information on bus routes and stops can be found on TfL's website www.tfl.gov.uk.

The following table summarises the services available from these stops, with their origin, destination and frequency. The frequency details the service times for the period during which the majority of building users will travel to and from the building. Within the BREEAM 2011 New Construction document it is stated that

the default hours of operation for a typical day for 'Multi-residential accommodation' is between 08:00 and 19:00.

Route No.	Operator	Serves	Frequency per hour	Route
73	Arriva London	Euston Road Stop B / Kings Cross St Pancras / Euston Station / Kings Cross Station	18	Victoria Bus Station – Stoke Newington Common
476	London General	Euston Road Stop B / Kings Cross St Pancras / Kings Cross Station	7.5	Northumberland Park – Euston Bus Station
59	Arriva London	Euston Road Stop B / Tavistock Square / Kings Cross St Pancras / Woburn Place / Upper Woburn Place / Kings Cross Station / Russell Square	9	Telford Avenue – Kings Cross Station / York Way
10	Transdev	Euston Road Stop B / Kings Cross St Pancras / Euston Station / Kings Cross Station	10	Hammersmith Bus Station – Kings Cross Station / York Way
30	First	Euston Road Stop B / Kings Cross St Pancras / Euston Station / Kings Cross Station	7.5	Portman Green / Selfridges – St Mary of Eton Church
91	Metroline	Euston Road Stop B / Tavistock Square / Kings Cross St Pancras / Woburn Place / Upper Woburn Place / Kings Cross Station / Russell	8	Tottenham Lane YMCA – Whitehall / Trafalgar Square

		Square		
390	Metroline	Euston Road Stop B / Kings Cross St Pancras / Euston Station / Kings Cross Station	8	Archway Station – Palace Garden Terrace / Notting Hill
205	Stagecoach	Euston Road Stop B / Kings Cross St Pancras / Euston Station / Kings Cross Station /	8	Cleveland Terrace – Bow Bus Station
68	London Central	Tavistock Square / Woburn Place / Upper Woburn Place / Russell Square	9	West Norwood Station – Euston Bus Station
168	Arriva London	Tavistock Square / Woburn Place / Upper Woburn Place / Russell Square	9	Royal Free Hospital – Dunton Road
46	Metroline	Midland Road / Kings Cross St Pancras / Kings Cross Station	6	Lancaster Gate Station – Stonecutter Street
45	London Central	Midland Road / Kings Cross St Pancras / Kings Cross Station	7.5	St Pancras International Station – Atkins Road / New Park Road
214	Metroline	Midland Road / Kings Cross St Pancras / Kings Cross Station	8	Highgate School Hampstead / Liverpool Street Station
63	London Central	Midland Road / Kings Cross St Pancras / Kings Cross Station	12	Forest Hill Tavern – Kings Cross Station / York Way
259	London General	Kings Cross St Pancras / Kings Cross Station	8	Edmonton Green Bus Station – Kings Cross

				Road / Pentonville Road
17	Metroline	Kings Cross St Pancras / Kings Cross Station	7.5	Archway Station / Junction Road – London Bridge Station
18	First	Euston Station	20	Sudbury and Harrow Road Station – Euston Station
7	Metroline	Russell Square	9	Brunel Road – Russell Square Station
188	Abellio	Russell Square	8	North Greenwich Station – Euston Bus Station

It should be noted that the above information is correct at the time of writing and up to date information on the bus services can be found on TfL's website www.tfl.gov.uk.

The following table details each bus stop and the approximate walking distance and time from the site. The distances have been extracted from the PTAL report as detailed in Section 3.2 above and the walking time has been calculated using TfL's 'Transport assessment best practice – Guidance document' dated April 2010), as detailed in Section 3.3.

Bus Stop	**Walk distance (metres)**	**Walk time (minutes)**
Upper Woburn Place	520	6.5
Euston Station	596	7.5
Tavistock Square	450	6
King's Cross Station	605	7.5
King's Cross St. Pancras	485	6
Euston Road Stop B	251	3
Midland Road	462	6
Russell Square	620	8
Woburn Place	500	6

3.6.2 National Rail

The nearest National Rail stations to the site are London King's Cross, London St Pancras and London Euston all of which are within an acceptable walking distance of the site.

The following table details each railway station, some main destinations accessible from the station and the approximate walking distance and time from the site.

Mainline Rail Station	Main destinations	Walk distance (metres)	Walk time (minutes)
King's Cross	Newcastle / Edinburgh / Leeds / Glasgow / Peterborough / Cambridge	540	7
St. Pancras	Derby / Leicester / Nottingham / Sheffield / Luton / Paris Gare du Nord	575	7
Euston	Birmingham / Manchester / Liverpool / Glasgow / Milton Keynes Central	650	8

3.6.3 London Underground

There are a number of underground stations in close proximity to the site, all of which are in easy walking distance.

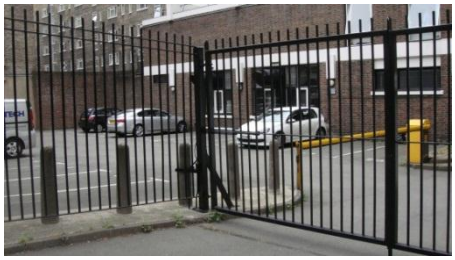
The following table details each underground station, underground services and the approximate walking distance and time from the site.

Underground Station	Services (Lines)	Walk distance (metres)	Walk time (minutes)
Russell Square	Piccadilly	504	6
King's Cross St. Pancras	Northern, Victoria, Piccadilly, Circle and Metropolitan	537	7
Euston	Victoria and Northern	650	8
Euston Square	Circle, Hammersmith & City and Victoria	572	11

3.7 Sustainable transport summary

The central location of the site makes it accessible to the many services that use Euston Road bus stops and rail and underground stations within the site environs, thus providing staff, residents and visitors to this site with many alternatives to car use.

3.8 Vehicle traffic



There are four vehicle accesses into the site, three via Sandwich Street and one via Cartwright Gardens, all accesses into the site are controlled gated accesses.

The northern and southern accesses on Sandwich Street are for kitchen servicing and access to car parking areas. Deliveries are only permitted between the hours of 08:00 and 17:00. The central access provides access to a substation and is not in use by the Applicant.

The streets surrounding the proposed development are all subject to limited waiting for heavy goods vehicles (HGV) and buses. The restriction prevents buses and HGV (over the maximum gross weight of 5 tonne) and buses waiting on the highway during the hours of 6.30 pm to midnight and midnight to 8 am.

The vehicle access on Cartwright Gardens is a service access and provides access to a small car parking area.

3.8.1 Motorcycle facilities

The closest motorcycle parking to the site is located directly outside of the Hughes Parry Hall on Cartwright Gardens. There is space for approximately 13 motorcycles, no permit is required and parking is free. This facility includes a rail attached to the pedestrian guardrail so that motorcycles can be secured.

An additional facility is located directly outside Commonwealth Hall, this solo motorcycle bay can accommodate approximately 13 motorcycles, there is only one lamp column with a hoop available for securing motorcycles, this would only secure two at a maximum as it is often used by bicyclists.

3.8.2 Cars and other private vehicles

Access to the main car parking area is via the most northern vehicle entrance on Sandwich Street. This entrance also gives access to a refuse area, however, access into the car park is via a security barrier. Currently, there are 20 car parking spaces in this location, of which one is signed for disabled user only.

Additional car parking is provided via the most southern access on Sandwich Street and the vehicle access from Cartwright Gardens.

Limited on-street car parking is available in the development's vicinity, including on Cartwright Gardens where eight parking spaces are available and a further three are available on Sandwich Street. Payment can be made at a machine on the street or by calling the number provided quoting the unique location number that is on the sign.

The closest public car park to the site is located on Judd Street, approximately 0.25km to the east of the site. This is an underground car park containing 35 spaces open Monday – Sunday 24hrs.

3.8.3 Central London Congestion Charging Zone (CLCCZ)

The development is within the CLCCZ which was introduced as a way of ensuring that those who use valuable and congested road space make a financial contribution to invest back into improving transport in London. It encourages use of other modes of transport and is also intended to ensure that, for those who have to use the roads, journey times are quicker and more reliable. The scheme requires drivers to pay £10 per day to drive in Central London during the scheme's hours of operation, which are between 07:00 and 18:00 Monday to Friday.

The congestion zone within the vicinity of the site can be seen on the Local Amenities Plan within Appendix C to this TP and the entire current scope of the CLCCZ map can be viewed at www.tfl.gov.uk.

3.9 Local Amenities

Due to the central location of the site, there are many shops and facilities within the local environs. For example, there is a supermarket, dentist, bookmakers and laundrette located on Marchmont Street, to the south of the site. Another food store is located on the corner of Leigh Street and Judd Street and there is also a pharmacy, hairdressers and eateries along Leigh Street, also to the south of the site.

The closest cash machine to the site is located within the Russell Supermarket grocery store located on Marchmont Street. There is currently a £1.65 charge to use the machine.

The closest Post Office is located Marchmont Street, approximately 0.16km to the south of the site and the closest post box is located on Tavistock Place (Judd Street) approximately 0.17km to the east of the site.

The location of the closest shops, cash machine and Post Office and post box, along with the distance from the site are shown on the Local Amenities Plan within Appendix C to this TP.

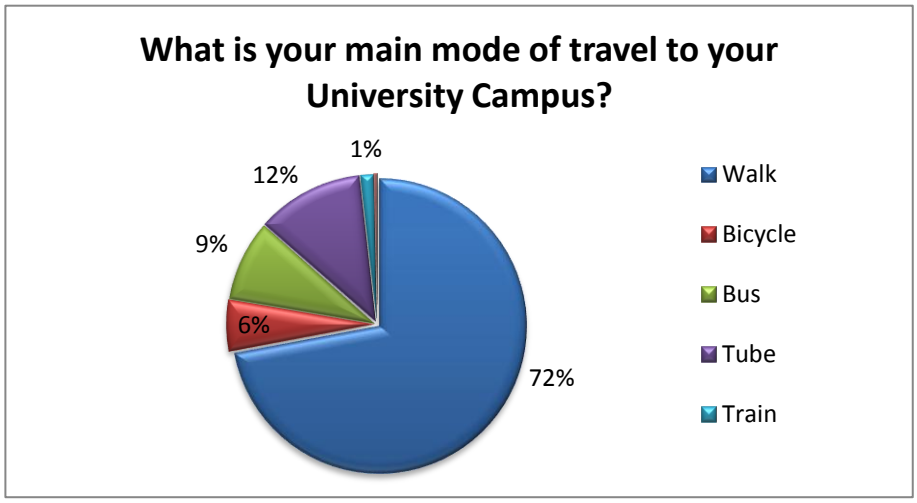
4. Travel Survey

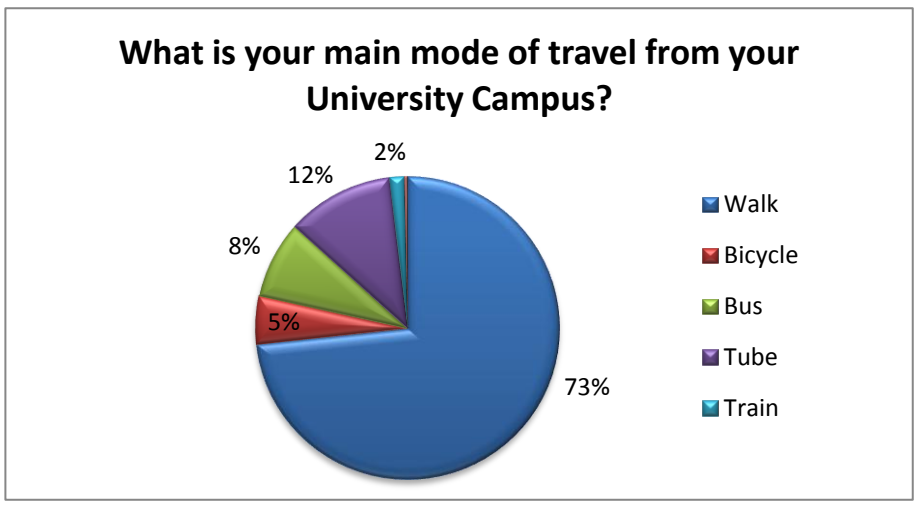
In order to inform this TP, consultation with the existing users of the site has been undertaken. Travel mode surveys were provided to the Applicant and responses were received for residents and staff, the results of which can be seen in the following sections.

4.1 Resident Surveys

Travel mode surveys were conducted at the Halls during November 2012 to determine how residents usually travel to and from the Halls. Of the 1,013 residents, 307 surveys were returned, (30% return rate which is considered representative). Full results of the travel mode survey can be seen within Appendix E to this TP.

