

3 Travel Surveys

3.1 Introduction

This section summarises the existing observed travel patterns for the site, along with the proposed baseline and monitoring surveys to be undertaken by HSLI.

3.2 Existing Travel Patterns

The site is currently occupied by HSLI. Baseline travel mode surveys were conducted in June 2015 and distributed to staff and students at the HSLI precincts. The survey recorded primarily the main mode of travel to HSLI (by farthest distance travelled) for staff and students.

3.2.1 Honourable Society of Lincoln's Inn Students

A summary of the existing HSLI student travel patterns are provided in Table 3.1.

Table 3.1: HSLI Student Mode split (June 2015)

Mode	HSLI Student Survey
Car Driver	0%
Bus	0%
Underground	53%
Train	13%
Motorcycle (>125cc)	7%
Motorcycle (<125cc)	0%
Bicycle	7%
Walk (live off-site)	13%
Walk (live on-site)	7%
Car passenger (dropped-off)	0%
Total	100%

Source: Mott MacDonald

In total responses from 15 students were received, out of a current total of 17 students (a response rate of 88%). The results of the survey show that 53% of the students travelled by Underground, 13% walked, 7% travelled by motorcycle, 7% by bicycle and 7% live on-site. The results show that HSLI students achieve high levels of travel by sustainable modes, with 86% travelling by sustainable modes. No HSLI students were recorded as either car drivers or passengers.

3.2.2 Honourable Society of Lincoln's Inn Staff

A summary of the existing HSLI staff travel patterns are provided in Table 3.2.

Table 3.2: HSLI Staff Mode Split (June 2015)

Mode	HSLI Staff Survey
Car Driver	2%
Bus	5%
Underground	38%
Train	36%
Motorcycle (>125cc)	2%
Motorcycle (<125cc)	2%
Bicycle	2%
Walk	11%
Car passenger (dropped-off)	0%
River Boat	2%
Total	100%

Source: Mott MacDonald

In total responses from 91 staff were received, out of a current total of 115 staff (a response rate of 79%). The results of the survey show that 38% of the staff travelled by Underground, 36% by train, 11% walked, 5% by bus, 4% by motorcycle, 2% car driver, 2% by bicycle and 2% by river boat. The results show that HSLI staff currently achieve high levels of travel by sustainable modes (94% of staff), with a very low modal share for car use.

The full results of the HSLI staff and student travel mode survey are included in **Appendix B**.

3.3 Baseline Staff and Student Surveys

HSLI will undertake a baseline staff and student travel survey within 6 months of first occupation of the redeveloped Great Hall and Library complex.

The staff and student survey will concentrate on recording detailed information of their travel habits to determine the baseline mode share. This information will be used to develop the Full Travel Plan, which will include the final mode share targets and measures to be implemented to encourage sustainable travel for staff and students.

The initial staff and student baseline travel surveys will be development by the TPC. It is recommended that the iTRACE standard travel survey (available as an online version or as hard copy at: <https://london.itrace.org.uk>) is used in developing the full travel plan.

HSLI can develop their own tailored questionnaire to meet their own specific requirements. This is acceptable but it is essential that 'main mode' data is collected in the following way to ensure 'iTRACE compliancy':

- The main mode of travel must be based on the mode which the respondent uses for the longest distance on any journey leg. Modes should align with the standard iTRACE definitions, namely:
 - Walk;
 - Cycle;
 - Tube/Underground;
 - Train;
 - Bus;
 - DLR;
 - Tram;
 - Riverboat;
 - Park and Ride (bus);
 - Car Share as a driver;
 - Car share as a passenger;
 - Drive alone;
 - Taxi;
 - Scooter/Motorcycle (below 125 cc);
 - Motorcycle (above 125cc);
 - Work from home;
 - Other (please specify).

It is recommended that HSLI develop its own bespoke baseline travel survey that meets its own specific site requirements. The mode of travel question is an essential requirement of the baseline travel survey. It is also recommended that additional information is collected including:

- Personal information such as home postcode and working hours;
- Reasons for choice of travel mode;

- Actual and preferred travel mode; and
- Attitudinal information about measures which are likely to encourage a switch to sustainable alternatives.

The baseline surveys will accurately identify how staff and students travel to the site. The initial baseline results will be known as 'Year 1'. The TPC will be responsible for developing, publicising and administering the baseline survey. The aim will be to achieve a high response rate (at least 30%). Further details on the monitoring surveys are provided in Section 7.

3.4 New Starter Surveys

New staff and students will be required to complete a short travel questionnaire to provide the relevant TPC with information on their likely travel modes and home location. This will enable the TPC to provide relevant travel advice on sustainable and active travel mode options to the site.

4 Objectives and Targets

4.1 Objectives

The emphasis of this Travel Plan is to provide a package of transport measures that can be adopted and developed to encourage staff, students and visitors to travel to the site by sustainable modes, with a particular emphasis on encouraging **active modes** (walking and cycling).

There are significant health benefits for people travelling regularly by active modes. People who are physically active in their daily lives are more productive and have good attendance records. Promoting active travel will also reduce transport-related social exclusion and improve site accessibility for all site users.

The high level objectives of this Interim Travel Plan are:

- **Objective 1:** To increase the use of active travel modes (walking and cycling) by staff, students, and visitors to the site;
- **Objective 2:** To actively promote sustainable transport options to and from the site to enable site users to make informed travel decisions; and
- **Objective 3:** To raise awareness amongst site users of the impacts their travel choices on their health and the local environment.

The chosen objectives have been set to encourage active and sustainable travel. HSLI should adopt these core objectives.

4.2 Targets

This section sets out the interim targets to be achieved in the short and medium term. The targets will be updated in the Full Travel Plan to be produced and submitted once the baseline travel survey has been conducted. The targets are the measurable goals by which progress of the Full Travel Plan will be assessed.

In accordance with TfL's best practice guidance all targets identified in the Full Travel Plans will be SMART, in that they will be Specific; Measurable; Achievable; Realistic and Time-bound.

Achievement of the Travel Plan targets and objectives will be assessed by collecting Travel Plan Indicator data. Travel Plan indicators are the elements which will be measured in order to identify whether the targets have been met (and consequently whether the objectives have been achieved). HSLI should target increasing the levels of active travel (walking and cycling).

4.3 Mode Share

Baseline travel mode surveys have been undertaken for existing HSLI staff and students. Table 4.1 summarises the interim baseline mode splits for HSLI.

Table 4.1: HSLI Interim Baseline Mode Splits (June 2015)

Mode	HSLI	
	Staff	Students
Car Driver	2%	0%
Bus	5%	0%
Underground	38%	53%
Train	36%	13%
Motorcycle	4%	7%
Bicycle	2%	7%
Walk	11%	20%*
Riverboat	2%	0%
Totals	100%	100%

*Note: includes both students who live off-site and those that live on-site in accommodation provided by HSLI.

4.4 Targets and Indicators

The interim targets and indicators are provided in Table 4.2. These interim targets should be adopted by HSLI in their Full Travel Plan. The indicators can be updated once the baseline travel surveys have been completed and analysed

Table 4.2: Targets and Indicators

Objective	Target	Site User	Indicators	Base Year 0	Targets				
					Year 1	Year 2	Year 3	Year 4	Year 5
1-1	Increase the proportion of site users who walk and cycle to the site	Staff	% site users walking to the campus	11%	12%	12%	13%	13%	14%
			% site users cycling to the campus	2%	4%	6%	8%	10%	11%
		Students	% site users cycling to the campus	7%	9%	10%	11%	12%	13%

The achievement of the Travel Plan objectives will be monitored by collecting travel mode data on site users. The aim of this travel plans will be to encourage travel by active modes and therefore the targets are focused on increasing walking and cycling to the site.

The TPC will set targets for a minimum five year period to encourage active travel to and from HSLI. The interim targets presented in Table 4.2 can be adopted or updated by the TPC once a baseline survey has been completed within 6 months occupation of their permanent building. The TPC should ensure they set SMART targets (specific, measurable, attainable, realistic and timebound).