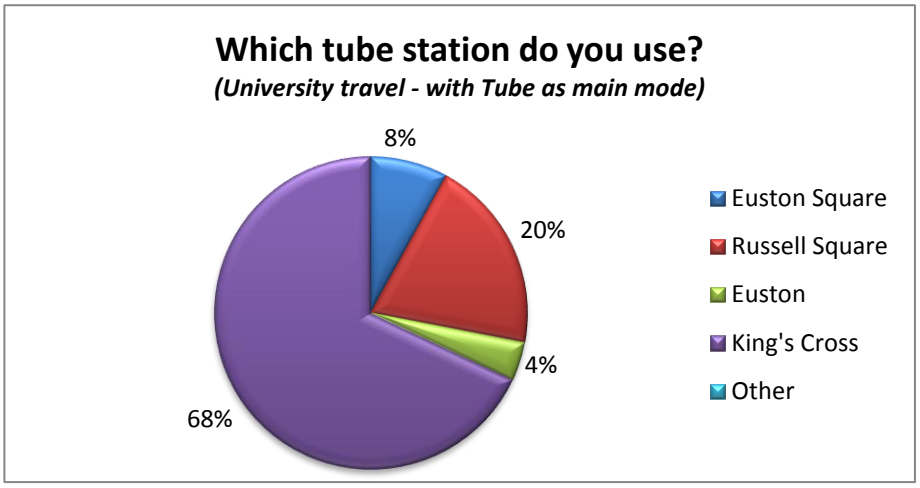
The following graphs show the results of how residents travel to and from the Halls to their University Campus. It should be noted that a number of residents indicated that they have more than one main mode of transport, this is reflected in the results.





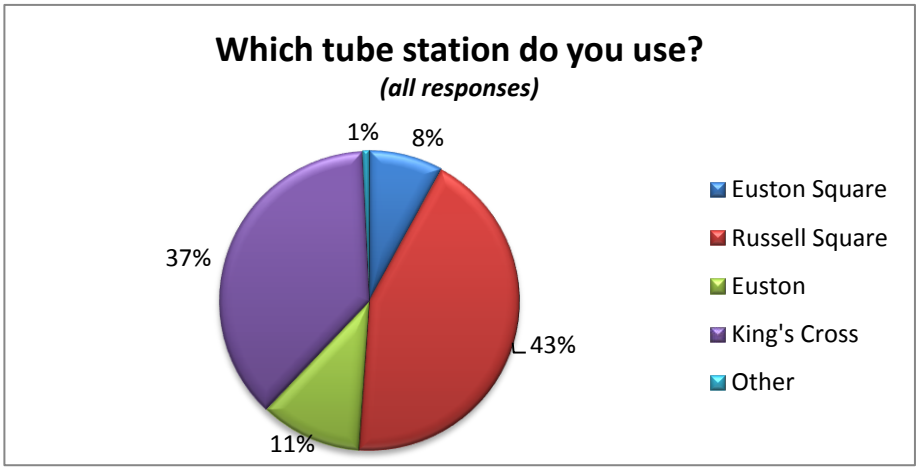
It can be seen from the graphs that all of the residents, who completed the survey, travel to and from the Halls by sustainable modes of transport and none travel by car, which is extremely encouraging. It can be seen that the majority of residents walk (72% to and 73% from), 12% of residents travel to and from the Halls by tube and 6% cycle to their campus and 5% cycle from their campus.

Residents were asked, which tube station they would usually use, the following graph details the results.



It can be seen that the majority of residents who use the tube as their main mode use King's Cross as their usual station (68%) and 20% use Russell Square which is the closest tube station to the site.

Although only 41 responses stated that tube was their main mode of travel to their Campus, others did complete Question 8, "If you travel by Tube, which station do you usually travel from?". The following graph shows the complete results from this question, it must be noted however, these results will therefore include trips other than to or from their Campus, e.g. for leisure.

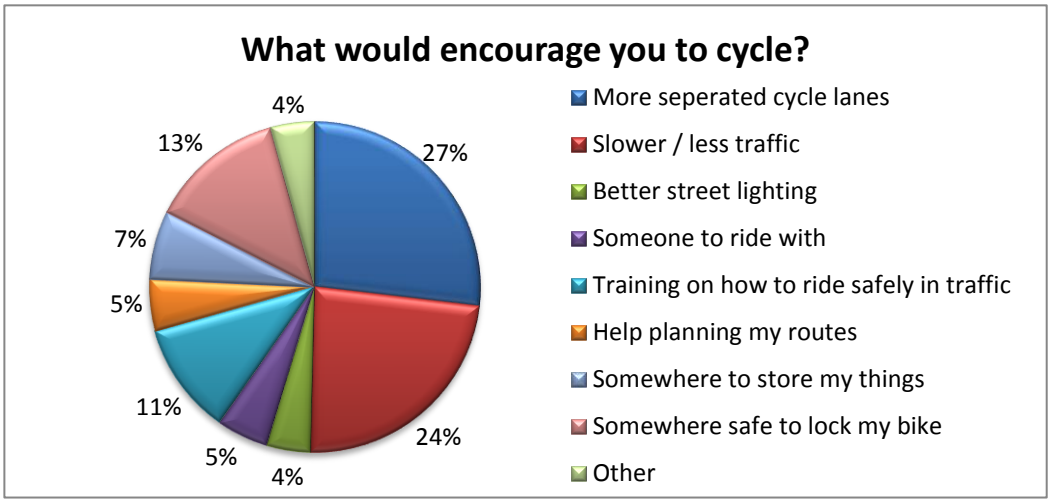


The results show that the majority of residents travelling by tube use Russell Square Station (43%), this is the closest station to the Halls.

In terms of cycling, residents who cycle to (6%) / from (5%) the Halls to their Campus were asked whether they use their own cycle or a Barclays Hire Cycle, the results showed that 67% use Barclays Hire Cycles and 33% use their own bike. The location of the hire cycles, is likely to be a factor for this as they are in such close proximity to the site, being directly outside on Cartwright Gardens.

Whilst 18 responses stated that cycling was their main mode of travel to/from their Campus, others did say that they used their own and other used Barclays Hire Cycles, but states other modes of travel as their main mode. There were 81 residents stated that they use Barclays Hire Cycles and 18 residents use their own cycle.

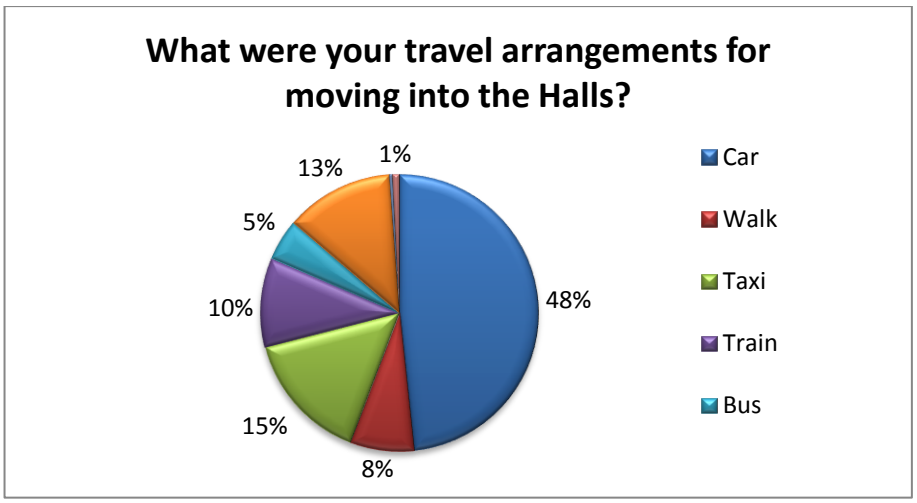
Residents were also asked what would encourage them to cycle, the results of which can be seen in the following graph.



There were 27% of residents who responded that more separated cycle lanes would encourage them to cycle, 24% said slower/less traffic, 13% noted somewhere safe to lock their bike and 11% said training on how to ride safely in traffic encourage them to cycle.

In order to establish the level of disabled car parking to be made available onsite, residents were asked whether they were registered disabled, of the returned questionnaires only three residents (1%) said they were registered disabled and of these only one said that they were a Blue Badge Holder.

In order to gauge the likely level of traffic associated with the Halls at the beginning and end of the university year, residents were asked what their travel arrangements were for moving into the Halls in September 2012. The results can be seen in the following graph.



The majority of residents used a car (48%), however, as none of the residents indicated that they have a car, it is likely that they were brought to the Halls by others and the cars were not onsite for a prolonged period.

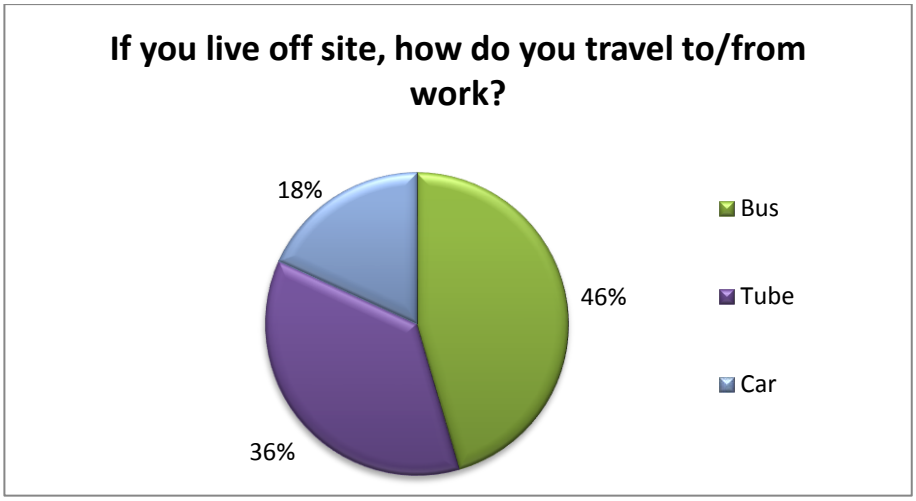
Although no problem has been identified by the Council regarding residents arriving by car, this will be discouraged so inconvenience is not caused to local residents.

4.2 Staff

Staff were also surveyed in November 2012 to inform this TP and 13 completed questionnaires were returned. Full results of the travel mode survey can be seen within Appendix F to this TP.

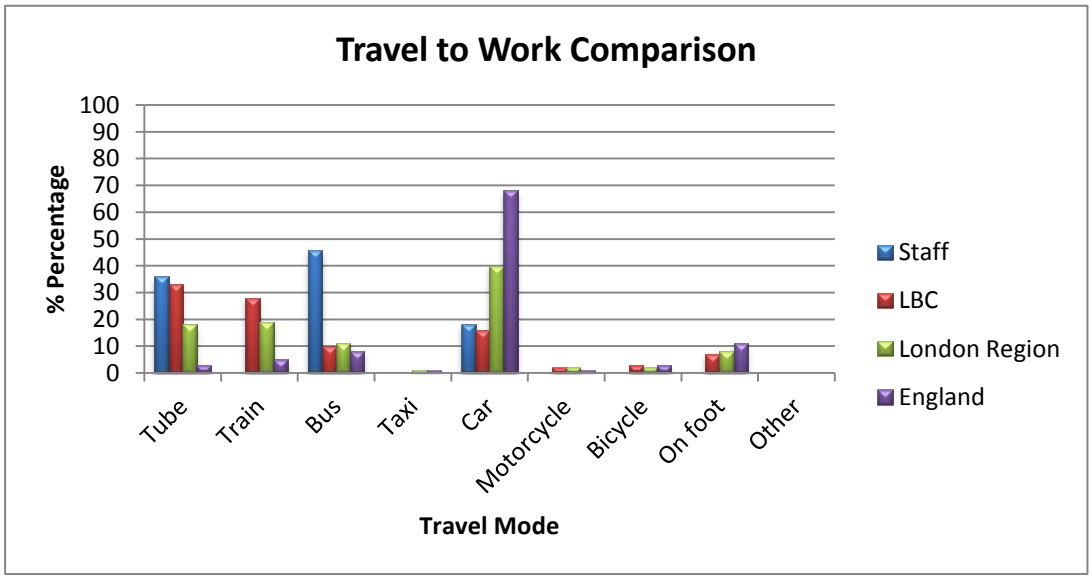
Due to the nature of the site, some staff live on-site. Of the completed questionnaires, two members of staff indicated that they live on-site, neither of which have a car, however, one does have a motorcycle or bicycle which is kept on-site.

With regards to the staff who live off-site, the following graph shows how they currently travel to and from the Halls.



It can be seen from the graph that the majority of staff travel to the site by sustainable modes of transport (82%), with the remainder (18%) travelling by car. The members of staff who said that they travel by car also indicated that they lived too far away from the site to travel by any other mode of transport.

We have compared the data collected in November 2012 to 2001 Census data (Travel to Work Table UV37) for the London Borough of Camden, the London Region and England. The comparison of which can be seen in the following graph.