5 Travel Plan Management

5.1 Introduction

HSLI will appoint their own TPC who will have the responsibility of overseeing the monitoring, facilitating, implementing and updating of their Full Travel Plan. HSLI will be responsible for appointing a TPC and it is expected that this TPC will be a member of staff based on site.

5.2 Travel Plan Coordinator (TPC)

The contact details of the nominated TPC will be supplied once the member of staff has been appointed. The role of the TPC is expected to encompass the following duties:

- **Pre-Occupation:**
 - Design/obtain effective marketing and awareness raising materials to promote the Travel Plan and sustainable travel modes;
 - Liaise with the Local Authority; and
 - Set-up the data collection processes to monitor and review the Travel Plan.
- **Post-Occupation:**
 - Implement effective marketing and awareness raising campaigns and materials to promote the Travel Plan;
 - Establish the Travel Plan management arrangements;
 - Produce the Full Travel Plan once the initial baseline travel surveys have been conducted;
 - Undertake annual monitoring Travel Surveys;
 - Undertake annual Travel Plan reviews;
 - Maintain and update on-site transport information;
 - Update, implement, monitor and enforce the Full Travel Plan; and
 - Attend Travel Plan Steering Group meetings.

5.3 Travel Plan Steering Group

A Travel Plan steering group will be formed for the site. The steering group should as a minimum meet twice a year to discuss access, transport and travel plan issues associated with the site. The steering group will provide a forum for each of the TPCs to discuss and share ideas, raise any site wide issues, concerns and discuss survey results and joint site wide measures. The Travel Plan steering group should comprise the following:

- The TPC;
- Camden Council (by copy of minutes of meeting);
- Senior HSLI staff; and
- Any other interested parties, i.e. staff, student representatives.

5.4 Marketing Strategy

The promotion of the Full Travel Plan to HSLI site users will be implemented through a marketing strategy which will be facilitated by the TPC.

This Marketing Strategy section sets out how communication of the Travel Plan will be achieved. Three groups of site users have been identified for the site, including staff, students and visitors. The marketing measures to be adopted for each of these groups is summarised below.

5.5 Staff

Existing and future staff will be made aware of the Travel Plan. Information about the Travel Plan will be communicated to the Staff via the following media:

- During the staff recruitment process, including during interviews and inductions;
- Staff meetings;
- Information boards within staff areas and classrooms;
- Direct discussions with the TPC;
- Staff information packs; and
- E-mail updates; and
- Social media.

5.6 Students

Students will be made aware of their travel options. The Travel Plan and what it is trying to achieve will be communicated to the students prior to enrolling and regularly during their time on site. Information on the Travel Plan will be provided to students via the following media:

- At open days, enrolment events and correspondence via email, telephone and letters;
- HSLI website;
- Student induction packs;
- Information boards in common areas;
- Classroom meetings/registration/tutor groups;
- By e-mail;
- Social Media; and
- Through meetings with the TPC.

5.7 Visitors

Site visitors will be made aware of their travel choices when visiting the site which will be communicated through:

- E-mail confirmations;
- HSLI website;
- Information by correspondence or by telephone; and
- By way of discussions if they are repeat/regular visitors.

5.8 Marketing Material

Table 5.1 summarises the ways in which information can be promoted and communicated at the site:

Table 5.1: Marketing Materials

Technique	Tools
Printed Materials	Travel Plan staff and student noticeboards Poster campaigns Travel newsletter Staff/Student information packs Visitor information sheets
Electronic Media	E-mail bulletins to site users Travel information on the education facility websites
Activities	Events supporting national travel events such as Cycle to Work Week and Walking Week. Travel Plan news disseminated in staff/student meetings Open days and events at the site.

6 Measures

6.1 Introduction

This Interim Travel Plan provides a package of measures that will be required to be implemented by HSLI to encourage active travel to and from the site. The final package of measures to be delivered for the site will be agreed with Camden Council and provided in the Full Travel Plan produced by the appointed HSLI TPC.

6.2 Active Travel – Walking and Cycling

Walking and cycling will be encouraged and supported by a range of measures. The site is highly accessible on foot and bicycle from Serle Street, Newman's Row, Chancery Lane and Carey Street.

Walking and cycling will be actively promoted by the TPC through the implementation of a marketing strategy. Promotion of walking and cycling will include:

- Provision of cycle parking to meet predicted site-wide cycle parking demand;
- Monitor use and demand for cycle parking so that if demand exceeds provision appropriate measures can be taken;
- Provision of information/maps showing local cycle routes, cycle parking locations, local cycle shops and cycle clubs;
- Provision of information/maps showing local pedestrian routes including the locations of crossings;
- Provision of information on the health benefits of walking and cycling;
- Provision of information on local and national walking and cycling events;
- Set-up annual walking and cycling distance competitions;
- Offer the cycle to work scheme for staff; and
- Provide spare locks, puncture repair kits and a pump at reception for bike emergencies.

6.3 Public Transport

This Travel Plan aims to encourage active travel to and from the site due to the health benefits of travel by these modes. However public transport will remain an important travel mode, particularly for site user journeys over 5km. Therefore information on the public transport options to access the site will be provided. Promotion of public transport access will include:

- Operate a season ticket loan scheme where staff can repay the cost of a season ticket over 12 monthly instalments;
- Provision of information on public transport including locations of local stops/stations and information on routes and timetables;
- Update public transport information on a regular basis when changes to services occur.

6.4 Managing Car Use

It is important that car use and on-street parking are discouraged as part of implementing the Full Travel Plan. The proposed HSLI Great Hall and Library development will reduce the number of car parking spaces available on site and therefore students, staff and visitors will need to consider other modes of travel. Two disabled parking spaces will be relocated adjacent to the main entrance to the East Terrace Education Suite, which will greatly improve existing disabled access to the HSLI Great Hall and Library facilities. The following measures will be implemented to manage parking demand and reduce car use to the site:

- Inform potential staff, students and visitors that limited on site car parking is provided, and is available only on a parking permit or hourly fee basis; and
- Provision of information on parking restrictions on the local surrounding residential streets.

6.5 Servicing

Access to the site for servicing purposes will be directed as follows:

- Small service and delivery vehicles will access the HSLI precincts via the main entrance at the Newman's Row/Serle Street junction and will load/unload in the demarcated area adjacent to the South Terrace of the Great Hall.
- Larger service and delivery vehicles, as well as refuse vehicles, will enter the site via the current dedicated access on Newman's Row, north of the main entrance. Loading and unloading will take place in the Western Service Yard.

7 Monitoring

7.1 Introduction

A programme of monitoring and review will be implemented to generate data by which the success of the Travel Plan will be evaluated. This will help to establish whether the agreed objectives and targets are being met. Monitoring and review will be the responsibility of the TPC.

7.2 Monitoring

The TPC will be responsible for monitoring and review of their Full Travel Plan. The TPC will monitor the Travel Plan throughout the year by undertaking the following activities:

- Conduct iTRACE travel surveys annually for all staff, students and visitors to the site for a minimum 5 year period from occupation of the permanent building;
- Conduct co-ordinated site-wide cycle parking counts to affirm travel survey results;
- Analyse the travel survey data and compare to the baseline and target data; and
- Provide a monitoring report to the Steering Group on results of all surveys.

7.3 Review

Following the completion of each travel survey the results will be reviewed by the TPC to determine if the Travel Plan targets are being achieved and whether there are further improvements that can be implemented to encourage active travel. The surveys will identify the barriers to further encouraging active travel and where appropriate additional measures will be provided and discussed with key stakeholders.

A monitoring report will be produced by the TPC based on the results of the annual travel surveys. The monitoring reports will provide a summary of the survey results and details on whether the Travel Plan targets have been met.

If the proposed targets have not been met then the Travel Plan will be revised to include more realistic measures and will aim to target the areas where there are issues. The TPC will be given more time and resources to focus on any areas that need more attention.