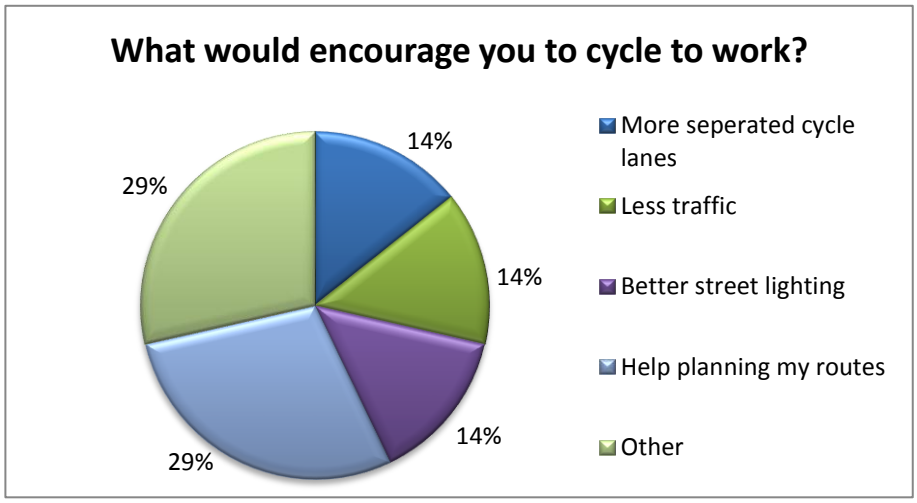


It can be seen from the graph that the level of travel by car at the Halls is (18%) is considerably less that the London Region (40%) and England (68%) but slightly more than LB Camden (16%). It can also be seen that the level of staff travelling to the site by tube and bus is high compared with LB Camden, London Region and England.

In addition to being asked how they currently travel, staff were asked what would encourage them to walk to work, the results of which can be seen in the following graph.

It can be seen that 45% of staff said that if it wasn't such a long walk to work would encourage them to walk, 22% said safer road crossings and other reasons, and 11% said less traffic would encourage them to walk.

Staff were also asked what would encourage them to cycle to work, the results of which can be seen in the following graph.



It can be seen that 29% of staff said other reasons and help planning routes would encourage them to cycle to work and 14% said more separated cycle lanes, less traffic and better street lighting would encourage them to cycle. The members of staff who indicated other reasons both commented that they would be encouraged to cycle if they lived closer to work.

5. Objectives

The objectives of the TP have been identified from the staff and resident travel mode data as discussed in Section 4 above.

The objectives are to encourage the use of sustainable modes of transport and discourage the use of cars, especially single occupancy vehicles.

The objectives of this TP are to:

- To appoint a Travel Plan Coordinator (TPC); and
- To maintain the high levels of sustainable travel by residents and staff.

6. Proposed development and measures

This section of the TP details the various incentives and initiatives that will be available to users of the site and to assist in achieving the targets as set out in Section 7 below.

6.1 Scale of Development

The proposed development involves the demolition of Canterbury Hall (including York) and Commonwealth Hall and partial demolition of Hughes Parry Tower and the construction of a new building, with an increased number of bedrooms within the Halls increasing to accommodate 1200 students with associated leisure and dining facilities.

The redevelopment will also include cycle facilities and on-site service arrangements.

The proposals will provide an uncontrolled pedestrian crossing point to link the Halls to the Gardens. A new raised table will be located on Cartwright Gardens which will provide at grade crossing from the main entrance to the Halls and the pedestrian access in to the Gardens.

6.2 Staff, residents and visitor numbers

Although the redevelopment will increase the number of residents from 1013 to 1200, the new and consolidated facilities are not likely to result in additional staff numbers at the Halls.

A Student Management Plan (SMP) has been prepared to accompany the planning application which provides details regarding the dropping off and picking up of students at the start and end of term. The management of the drop off/pick up arrangements will be via the on-site team, however LB Camden did not consider the existing arrangements to be problematic and it is expected that the SMP will consider the local community to prevent any unnecessary nuisance during these periods.

6.3 Appointment of a TPC

To ensure the success of any travel plan, it needs to be monitored, coordinated and markets on a regular basis to ensure that it meets its objectives and that any targets are achievable and realistic. The Applicant will appoint a Travel Plan Coordinator (TPC) to develop and oversee the implementation of the initiatives outlines in this Plan.

The TPC is key to the success of the TP and whilst the precise nature of the position will vary, the TPC should become a main driving force behind the Plan. It is important that the TPC has sufficient time and support to manage the TP.

Ideally, the TPC should be a 'champion for the cause' demonstrating enthusiasm, negotiation skills and an ability to communicate with people at all levels. Other qualities that may be appropriate could be:

- Popular, but commanding respect. The TPC may need to try and persuade colleagues and residents to change habits of a lifetime;
- Capable of dealing with all types of people within the development and external organisations, for example, officers at LB Camden;
- Able to lead by example, the scheme could lose credibility if the TPC does not make an effort;
- A believer in the cause of helping the environment, with knowledge of environmental and business issues; and
- To motivate and encourage others to maintain the momentum.

6.4 Appointment of TPSG

In order to ensure the TP is known, used and takes account of all the occupiers' needs it is important that a Travel Plan Steering Group (TPSG) is established. The TPSG will contain at least one staff member, the TPC and a number of residents and could include a member of the Local Authority.

When the revised TP is prepared, a list of group members and the current TPC should be included. All users of the site should have access to the Plan and the contacts list.

The main duties of the TPC and TPSG would include:

- Develop and oversee the implementation of the Plan;
- Obtaining and maintaining commitment and support from senior managers and staff within the development;
- Designing and implementing effective marketing and awareness raising campaigns to promote the Travel Plan;
- Setting up, co-ordinating and attending TPSG meetings;
- Co-ordinating the necessary data collection exercise required to develop the Travel Plan;

- Manage any public transport discount fare schemes, cycle promotion schemes and other events as and when identified;
- Provide travel advice and information; and
- Co-ordinating the monitoring programme for the Travel Plan, including target setting.

6.5 Marketing and Awareness

A shift towards environmentally acceptable forms of travel ultimately requires behavioural change. It is important that people realise the TP is not anti-car but aims to encourage them to travel more wisely as well as offering greater travel choice to people who can use alternatives.

Effective promotion and awareness as well as dissemination of information is essential through the delivery of a variety of media and publicity.

In order to maintain the momentum continual promotion of travel alternatives is required. The use of notice boards / Travel Information Point at key locations to promote the Plan and disseminate information will also help to reinforce sustainable transport issues.

6.6 New Residents

It is important to raise new resident awareness of sustainable transport. The Applicant will provide information on the TP and its objectives through tenancy agreements. The TPC will also provide travel information to new residents.

There will be an on-site management team comprising a full-time dedicated Residence Manager, supported by a team of administrative, engineering and cleaning staff all of which will be based at the Halls. The site will have a 24 hour front of service staffed by a receptionist during the day and by two members of the security team during the night and at weekends. All staff will be made aware of the TP and will be encouraged to travel to the site by sustainable means of transport.

During time periods where students are expected to arrive at the Halls, UPP will liaise with local community police, traffic management and the local resident associations prior to the move in period, to brief them on the planned intake weekend and, where necessary, agree a strategy for management of vehicle movements. Additional staffing support will be made available to ensure a trouble-free arrival process.

Students will be allocated time slots for their arrival and it will be made clear to them that the time slot is for their benefit to ensure a smooth arrival experience and to minimise disruption in terms of vehicular movements.

6.7 Walking

Walking as a form of transport is very sustainable, benefiting the environment through reduced car use and car parking demand. In turn, advantages for the individual come through increased exercise, reduced stress and minimal financial costs.

The TPC will ensure that national walking events are advertised in the Travel Information Point and/or other suitable means to encourage walking amongst staff, residents and visitors to the site. For example, "Walk to Work Week" with Living Streets, which is an event held every year to encourage more people to walk to work rather than travel by less sustainable modes.

Living Streets can help organisations promote walking to building users and provide event guides, posters and leaflets to assist with promoting walking events. More information can be found on the Living Streets website www.livingstreets.org.uk.

www.walkit.com is an urban walking route planner which provides route maps between any two points, it will also provide details such as, journey time, calorie burn, step count and carbon saving. The TPC will ensure that details of www.walkit.com are available to residents and staff within the Travel Information Point for those who would like to walk but may need assistance with routes.

There are three main pedestrian entrances proposed for the site, two are via Cartwright Gardens and the third is an entrance from Leigh Street which will provide access to University flexible space and will not be available for use by the residents.

The main pedestrian entrance will be via Cartwright Gardens on the western side of the site, the other entrance from Cartwright Gardens will give access to the retained Hughes Parry Hall building.

Access to the seven townhouses will be via Sandwich Street where each townhouse has its own access point. Access to the townhouses is via centrally controlled doors and will be useable between the hours of 7am and 7pm for students of the particular townhouse. Outside of these times the door will not function, with students accessing their accommodation from the courtyard, meaning they will have to enter the building via the main entrance on Cartwright Gardens.

Pedestrians will be able to access the site environs via the existing footway network.

The proposals will upgrade the pedestrian crossing point which links the Halls to the existing gate into the Gardens. An uncontrolled pedestrian crossing will be provided which has been specifically designed to minimise vehicle speeds, through the use of a raised table, therefore providing increased pedestrian accessibility to the gardens which will be redeveloped through the proposals. Furthermore, during discussions with LB Camden and local residents, the lack of a footway on the western side of Cartwright Gardens, adjacent to the gardens, was highlighted. As such, the provision of a footway has been considered as part of the development proposals.

A speed table is also proposed at the junction of Cartwright Gardens with Hastings Street, this will be constructed from tarmac to match the table recently implemented at the junction of Cartwright Gardens with Leigh Street.

In addition, Cartwright Gardens has been identified by LB Camden as an area which will be included within the borough-wide 20mph speed limit with the implementation of signage and road markings only. The proposed tables along Cartwright Gardens will help enforce the 20mph speed limit which is proposed by LB Camden.

6.8 Cycling

Cycling as a mode of transport is one of the most sustainable methods of travel and offers health and fitness benefits to the user.

The provision of good quality cycle parking is integral to the development of cycle-friendly infrastructure. Proximity to the building is the major influence on cyclists' choice of parking location. This is regardless of journey purpose or parking duration, although the relative importance of proximity is greatest where cycles are parked for shorter periods. The attractiveness of cycle parking facilities also depends on factors including security, weather protection, ease of use and support for the cycle.

LB Camden have requested that cycle parking provision for the site should be made available to meet the likely demand for the site.

In order to determine the likely demand, travel survey data showed that 5% of residents stated cycling as their main mode of travel to their Campus, this would equate to a total of 65 residents at the new Halls. However 9% of residents stated that they currently park a cycle at the Halls, this would equate to 117 cycles parking spaces being required at the Halls.

We have also considered TfL's cycle parking standards, using the standard of one cycle space per two resident students, 600 cycle parking spaces would be required as a minimum.

The proposals for the site include providing secure, cycle parking for 600. This facility is shown on the proposed site layout plan in Appendix A. It can be seen that the cycle parking is located within the building on the lower ground floor and can be accessed via an access off Cartwright Gardens with a lift down to the lower ground floor.

Additional cycle parking is also proposed for visitors at the Halls which will be located adjacent to the building entrance on Cartwright Gardens. These are provided in addition to the existing public cycle parking provision on Cartwright Gardens to the northern and southern ends of the site.

The staff at the site will be made aware of the Government's Cycle scheme which enables employees to purchase a cycle through their employer, tax free. More information is available at http://www.cyclescheme.co.uk. Employers of all sizes across the public, private and voluntary sectors can implement a tax exempt loan scheme for their employees. To qualify for the tax exemption, the cycles and cyclists' safety equipment loaned by the employer and the scheme must be available to all employees. Eligible equipment includes cycles and safety equipment.

The TPC will ensure that national cycling events are advertised to encourage cycling amongst staff, residents and visitors to the site. For example, "Samsung Bike Week", this is an event held every year to encourage more people to cycle to work rather than travel by less sustainable modes. More information can be found at www.bikeweek.org.uk.

The TPC will also promote BikeBUDi, which is a free scheme that matches cyclists up with other cyclists going the same route. The website www.bikebudi.liftshare.com already has 41 active members in the area.

6.9 Motorcycling

The use of motorcycles and mopeds are seen as environmentally preferable to the car as well as being more space efficient than other vehicles, particularly in terms of parking and congestion. In addition to being more environmentally acceptable, the use of motorcycles and mopeds can benefit employees and visitors through lower running costs.

Motorcyclists will be able to utilise the existing motorcycle parking facilities as described in Section 3.7.1 above.

6.10 Public Transport

A dedicated Travel Information Point will be situated within the main reception areas of the buildings. The boards will be wall-mounted, lockable and tamper-proof and will contain

public transport information for the area. The TPC will be responsible for ensuring the information is kept up to date.

Accessibility to and use of public transport is considered to be a key element of any travel plan, this development is fortunate to be located close to excellent public transport facilities.

Information on other public transport initiatives/schemes will be available (including the Oyster Card) to staff and residents.

The Oyster Card is a 'smartcard' which can be used on the Tube, buses, DLR, London Overground and some National Rail services in London. The card can store up to £90 of cash which can be used to 'pay as you go'.

Pay as you go has several advantages over paper tickets including:

- Oyster single fares are generally cheaper;
- Credit can be used as you need it and it doesn't expire; and
- Daily price capping automatically calculates the cheapest fare for the journeys you make in a single day.

Oyster Cards can be purchased at various locations throughout London including:

- Most Tube station ticket offices;
- At over 2,200 Oyster Ticket Stops;
- At the Oyster website – https://oyster.tfl.gov.uk/oyster.entry.do; and
- By telephone on 0845 330 9876.

More information on this service and other travel card services can be obtained from www.tfl.gov.uk.

6.11 Vehicles

6.11.1 Proposed access

Vehicular access to the development will be from Sandwich Street which will lead to the service area, providing access to the loading bay and the internal cycle parking. Egress from the site will be provided onto Cartwright Gardens, creating a one way system on site.

Both the access and egress will be gated and controlled on site to manage and minimise conflicts.

6.11.2 Car parking

No car parking is being provided for the development, in accordance with LB Camden's Policy DP18 the residents of this car –free development will not be issued with on-street parking permits. Staff, residents and visitors who chose to drive will be able to utilise the public parking facilities in the area, as detailed in Section 3.7 above.

From the travel surveys, a small proportion of residents may be eligible for a blue badge. As stated in DP18, blue badge residents will be able to park in on-street spaces without a parking permit. This includes on-street parking located close to the main entrance of the proposed development, those displaying their blue badge can use these bays without incurring any costs.

6.11.3 Car sharing scheme

Car sharing is when two or more people travel together instead of using separate cars. This results in reduced travel costs for the individuals as well as reducing the demand for parking on-site. Whilst there are no parking spaces proposed on-site, car sharing can be a viable option for car journeys.

The website www.london.liftshare.com, is a car sharing scheme where there are already 1796 active members in the area. It allows members to state where they live and where they are going in order for individuals embarking on a similar journey to share their details.

It is important that car sharing is presented as a flexible option, for example it may not be possible/appropriate or necessary for car sharing every day of the week.

The TPC will provide information regarding car sharing on the Travel Information Point.

6.12 Servicing Arrangements

The proposed service strategy will see the removal of the three existing service locations and an internal service yard will be provided. This arrangement will minimise service vehicles parking and reversing on Sandwich Street, in additional there should be no need for service vehicles to undertake any reverse manoeuvres within the area, thus reducing noise nuisance.

Service vehicles will gain access to the site via Sandwich Street to the east of the building, they will then egress onto Cartwright Gardens.

The development is expected to have a level of servicing activity similar to the existing activity, and a Delivery and Servicing Management Plan has been prepared and this separate document also accompanies the planning application. The following table gives an indication of the expected deliveries and the likely frequencies.

Service area	Frequency and hours
Refuse	Approximately 6 collections per week for waste collection (Mon - Fri)
Post / couriers	Throughout the day, (Mon – Sat)
General (including food)	Approximately 26 deliveries per week

6.13 Emergency access

It is assumed that emergency access will be retained as existing, from the highways surrounding the site.

6.14 Proposed off-site highway works

During discussions with LB Camden and local residents, the lack of a footway on the western side of Cartwright Gardens, adjacent to the gardens, was highlighted. As such, the provision of a footway has been considered as part of the development proposals.

The TA includes a proposed scheme of off-site highway works which include the provision of a footway with a one-way system on Cartwright Gardens between its junctions with Leigh Street and Hastings Street and to accommodate cyclists a southbound contraflow cycle lane.

7. Targets

7.1 Targets with defined timescales

For any travel plan to be successful it needs to incorporate targets. There targets also provide a base against which performance of the plan can be monitored.

It is important to set targets so that specific achievements can be identified. Targets will be linked to the objectives and will be SMART – specific, measureable, achievable, realistic and time bound. These criteria are a realistic means by which targets can be set and monitored.

The TPC should set targets that not only maintain the current high levels of sustainable travel but should also aim to meet the objectives of LB Camden's Core Strategy.

The key objective of this plan, is to maintain, over time, the level of residents and staff travelling by sustainable modes of transport. We have used the modal split data (as detailed in Section 4) to prepare targets to monitor the effectiveness of the TP.

Target 1	Maintain no residential car use
Target 2	Reduce levels of car use for staff to 15%, currently 18%

8. Monitoring and Review

To understand how journeys are made to and from the site by staff, residents and visitors it is important to conduct regular surveys of travel patterns and attitudes. The TPC will undertake detailed travel mode surveys of all building users bi-annually. This data will be used to inform recommendations based on willingness and potential for change.

It is essential for the impacts of the Plan and the benefits achieved to be continuously monitored to:

- Identify whether individual aspects of the Plan are particularly successful or unsuccessful; and
- Identify whether the level of travel by sustainable modes is being maintained.

8.1 Review of Travel Plan and changes

It is intended that this will be a "living" document that will be reviewed and updated bi-annually. The TP needs to be flexible with the ability to adapt to the challenging needs of those travelling to and from the site. Monitoring the effectiveness of the TP periodically is crucial in determining progress and for highlighting any changes required.

As detailed above, surveys of residents, staff and visitors will be undertaken and analysed bi-annually. The TPC will monitor the targets following the survey and will update the Plan and targets accordingly. The TPC will also ensure that LB Camden was engaged in the travel plan process.

Any changes to the TP along with the survey results and progress towards the targets will be made available to all staff and residents, with a copy of the revised full TP being available for viewing on site.

The TPC will maintain regular links with LB Camden regarding the progress of the TP and other road safety issues in and around the area of the site.

9. Action Plan

Below is an action plan to assist the TPC in delivering the Plan. This Plan highlights the need to appoint a TPC, however, as the TPC has not been appointed at the time of writing, it is not possible to include the TPC's initials against the actions.

Actions	Person Responsible	Date
Install Travel Information Point for residents, staff and visitors	UoL Management	Prior to occupation
Appoint TPC from staff members	UoL Management	Prior to occupation
Set up TPSG	UoL Management	Prior to occupation
Provide information to residents regarding the TP in Tenancy Agreements	UoL Management	Prior to occupation
Make TP available to staff and residents	TPC	Prior to occupation
Carry out spot-check for demand of cycle parking	TPC	Quarterly
Promote and encourage taking part in Walk to Work Week events	TPC	Annually and when events available
Promote and encourage taking part in Bike Week events	TPC	Annually and when events available
TP information included in new staff induction packs	TPC	On-going
Promotion of the BikeBUDi scheme	TPC	On-going
Provide regular information on public transport	TPC	On-going
Carry out travel mode surveys of all building users	TPC	Bi-annually
Update TP bi-annually	TPC	Bi-annually

10. Conclusion

The current travel patterns of the site are very sustainable and this is to be maintained with the implementation of this TP.

The Travel Plan for the Halls will bring about an array of benefits for those travelling to and from the site, whilst minimising the environmental impact on the surrounding community.

Through a combination of surveys, focus groups and the input from the TPC, the TP will maximise opportunities to encourage participation. Furthermore, a flexible approach will ensure that the TP remains responsive to the needs of those travelling to and from the site.

The following signature provides confirmation, as detailed in Section 1, that the TP will be implemented post construction and will be supported by management during building operation.

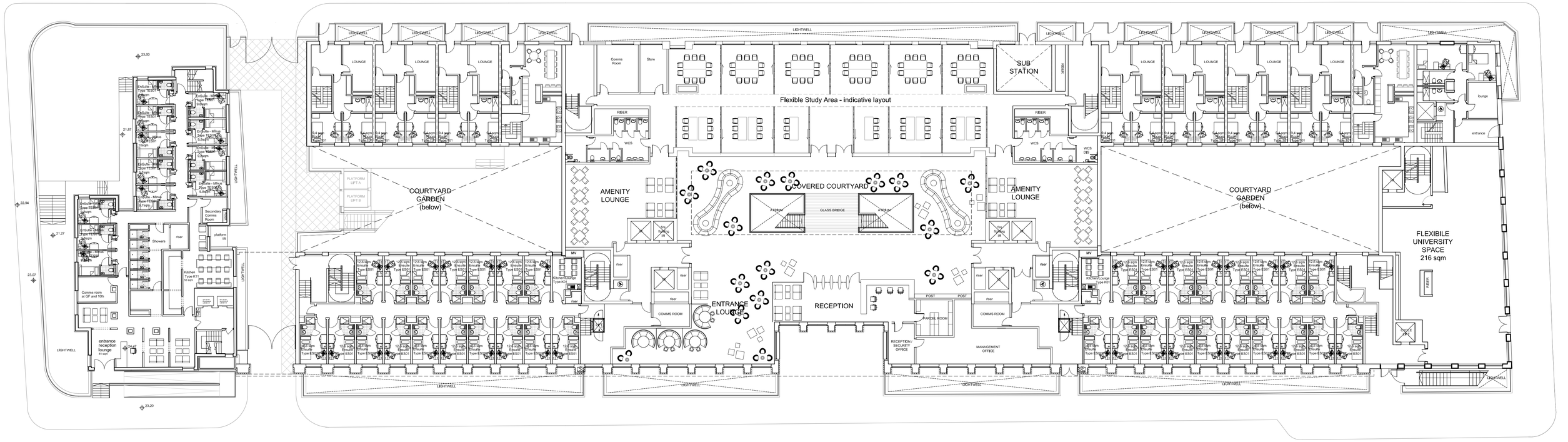
……..	……..
Signature	**Name**
……..	……..
Position	**Date**

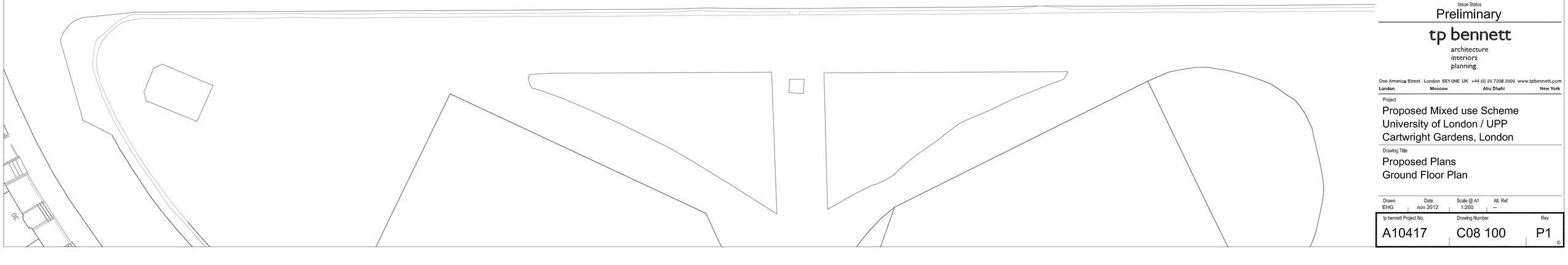
Appendix A

NOTES:

DO NOT SCALE. FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING. CHECK DIMENSIONS ON SITE AND REPORT DISCREPANCIES TO THE ARCHITECT.

ALL AREAS HAVE BEEN MEASURED FROM CURRENT DRAWINGS. THEY MAY VARY BECAUSE OF (EG) SURVEY, DESIGN DEVELOPMENT, CONSTRUCTION TOLERANCES, STATUTORY REQUIREMENTS OR RE-DEFINITION OF THE AREAS TO BE MEASURED.





No.	Date	Comment	Drawn	Chk'd
P1	25.02.13	DESIGN FREEZE	SM	NM

Revisions

Issue Status

Preliminary

tp bennett
architecture
interiors
planning

One America Street London SE1 0NE UK +44 (0) 20 7208 2000 www.tpbennett.com
London Moscow Abu Dhabi New York

Project

Proposed Mixed use Scheme
University of London / UPP
Cartwright Gardens, London

Drawing Title

Proposed Plans
Ground Floor Plan

Drawn	Date	Scale @ A1	Alt. Ref.
EHG	nov 2012	1:200	--

tp bennett Project No.	Drawing Number	Rev
A10417	C08 100	P1

Appendix B

PTAI Study Report File Details

Date	28/08/2012 09:17
Day of week	M-F
Time period	AM peak
Walk speed	4.8 kph
Walk file	PLSQLTest

POI Name: 530085, 182568

Bus Services

Reliability factor for this mode is 2
Maximum walk time for this mode is 8 minutes
Maximum walk distance for this mode is 640.0 metres

Stop UPPER WOBURN PLACE
Walk time to stop from POI is 6.5 minutes
Walk distance to stop from POI is 519.8 metres
- Route 59 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
- Route 59 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
- Route 68 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
- Route 68 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
- Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
- Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
- Route 91 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
- Route 91 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
- Route 168 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
- Route 168 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes

Stop EUSTON STATION EUSTON RD
Walk time to stop from POI is 7.46 minutes
Walk distance to stop from POI is 596.45 metres
- Route 73 Direction BACK Frequency 18.0 giving AWT of 1.67 minutes
- Route 73 Direction OUT Frequency 18.0 giving AWT of 1.67 minutes
- Route 10 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
- Route 18 Direction BACK Frequency 20.0 giving AWT of 1.5 minutes
- Route 30 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
- Route 390 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
- Route 205 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Stop TAVISTOCK SQUARE
Walk time to stop from POI is 5.63 minutes
Walk distance to stop from POI is 450.27 metres
- Route 59 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
- Route 59 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
- Route 68 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
- Route 68 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
- Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
- Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
- Route 91 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
- Route 91 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
- Route 168 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
- Route 168 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes

Stop KINGS CROSS STATION
Walk time to stop from POI is 7.55 minutes
Walk distance to stop from POI is 604.05 metres
- Route 73 Direction BACK Frequency 18.0 giving AWT of 1.67 minutes
- Route 73 Direction OUT Frequency 18.0 giving AWT of 1.67 minutes
- Route 46 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
- Route 476 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
- Route 59 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
- Route 59 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
- Route 10 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
- Route 10 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
- Route 45 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
- Route 259 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
- Route 30 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
- Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
- Route 91 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
- Route 91 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
- Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
- Route 390 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
- Route 390 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
- Route 214 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
- Route 63 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
- Route 63 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
- Route 205 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
- Route 17 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes

Stop KINGS CROSS ST PANCRAS
Walk time to stop from POI is 6.07 minutes
Walk distance to stop from POI is 485.31 metres
- Route 73 Direction BACK Frequency 18.0 giving AWT of 1.67 minutes
- Route 73 Direction OUT Frequency 18.0 giving AWT of 1.67 minutes
- Route 46 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
- Route 476 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
- Route 476 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
- Route 59 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
- Route 59 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
- Route 10 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes

Route 10 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 45 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 30 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 30 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 91 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 91 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 390 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 390 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 214 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 63 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 63 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 205 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 205 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Stop EUSTON R BRITISH LIBRARY
Walk time to stop from POI is 3.14 minutes
Walk distance to stop from POI is 251.14 metres
Route 73 Direction BACK Frequency 18.0 giving AWT of 1.67 minutes
Route 73 Direction OUT Frequency 18.0 giving AWT of 1.67 minutes
Route 476 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 476 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 59 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 59 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 10 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 10 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 30 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 30 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 91 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 91 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 390 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 390 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 205 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 205 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Stop KINGS CROSS PANCRAS ROAD
Walk time to stop from POI is 6.84 minutes
Walk distance to stop from POI is 546.92 metres
Stop MIDLAND RD ST PANCRAS STN
Walk time to stop from POI is 5.78 minutes
Walk distance to stop from POI is 462.13 metres
Route 46 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route 45 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 214 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 63 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 63 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Stop RUSSELL SQ NTH/WOBURN PL
Walk time to stop from POI is 7.76 minutes

Walk distance to stop from POI is 620.42 metres
Route 59 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 59 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 7 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 7 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 68 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 68 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 91 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 91 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 168 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 168 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 188 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 188 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Stop WOBURN PLACE CORAM ST
Walk time to stop from POI is 6.24 minutes
Walk distance to stop from POI is 499.43 metres
Route 59 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 68 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 168 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes

TATs for this mode
Route 59 Stop EUSTON R BRITISH LIBRARY TAT 8.47 minutes EDF 3.54
Route 68 Stop TAVISTOCK SQUARE TAT 10.96 minutes EDF 2.74
Route 91 Stop EUSTON R BRITISH LIBRARY TAT 8.47 minutes EDF 3.54
Route 168 Stop TAVISTOCK SQUARE TAT 10.96 minutes EDF 2.74
Route 73 Stop EUSTON R BRITISH LIBRARY TAT 6.81 minutes EDF 4.41
Route 10 Stop EUSTON R BRITISH LIBRARY TAT 8.14 minutes EDF 3.69
Route 18 Stop EUSTON STATION EUSTON RD TAT 10.96 minutes EDF 2.74
Route 30 Stop EUSTON R BRITISH LIBRARY TAT 9.14 minutes EDF 3.28
Route 390 Stop EUSTON R BRITISH LIBRARY TAT 8.89 minutes EDF 3.37
Route 205 Stop EUSTON R BRITISH LIBRARY TAT 8.89 minutes EDF 3.37
Route 46 Stop MIDLAND RD ST PANCRAS STN TAT 12.78 minutes EDF 2.35
Route 476 Stop EUSTON R BRITISH LIBRARY TAT 9.14 minutes EDF 3.28
Route 45 Stop MIDLAND RD ST PANCRAS STN TAT 11.78 minutes EDF 2.55
Route 259 Stop KINGS CROSS STATION TAT 13.3 minutes EDF 2.26
Route 214 Stop MIDLAND RD ST PANCRAS STN TAT 11.53 minutes EDF 2.6
Route 63 Stop MIDLAND RD ST PANCRAS STN TAT 10.28 minutes EDF 2.92
Route 17 Stop KINGS CROSS STATION TAT 13.55 minutes EDF 2.21
Route 7 Stop RUSSELL SQ NTH/WOBURN PL TAT 13.09 minutes EDF 2.29
Route 188 Stop RUSSELL SQ NTH/WOBURN PL TAT 13.51 minutes EDF 2.22

Best EDF is 4.41
Half of all other EDFs is 25.85

AI for this mode is 30.26

Underground Services

Reliability factor for this mode is .75
Maximum walk time for this mode is 12 minutes
Maximum walk distance for this mode is 960.0 metres

Stop Euston
Walk time to stop from POI is 8.11 minutes
Walk distance to stop from POI is 648.78 metres
- Route Northern Line Kennington to Edgware Direction N/B Frequency 5.0 giving AWT of 6.0 minutes
- Route Northern Line Morden to High Barnet Direction N/B Frequency 6.3 giving AWT of 4.76 minutes
- Route Northern Line Edgware to Kennington Direction S/B Frequency 1.3 giving AWT of 23.08 minutes
- Route Victoria Line Seven Sisters to Brixton Direction S/B Frequency 11.7 giving AWT of 2.56 minutes
- Route Victoria Line Brixton to Walthamstow Central Direction N/B Frequency 15.7 giving AWT of 1.91 minutes
- Route Northern Line Kennington to Mill Hill East Direction N/B Frequency 0.3 giving AWT of 100.0 minutes
- Route Northern Line Morden to Mill Hill East Direction N/B Frequency 1.0 giving AWT of 30.0 minutes
- Route Northern Line Edgware to Morden Direction S/B Frequency 9.7 giving AWT of 3.09 minutes
- Route Victoria Line Brixton to Seven Sisters Direction N/B Frequency 10.0 giving AWT of 3.0 minutes
- Route Northern Line Morden to Edgware Direction N/B Frequency 9.7 giving AWT of 3.09 minutes
- Route Northern Line High Barnet to Morden Direction S/B Frequency 9.0 giving AWT of 3.33 minutes
- Route Northern Line Edgware to Morden Direction S/B Frequency 8.3 giving AWT of 3.61 minutes
- Route Northern Line Kennington to High Barnet Direction N/B Frequency 4.7 giving AWT of 6.38 minutes
- Route Northern Line High Barnet to Kennington Direction S/B Frequency 5.4 giving AWT of 5.56 minutes
- Route Victoria Line Walthamstow Central to Brixton Direction S/B Frequency 15.0 giving AWT of 2.0 minutes
- Route Northern Line Morden to High Barnet Direction N/B Frequency 3.7 giving AWT of 8.11 minutes
- Route Northern Line Morden to Edgware Direction N/B Frequency 4.3 giving AWT of 6.98 minutes
- Route Northern Line Mill Hill East to Morden Direction S/B Frequency 0.3 giving AWT of 100.0 minutes
- Route Northern Line Morden to Mill Hill East Direction N/B Frequency 2.7 giving AWT of 11.11 minutes
- Route Northern Line Mill Hill East to Kennington Direction S/B Frequency 4.3 giving AWT of 6.98 minutes

Stop Euston Square
Walk time to stop from POI is 10.9 minutes
Walk distance to stop from POI is 872.02 metres
- Route Metropolitan Line Croxley to Aldgate Direction S/B Frequency 0.3 giving AWT of 100.0 minutes
- Route Metropolitan Line Aldgate to Wembley Park Direction N/B Frequency 1.0 giving AWT of 30.0 minutes
- Route Metropolitan Line Uxbridge to Aldgate Direction S/B Frequency 6.3 giving AWT of 4.76 minutes
- Route Circle Line Hammersmith (H&C Line) to Edgware Road (Circle Line) Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
- Route Metropolitan Line Watford to Aldgate Direction S/B Frequency 0.7 giving AWT of 42.86 minutes
- Route Metropolitan Line Amersham to Aldgate Direction S/B Frequency 3.0 giving AWT of 10.0 minutes
- Route Hammersmith and City Barking to Hammersmith (H&C Line) Direction IN Frequency 6.0 giving AWT of 5.0 minutes
- Route Metropolitan Line Aldgate to Amersham Direction N/B Frequency 1.3 giving AWT of 23.08 minutes
- Route Metropolitan Line Aldgate to Uxbridge Direction N/B Frequency 4.0 giving AWT of 7.5 minutes
- Route Metropolitan Line Aldgate to Watford Direction N/B Frequency 4.0 giving AWT of 7.5 minutes

Route Metropolitan Line Watford to Aldgate Direction S/B Frequency 2.3 giving AWT of 13.04 minutes
Route Metropolitan Line Aldgate to Watford Direction N/B Frequency 0.3 giving AWT of 100.0 minutes
Route Metropolitan Line Chesham to Aldgate Direction S/B Frequency 0.7 giving AWT of 42.86 minutes
Route Hammersmith and City Hammersmith (H&C Line) to Barking Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route Circle Line Edgware Road (Circle Line) to Hammersmith (H&C Line) Direction IN Frequency 6.0 giving AWT of 5.0 minutes
Route Metropolitan Line Aldgate to Harrow-on-the-Hill Direction N/B Frequency 2.3 giving AWT of 13.04 minutes
Stop Kings Cross St.Pancras
Walk time to stop from POI is 6.71 minutes
Walk distance to stop from POI is 536.69 metres
Route Piccadilly Line Arnos Grove to Ruislip Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
Route Metropolitan Line Aldgate to Watford Direction N/B Frequency 0.3 giving AWT of 100.0 minutes
Route Hammersmith and City Hammersmith (H&C Line) to Barking Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route Hammersmith and City Barking to Hammersmith (H&C Line) Direction IN Frequency 6.0 giving AWT of 5.0 minutes
Route Piccadilly Line Oakwood to Rayners Lane Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Metropolitan Line Aldgate to Uxbridge Direction N/B Frequency 4.0 giving AWT of 7.5 minutes
Route Metropolitan Line Aldgate to Wembley Park Direction N/B Frequency 1.0 giving AWT of 30.0 minutes
Route Metropolitan Line Aldgate to Amersham Direction N/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Heathrow Terminal 4 to Cockfosters Direction E/B Frequency 4.0 giving AWT of 7.5 minutes
Route Piccadilly Line Ruislip to Cockfosters Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Rayners Lane to Cockfosters Direction E/B Frequency 2.7 giving AWT of 11.11 minutes
Route Piccadilly Line Uxbridge to Oakwood Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Piccadilly Line Cockfosters to Rayners Lane Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route Metropolitan Line Croxley to Aldgate Direction S/B Frequency 0.3 giving AWT of 100.0 minutes
Route Metropolitan Line Amersham to Aldgate Direction S/B Frequency 3.0 giving AWT of 10.0 minutes
Route Metropolitan Line Watford to Aldgate Direction S/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Ruislip to Arnos Grove Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Rayners Lane to Arnos Grove Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Northfields to Arnos Grove Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Victoria Line Walthamstow Central to Brixton Direction S/B Frequency 15.0 giving AWT of 2.0 minutes
Route Circle Line Hammersmith (H&C Line) to Edgware Road (Circle Line) Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route Northern Line Morden to Mill Hill East Direction N/B Frequency 2.7 giving AWT of 11.11 minutes
Route Northern Line Edgware to Morden Direction S/B Frequency 9.7 giving AWT of 3.09 minutes
Route Circle Line Edgware Road (Circle Line) to Hammersmith (H&C Line) Direction IN Frequency 6.0 giving AWT of 5.0 minutes
Route Piccadilly Line Oakwood to Uxbridge Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Metropolitan Line Chesham to Aldgate Direction S/B Frequency 0.7 giving AWT of 42.86 minutes
Route Northern Line Mill Hill East to Morden Direction S/B Frequency 0.3 giving AWT of 100.0 minutes
Route Piccadilly Line Cockfosters to Heathrow Terminal 4 Direction W/B Frequency 6.0 giving AWT of 5.0 minutes
Route Victoria Line Brixton to Seven Sisters Direction N/B Frequency 10.0 giving AWT of 3.0 minutes
Route Piccadilly Line Heathrow Terminal 4 to Arnos Grove Direction E/B Frequency 2.0 giving AWT of 15.0 minutes
Route Victoria Line Seven Sisters to Brixton Direction S/B Frequency 11.7 giving AWT of 2.56 minutes
Route Piccadilly Line Uxbridge to Cockfosters Direction E/B Frequency 2.7 giving AWT of 11.11 minutes
Route Northern Line Morden to Edgware Direction N/B Frequency 9.7 giving AWT of 3.09 minutes
Route Piccadilly Line Cockfosters to Heathrow T5 Direction W/B Frequency 6.0 giving AWT of 5.0 minutes
Route Northern Line Morden to High Barnet Direction N/B Frequency 6.3 giving AWT of 4.76 minutes
Route Piccadilly Line Rayners Lane to Oakwood Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Piccadilly Line Arnos Grove to Rayners Lane Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Cockfosters to Uxbridge Direction W/B Frequency 2.0 giving AWT of 15.0 minutes
Route Piccadilly Line Arnos Grove to Uxbridge Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route Metropolitan Line Aldgate to Watford Direction N/B Frequency 4.0 giving AWT of 7.5 minutes

Route Metropolitan Line Watford to Aldgate Direction S/B Frequency 2.3 giving AWT of 13.04 minutes
Route Metropolitan Line Uxbridge to Aldgate Direction S/B Frequency 6.3 giving AWT of 4.76 minutes
Route Piccadilly Line Uxbridge to Arnos Grove Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Heathrow T5 to Cockfosters Direction E/B Frequency 6.0 giving AWT of 5.0 minutes
Route Metropolitan Line Aldgate to Harrow-on-the-Hill Direction N/B Frequency 2.3 giving AWT of 13.04 minutes
Route Piccadilly Line Arnos Grove to Northfields Direction W/B Frequency 2.3 giving AWT of 13.04 minutes
Route Piccadilly Line Cockfosters to Ruislip Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Oakwood to Ruislip Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Victoria Line Brixton to Walthamstow Central Direction N/B Frequency 15.7 giving AWT of 1.91 minutes
Route Northern Line High Barnet to Morden Direction S/B Frequency 9.0 giving AWT of 3.33 minutes
Stop Russell Square
Walk time to stop from POI is 6.3 minutes
Walk distance to stop from POI is 504.11 metres
Route Piccadilly Line Cockfosters to Rayners Lane Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Cockfosters to Ruislip Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Cockfosters to Uxbridge Direction W/B Frequency 2.0 giving AWT of 15.0 minutes
Route Piccadilly Line Cockfosters to Heathrow T5 Direction W/B Frequency 6.0 giving AWT of 5.0 minutes
Route Piccadilly Line Arnos Grove to Northfields Direction W/B Frequency 2.3 giving AWT of 13.04 minutes
Route Piccadilly Line Arnos Grove to Uxbridge Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Oakwood to Uxbridge Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Arnos Grove to Rayners Lane Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Oakwood to Ruislip Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Ruislip to Arnos Grove Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Oakwood to Rayners Lane Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Rayners Lane to Arnos Grove Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Cockfosters to Heathrow Terminal 4 Direction W/B Frequency 6.0 giving AWT of 5.0 minutes
Route Piccadilly Line Uxbridge to Oakwood Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Piccadilly Line Heathrow Terminal 4 to Arnos Grove Direction E/B Frequency 2.0 giving AWT of 15.0 minutes
Route Piccadilly Line Uxbridge to Arnos Grove Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Heathrow T5 to Cockfosters Direction E/B Frequency 6.0 giving AWT of 5.0 minutes
Route Piccadilly Line Uxbridge to Cockfosters Direction E/B Frequency 2.7 giving AWT of 11.11 minutes
Route Piccadilly Line Rayners Lane to Oakwood Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Piccadilly Line Arnos Grove to Ruislip Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
Route Piccadilly Line Northfields to Arnos Grove Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Heathrow Terminal 4 to Cockfosters Direction E/B Frequency 4.0 giving AWT of 7.5 minutes
Route Piccadilly Line Ruislip to Cockfosters Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Rayners Lane to Cockfosters Direction E/B Frequency 2.7 giving AWT of 11.11 minutes

TATs for this mode
Route Northern Line Kennington to Edgware Stop Euston TAT 14.86 minutes EDF 2.02
Route Northern Line High Barnet to Morden Stop Kings Cross St.Pancras TAT 10.79 minutes EDF 2.78
Route Victoria Line Seven Sisters to Brixton Stop Kings Cross St.Pancras TAT 10.02 minutes EDF 2.99
Route Victoria Line Brixton to Walthamstow Central Stop Kings Cross St.Pancras TAT 9.37 minutes EDF 3.2
Route Northern Line Mill Hill East to Kennington Stop Euston TAT 15.84 minutes EDF 1.89
Route Northern Line Morden to Mill Hill East Stop Euston TAT 38.86 minutes EDF 0.77
Route Northern Line Edgware to Morden Stop Kings Cross St.Pancras TAT 10.55 minutes EDF 2.84
Route Northern Line Edgware to Morden Stop Euston TAT 12.47 minutes EDF 2.4
Route Northern Line High Barnet to Kennington Stop Euston TAT 14.42 minutes EDF 2.08
Route Northern Line Morden to High Barnet Stop Euston TAT 16.97 minutes EDF 1.77

Route Northern Line Morden to Mill Hill East Stop Kings Cross St.Pancras TAT 18.57 minutes EDF 1.62
Route Metropolitan Line Croxley to Aldgate Stop Kings Cross St.Pancras TAT 107.46 minutes EDF 0.28
Route Metropolitan Line Aldgate to Wembley Park Stop Kings Cross St.Pancras TAT 37.46 minutes EDF 0.8
Route Metropolitan Line Uxbridge to Aldgate Stop Kings Cross St.Pancras TAT 12.22 minutes EDF 2.45
Route Circle Line Hammersmith (H&C Line) to Edgware Road (Circle Line) Stop Kings Cross St.Pancras TAT 12.46 minutes EDF 2.41
Route Metropolitan Line Aldgate to Watford Stop Kings Cross St.Pancras TAT 14.96 minutes EDF 2.01
Route Metropolitan Line Amersham to Aldgate Stop Kings Cross St.Pancras TAT 17.46 minutes EDF 1.72
Route Hammersmith and City Hammersmith (H&C Line) to Barking Stop Kings Cross St.Pancras TAT 12.46 minutes EDF 2.41
Route Metropolitan Line Watford to Aldgate Stop Kings Cross St.Pancras TAT 20.5 minutes EDF 1.46
Route Metropolitan Line Chesham to Aldgate Stop Kings Cross St.Pancras TAT 50.32 minutes EDF 0.6
Route Metropolitan Line Aldgate to Harrow-on-the-Hill Stop Kings Cross St.Pancras TAT 20.5 minutes EDF 1.46
Route Piccadilly Line Ruislip to Arnos Grove Stop Russell Square TAT 30.13 minutes EDF 1.0
Route Piccadilly Line Oakwood to Rayners Lane Stop Russell Square TAT 49.91 minutes EDF 0.6
Route Piccadilly Line Cockfosters to Heathrow Terminal 4 Stop Russell Square TAT 12.05 minutes EDF 2.49
Route Piccadilly Line Ruislip to Cockfosters Stop Russell Square TAT 30.13 minutes EDF 1.0
Route Piccadilly Line Rayners Lane to Cockfosters Stop Russell Square TAT 18.16 minutes EDF 1.65
Route Piccadilly Line Oakwood to Uxbridge Stop Russell Square TAT 49.91 minutes EDF 0.6
Route Piccadilly Line Arnos Grove to Rayners Lane Stop Russell Square TAT 30.13 minutes EDF 1.0
Route Piccadilly Line Arnos Grove to Northfields Stop Russell Square TAT 20.09 minutes EDF 1.49
Route Piccadilly Line Heathrow Terminal 4 to Arnos Grove Stop Russell Square TAT 22.05 minutes EDF 1.36
Route Piccadilly Line Uxbridge to Cockfosters Stop Russell Square TAT 18.16 minutes EDF 1.65
Route Piccadilly Line Cockfosters to Heathrow T5 Stop Russell Square TAT 12.05 minutes EDF 2.49
Route Piccadilly Line Arnos Grove to Uxbridge Stop Russell Square TAT 30.13 minutes EDF 1.0
Route Piccadilly Line Oakwood to Ruislip Stop Russell Square TAT 49.91 minutes EDF 0.6

Best EDF is 3.2
Half of all other EDFs is 26.85

AI for this mode is 30.05

Rail Services

Reliability factor for this mode is .75
Maximum walk time for this mode is 12 minutes
Maximum walk distance for this mode is 960.0 metres

Stop St Pancras Domestic
Walk time to stop from POI is 7.17 minutes
Walk distance to stop from POI is 573.32 metres
Route MOORGATE to LUTON Direction T621-T82 Frequency 0.33 giving AWT of 90.91 minutes
Route BEDFORD MIDLAND to MOORGATE Direction T72-T621 Frequency 2.6 giving AWT of 11.54 minutes
Route ST ALBANS BR to SUTTON (SURREY) Direction T86-T390 Frequency 0.67 giving AWT of 44.78 minutes
Route ST ALBANS BR to WEST NORWOOD BR Direction T86-T437 Frequency 0.33 giving AWT of 90.91 minutes

Route BEDFORD MIDLAND to LONDON BLACKFRIARS Direction T72-T217 Frequency 0.33 giving AWT of 90.91 minutes
Route DOVER PRIORY to St Pancras Domestic Direction T155-T40 Frequency 1.33 giving AWT of 22.56 minutes
Route LUTON to MOORGATE Direction T82-T621 Frequency 0.33 giving AWT of 90.91 minutes
Route St Pancras Domestic to MARGATE Direction T40-T145 Frequency 1.0 giving AWT of 30.0 minutes
Route WIMBLEDON BR to ST ALBANS BR Direction T512-T86 Frequency 1.33 giving AWT of 22.56 minutes
Route SELHURST to ST ALBANS BR Direction T433-T86 Frequency 0.33 giving AWT of 90.91 minutes
Route SUTTON (SURREY) to ST ALBANS BR Direction T390-T86 Frequency 0.33 giving AWT of 90.91 minutes
Route St Pancras Domestic to FAVERSHAM Direction T40-T262 Frequency 2.0 giving AWT of 15.0 minutes
Route Ebbsfleet to St Pancras Domestic Direction T808-T40 Frequency 1.33 giving AWT of 22.56 minutes
Route MOORGATE to LUTON Direction T621-T82 Frequency 0.67 giving AWT of 44.78 minutes
Route WIMBLEDON BR to LUTON Direction T512-T82 Frequency 0.33 giving AWT of 90.91 minutes
Route MOORGATE to BEDFORD MIDLAND Direction T621-T72 Frequency 0.6 giving AWT of 50.0 minutes
Route WIMBLEDON BR to BEDFORD MIDLAND Direction T512-T72 Frequency 0.33 giving AWT of 90.91 minutes
Route BEDFORD MIDLAND to MOORGATE Direction T72-T621 Frequency 1.0 giving AWT of 30.0 minutes
Route BEDFORD MIDLAND to BRIGHTON Direction T72-T329 Frequency 2.0 giving AWT of 15.0 minutes
Route BEDFORD MIDLAND to SUTTON (SURREY) Direction T72-T390 Frequency 0.33 giving AWT of 90.91 minutes
Route BROADSTAIRS to St Pancras Domestic Direction T140-T40 Frequency 1.0 giving AWT of 30.0 minutes
Route MOORGATE to ST ALBANS BR Direction T621-T86 Frequency 1.0 giving AWT of 30.0 minutes
Route ST ALBANS BR to MOORGATE Direction T86-T621 Frequency 0.67 giving AWT of 44.78 minutes
Route WIMBLEDON BR to BEDFORD MIDLAND Direction T512-T72 Frequency 0.33 giving AWT of 90.91 minutes
Route LUTON to MOORGATE Direction T82-T621 Frequency 0.67 giving AWT of 44.78 minutes
Stop LONDON EUSTON BR
Walk time to stop from POI is 8.11 minutes
Walk distance to stop from POI is 648.78 metres
Route BLETCHLEY to LONDON EUSTON BR Direction T19-T50 Frequency 1.0 giving AWT of 30.0 minutes
Route Rugby to LONDON EUSTON BR Direction T18-T50 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON EUSTON BR to TRING Direction T50-T26 Frequency 2.0 giving AWT of 15.0 minutes
Route MILTON KEYNES CENTRAL to LONDON EUSTON BR Direction T22-T50 Frequency 1.3 giving AWT of 23.08 minutes
Route LONDON EUSTON BR to WATFORD JUNCTION Direction T50-T31 Frequency 3.0 giving AWT of 10.0 minutes
Route WATFORD JUNCTION to LONDON EUSTON BR Direction T31-T50 Frequency 0.33 giving AWT of 90.91 minutes
Stop LONDON KINGS CROSS BR
Walk time to stop from POI is 6.71 minutes
Walk distance to stop from POI is 536.69 metres
Route WELWYN GARDEN CITY to LONDON KINGS CROSS BR Direction T661-T656 Frequency 0.33 giving AWT of 90.91 minutes
Route LETCHWORTH to LONDON KINGS CROSS BR Direction T648-T656 Frequency 0.67 giving AWT of 44.78 minutes
Route Cambridge to LONDON KINGS CROSS BR Direction T759-T656 Frequency 2.3 giving AWT of 13.04 minutes
Route WELWYN GARDEN CITY to LONDON KINGS CROSS BR Direction T661-T656 Frequency 0.33 giving AWT of 90.91 minutes
Route ROYSTON HERTS to LONDON KINGS CROSS BR Direction T649-T656 Frequency 0.33 giving AWT of 90.91 minutes
Route WELWYN GARDEN CITY to LONDON KINGS CROSS BR Direction T661-T656 Frequency 0.33 giving AWT of 90.91 minutes
Route LETCHWORTH to LONDON KINGS CROSS BR Direction T648-T656 Frequency 0.33 giving AWT of 90.91 minutes
Route LONDON KINGS CROSS BR to Peterborough Direction T656-T657 Frequency 2.0 giving AWT of 15.0 minutes
Stop LONDON ST PANCRAS
Walk time to stop from POI is 6.57 minutes
Walk distance to stop from POI is 525.24 metres

TATs for this mode
Route MOORGATE to LUTON Stop St Pancras Domestic TAT 98.83 minutes EDF 0.3
Route BEDFORD MIDLAND to MOORGATE Stop St Pancras Domestic TAT 19.45 minutes EDF 1.54
Route ST ALBANS BR to SUTTON (SURREY) Stop St Pancras Domestic TAT 52.69 minutes EDF 0.57

Route ST ALBANS BR to WEST NORWOOD BR Stop St Pancras Domestic TAT 98.83 minutes EDF 0.3
Route BEDFORD MIDLAND to LONDON BLACKFRIARS Stop St Pancras Domestic TAT 98.83 minutes EDF 0.3
Route DOVER PRIORY to St Pancras Domestic Stop St Pancras Domestic TAT 30.47 minutes EDF 0.98
Route LUTON to MOORGATE Stop St Pancras Domestic TAT 98.83 minutes EDF 0.3
Route St Pancras Domestic to MARGATE Stop St Pancras Domestic TAT 37.92 minutes EDF 0.79
Route WIMBLEDON BR to ST ALBANS BR Stop St Pancras Domestic TAT 30.47 minutes EDF 0.98
Route SELHURST to ST ALBANS BR Stop St Pancras Domestic TAT 98.83 minutes EDF 0.3
Route SUTTON (SURREY) to ST ALBANS BR Stop St Pancras Domestic TAT 98.83 minutes EDF 0.3
Route St Pancras Domestic to FAVERSHAM Stop St Pancras Domestic TAT 22.92 minutes EDF 1.31
Route Ebbsfleet to St Pancras Domestic Stop St Pancras Domestic TAT 30.47 minutes EDF 0.98
Route MOORGATE to LUTON Stop St Pancras Domestic TAT 52.69 minutes EDF 0.57
Route WIMBLEDON BR to LUTON Stop St Pancras Domestic TAT 98.83 minutes EDF 0.3
Route MOORGATE to BEDFORD MIDLAND Stop St Pancras Domestic TAT 57.92 minutes EDF 0.52
Route WIMBLEDON BR to BEDFORD MIDLAND Stop St Pancras Domestic TAT 98.83 minutes EDF 0.3
Route BEDFORD MIDLAND to MOORGATE Stop St Pancras Domestic TAT 37.92 minutes EDF 0.79
Route BEDFORD MIDLAND to BRIGHTON Stop St Pancras Domestic TAT 22.92 minutes EDF 1.31
Route BEDFORD MIDLAND to SUTTON (SURREY) Stop St Pancras Domestic TAT 98.83 minutes EDF 0.3
Route BROADSTAIRS to St Pancras Domestic Stop St Pancras Domestic TAT 37.92 minutes EDF 0.79
Route MOORGATE to ST ALBANS BR Stop St Pancras Domestic TAT 37.92 minutes EDF 0.79
Route ST ALBANS BR to MOORGATE Stop St Pancras Domestic TAT 52.69 minutes EDF 0.57
Route WIMBLEDON BR to BEDFORD MIDLAND Stop St Pancras Domestic TAT 98.83 minutes EDF 0.3
Route LUTON to MOORGATE Stop St Pancras Domestic TAT 52.69 minutes EDF 0.57
Route BLETCHLEY to LONDON EUSTON BR Stop LONDON EUSTON BR TAT 38.86 minutes EDF 0.77
Route Rugby to LONDON EUSTON BR Stop LONDON EUSTON BR TAT 99.77 minutes EDF 0.3
Route LONDON EUSTON BR to TRING Stop LONDON EUSTON BR TAT 23.86 minutes EDF 1.26
Route MILTON KEYNES CENTRAL to LONDON EUSTON BR Stop LONDON EUSTON BR TAT 31.94 minutes EDF 0.94
Route LONDON EUSTON BR to WATFORD JUNCTION Stop LONDON EUSTON BR TAT 18.86 minutes EDF 1.59
Route WATFORD JUNCTION to LONDON EUSTON BR Stop LONDON EUSTON BR TAT 99.77 minutes EDF 0.3
Route WELWYN GARDEN CITY to LONDON KINGS CROSS BR Stop LONDON KINGS CROSS BR TAT 98.37 minutes EDF 0.3
Route LETCHWORTH to LONDON KINGS CROSS BR Stop LONDON KINGS CROSS BR TAT 52.23 minutes EDF 0.57
Route Cambridge to LONDON KINGS CROSS BR Stop LONDON KINGS CROSS BR TAT 20.5 minutes EDF 1.46
Route WELWYN GARDEN CITY to LONDON KINGS CROSS BR Stop LONDON KINGS CROSS BR TAT 98.37 minutes EDF 0.3
Route ROYSTON HERTS to LONDON KINGS CROSS BR Stop LONDON KINGS CROSS BR TAT 98.37 minutes EDF 0.3
Route WELWYN GARDEN CITY to LONDON KINGS CROSS BR Stop LONDON KINGS CROSS BR TAT 98.37 minutes EDF 0.3
Route LETCHWORTH to LONDON KINGS CROSS BR Stop LONDON KINGS CROSS BR TAT 98.37 minutes EDF 0.3
Route LONDON KINGS CROSS BR to Peterborough Stop LONDON KINGS CROSS BR TAT 22.46 minutes EDF 1.34

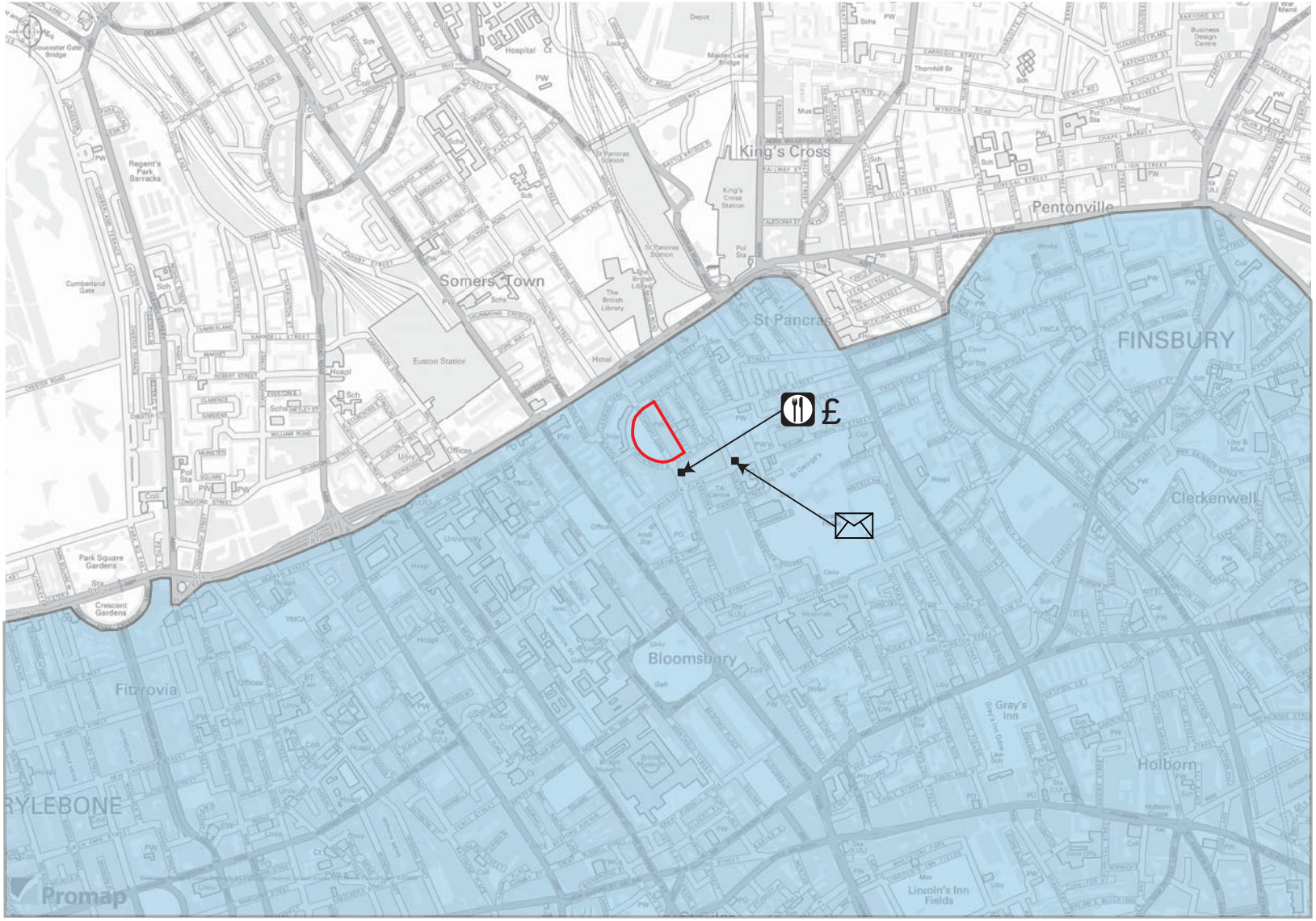
Best EDF is 1.59
Half of all other EDFs is 12.29

AI for this mode is 13.88

Total AI for this POI is 74.18. X: 530085, Y: 182568.

PTAL Rating is 6b.

Appendix C



1004327 | A3

NOTES

Congestion Charging Zone

Post Office

£ Cash Machine

Grocery or Food Outlet

Issue	Date	Description	By	Chkd	Verfd
A	19.02.13	SITE BOUNDARY CHANGES	AD	AL	TC
-	06.08.12	FIRST ISSUE	AD	AL	RS

Project
Cartwright Gardens Development Camden, London

Client
University of London

Architect
-

Job No. 1004327

Scale 1:10000

Status INFO

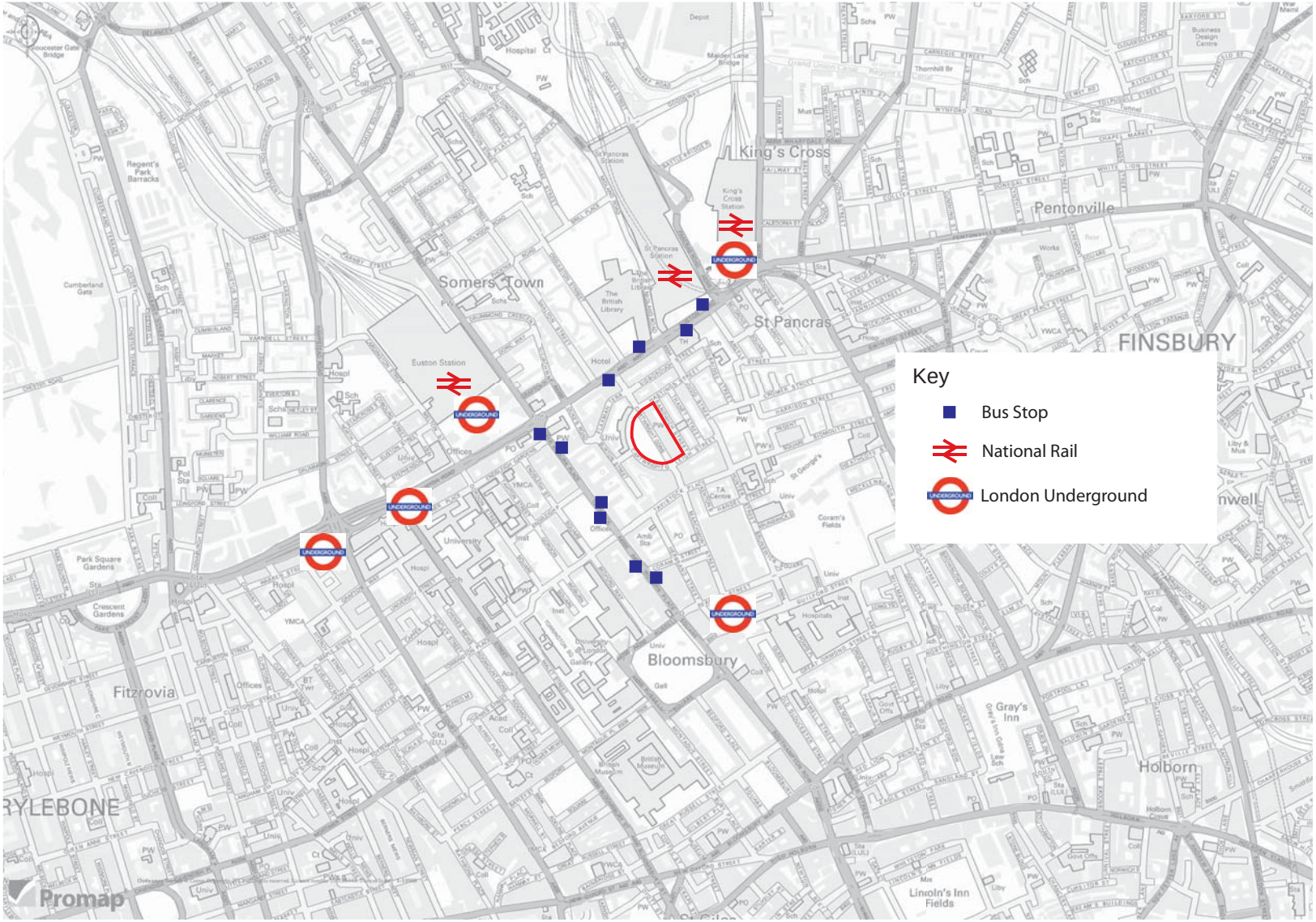
CUNDALL
Consulting Engineers
Horsley House, Regent Centre, Gosforth, Newcastle NE3 3LU
Tel: (0191) 213 1515
Fax: (0191) 213 1701
Website: www.cundall.com

Title
Local Amenities Plan

Drawing Number
Appendix C

Iss.
A

Appendix D



1004327 | A3

NOTES

Issue	Date	Description	By	Chkd	Verfd
A	19.02.13	SITE BOUNDARY CHANGES	AD	AL	TC
-	17.01.13	FIRST ISSUE	AD	AL	TC

Project
Cartwright Gardens Development Camden, London

Client
University of London

Architect
-

Job No. 1004327

Scale 1:10000

Status INFO

CUNDALL
Consulting Engineers
Horsley House, Regent Centre,
Gosforth,
Newcastle NE3 3LU
Tel: (0191) 213 1515
Fax: (0191) 213 1701
Website: www.cundall.com

Title
Transport Facilities Map

Drawing Number
Appendix D

Iss.
A

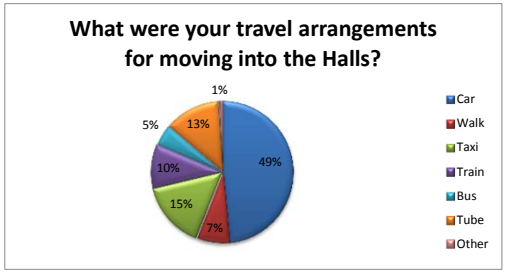
Appendix E

Cartwright Gardents
Resident Travel Survey Results

Number of responses **307**

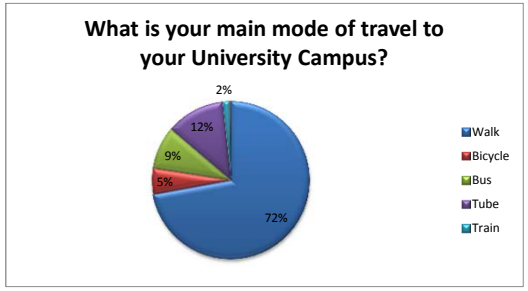
3 What were your travel arrangements for moving into the Halls?

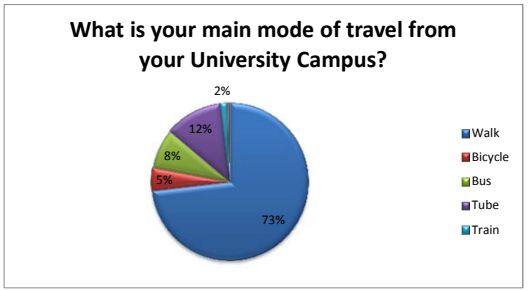
	Count	%
Car	130	**49**
Walk	20	**7**
Taxi	41	**15**
Train	27	**10**
Bus	13	**5**
Tube	34	**13**
Cycle	1	**0**
Other	2	**1**
	268	**100**



4 Main mode of travel

	To		From	
	Count	%	Count	%
Walk	246	72	232	73
Bicycle	18	5	15	5
Bus	30	9	26	8
Tube	41	12	38	12
Train	5	1	5	2
Motorbike	0	0	0	0
Car	0	0	0	0
Other	1	0	1	0
	340	**100**	**316**	**100**





5 How long will it take to get to / from the campus?

	To		From	
	Count	%	Count	%
0 - 5 mins	40	13	37	13
6 - 10 mins	104	34	91	32
11 - 25 mins	128	42	126	45
26+ mins	32	11	28	10
	304	**100**	**282**	**100**

6 If you bicycle, is it your own bicycle or do you use a Barclays Hire Bike?

	Count	%
Own	18	18
Barclays Hire Bike	81	82
	99	**100**

7 If you use your own bike, where do you store it?

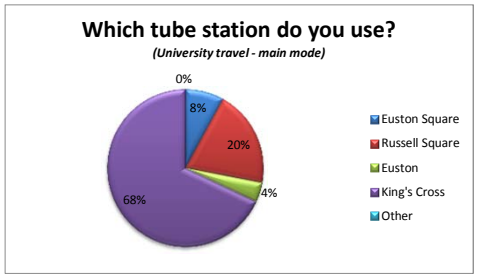
	Count	%
On site	27	66
Public cycle parking	11	27
Other	3	7
	41	**100**

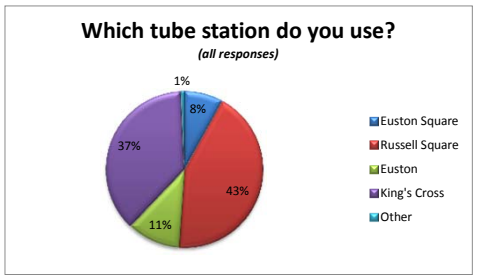
8 If you travel by tube for University, which station do you usually travel from?

	Count	%
Euston Square	2	8
Russell Square	5	20
Euston	1	4
King's Cross	17	68
Other	0	0
	25	**100**

Which station do you usually travel from? (all responses)

	Count	%
Euston Squa	21	8
Russell Squa	114	44
Euston	29	11
King's Cross	98	37
Other	2	1
	262	**101**





9 If you travel by car, where do you park at the halls?

	Count	%
On site	13	48
Surrounding streets	6	22
In public car park	7	26
In private car park	1	4
Other	0	0
	27	**100**

Cartwright Gardents
Resident Travel Survey Results

10 Are you registered disabled?

	Count	%
Yes	3	1
No	280	99
	283	**100**

11 If yes, do you have a blue bagde?

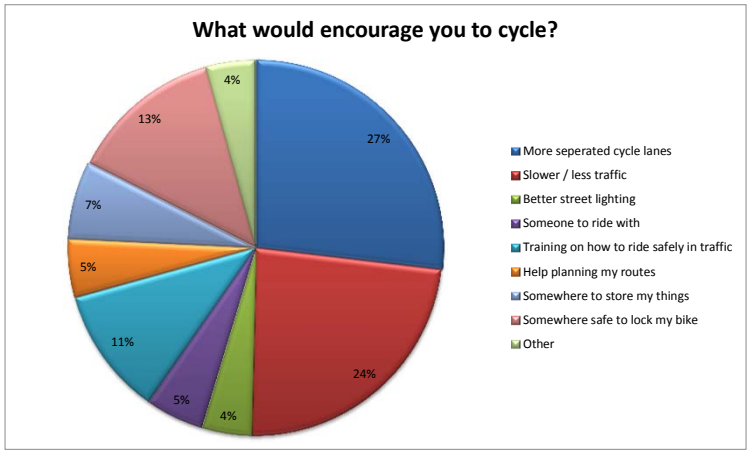
	Count	%
Yes	1	33
No	2	67
	3	**100**

12 Encourage you to walk?

	1st	2nd	3rd	4th	5th	6th	7th	8th	Total	%
Safer road crossings	88	0	0	0	0	0	0	0	**88**	**21**
Better street lighting	14	30	0	0	0	0	0	0	**44**	**10**
Cleaner footpaths	9	6	14	0	0	0	0	0	**29**	**7**
Someone to walk with	38	15	2	11	0	0	0	0	**66**	**16**
Slower traffic	5	3	5	1	9	0	0	0	**23**	**5**
Less traffic	25	14	11	5	1	9	0	0	**65**	**15**
If it wasn't such a long walk	57	13	7	3	3	1	5	0	**89**	**21**
Other	12	3	1	0	0	0	1	0	**17**	**4**
	248	**84**	**40**	**20**	**13**	**10**	**6**	**0**	**421**	**100**

13 Encourage you to cycle?

	1st	2nd	3rd	4th	5th	6th	7th	Total	%
More seperated cycle lanes	144	0	0	0	0	0	0	144	**27**
Slower / less traffic	60	66	0	0	0	0	0	126	**24**
Better street lighting	5	8	10	0	0	0	0	23	**4**
Someone to ride with	11	11	5	0	0	0	0	27	**5**
Training on how to ride safely in traffi	22	16	14	7	0	0	0	59	**11**
Help planning my routes	2	9	9	4	3	0	0	27	**5**
Somewhere to store my things	6	9	11	6	2	2	0	36	**7**
Somewhere safe to lock my bike	17	11	21	11	6	3	2	71	**13**
Other	14	6	2	1	0	0	0	23	**4**
	281	**136**	**72**	**29**	**11**	**5**	**2**	**536**	**100**



Appendix F

Cartwright Gardents
Staff Travel Survey Results

Number of completed questionnaires **13**

2 Do you live on site?

	Count	%
Yes	2	18
No	9	82
	11	**100**

3 If yes, do you own a car?

	To Count	%
Yes	0	0
No	2	100
	2	**100**

5 If you live on site, do you own a motorcycle or bicycle?

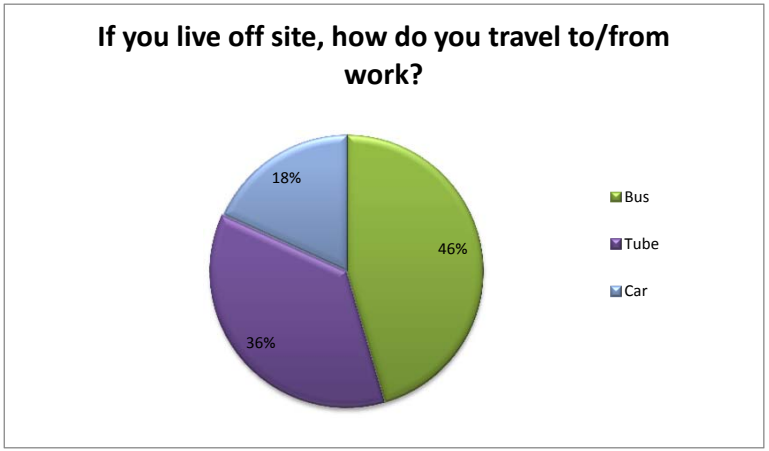
	Count	%
Yes	1	50
No	1	50
	2	**100**

6 If yes, where do you store your motorcycle or bicycle?

	Count	%
On site	1	100
Public motorcycle / bicycle parking	0	0
Other	0	0
	1	**100**

7 If you live off site, how do you get to/from work?

	Count	%
Walk	0	0
Bicycle	0	0
Bus	5	45
Tube	4	36
Train	0	0
Motorcycle	0	0
Car	2	18
Other	0	0
	11	**100**



8 If you cycle, is it your own bicycle or do you use a Barclays Hire Bike?

	Count	%
Own	0	**0**
Barclays Hire Bike	0	**0**
	0	**0**

9 If you travel by motorcycle or bicycle, where do you park it?

	Count	%
On site	0	0
Public motorcycle / bicycle parking	0	0
Other	0	0

Cartwright Gardents
Staff Travel Survey Results

	0	**0**

10 If you travel by car, where do you park?

	Count	%
On site	0	0
Surrounding streets	0	0
In public car park	0	0
In private car park	2	100
Other	0	0
	2	**0**

11 If you live off site, how far do you live from work?

		%
Up to 2km	2	22
2 - 5km	1	11
Over 5km	6	67
	9	**100**

12 How long does it take you to get to work?

		%
Up to 10 mins	0	0
11 - 15 mins	0	0
Over 15 mins	11	100
	11	**100**

13 What would encourage you to walk?

	1st	2nd	3rd	Total	%
Safer road crossings	2	0	0	2	22
Better street lighting	0	0	0	0	0
Cleaner footpaths	0	0	0	0	0
Someone to walk with	0	0	0	0	0
Slower traffic	0	0	0	0	0
Less traffic	1	0	0	1	11
If it wasn't such a long walk	4	0	0	4	44
Other	2	0	0	2	22
	9	**0**	**0**	**9**	**100**

14 What would encourage you to cycle?

	1st	2nd	3rd	Total	%
More seperated cycle lanes	1	0	0	1	14
Slower traffic	0	0	0	0	0
Less traffic	1	0	0	1	14
Better street lighting	1	0	0	1	14
Someone to ride with	0	0	0	0	0
Training on how to ride safely in traffic	0	0	0	0	0
Help planning my routes	2	0	0	2	29
Somewhere safe to lock my bike	0	0	0	0	0
Other	1	1	0	2	29
	6	**1**	**0**	**7**	**100**