Following the completion and issue of the monitoring reports to the Steering Group, the TPC will prepare an updated Travel Plan taking into account the results of the travel surveys.

8 Action Plan

This chapter draws together the proposals for implementing, monitoring and reviewing the site Travel Plan. The actions to be taken are summarised in the action plan provided in Table 8.1.

Table 8.1: Action Plan

Ref	Initial Actions	Type of Measure	Responsibility	Implementation	Review	Funding
1a	Provision of additional cycle parking spaces	Long term permanent	Contractor	During construction	Prior to occupation	Honourable Society of Lincoln's Inn
1b	Appoint a TPC	Long term min 5 years	Honourable Society of Lincoln's Inn, Treasurer	3 months prior to occupation of permanent buildings	Prior to occupation	Honourable Society of Lincoln's Inn
1c	Set-up Travel Plan Steering Group	Short	TPCs	Within 1 month of TPCs being appointed	Meet 1-2 times per year	Steering Group Time
Ref	Marketing Actions	Type of Measure	Responsibility	Implementation	Review	Funding
2a	Obtain/produce printed sustainable transport materials for noticeboards	Long term – marketing to be an ongoing activity kept up to date for the duration of the plan	TPC	Prior to occupation of permanent buildings	Update as and when required	Honourable Society of Lincoln's Inn
2b	Produce or include travel information in HSLI newsletters		TPC	Ongoing during occupation	Update as and when required	
2c	Produce staff/student information packs		TPC	Prior to occupation of permanent buildings	Update as and when required	
2d	Email updates		TPC	Ongoing during occupation	As and when required	
2e	Website travel information		TPC	Ongoing during occupation	Update as and when required	
Ref	Sustainable Transport Actions	Type of Measure	Responsibility	Implementation	Review	Funding
3a	Promote national travel events (walk to work, cycle week)	Long - ongoing	TPC	Annually	Annually	TPC time
3b	Promote free cycle training to staff and students		TPC	Annually	Annually	TPC time
3c	Promote the try before you buy bicycle scheme		TPC	Annually	Annually	TPC time

Ref	Initial Actions	Type of Measure	Responsibility	Implementation	Review	Funding
3d	Provide cycle spares at reception		TPC	Annually	Annually	Honourable Society of Lincoln's Inn
3e	Provide cycle to work scheme		TPC/HR	Annually	Annually	TPC time
3f	Promote students oyster cards		TPC	Annually	Annually	TPC time
3g	Operate a season ticket loan scheme		TPC/HR	Annually	Annually	TPC time
3h	Provide information on the HSLIParking Permit Scheme		TPC	Annually	Annually	TPC time

Ref	Monitoring Actions	Type of Measure	Responsibility	Implementation	Review	Funding
4a	Undertake baseline travel surveys	Short	TPC	Within 6 months first occupation of permanent buildings	Within 1 month of surveys being completed	Honourable Society of Lincoln's Inn
4b	Undertake annual monitoring surveys	Long term min 5 years	TPC	2018-2022	Annually for 5 years	
4c	Produce Full Travel Plan	Short	TPC	Within 7 months of first occupation	Annually for 5 years	TPC time
4d	Produce annual monitoring reports	Long term min 5 years	TPC	2018-2022	Annually for 5 years	TPC time
4e	Review and update the Full Travel Plan	Long term min 5 years	TPC	2018-2022	Annually for 5 years	TPC time

8.1 Travel Plan Finance

The implementation of the Travel Plans will incur costs which will be related to resources such as time, materials, events, etc. There will be funds and time made available to the TPCs to facilitate the implementation and delivery of the Travel Plans which will be determined following the first Full Travel Plans have been produced. This funding source will be used in accordance with the targets and measures for the following activities:

- To produce/purchase information packs;
- For promotional material;
- For potential events/competitions/incentives;
- For cycle related provisions;
- For improvements to facilities if needed; and
- For use if the targets are not met – to introduce more measures.

9 Securing and Enforcing

The provision of a Full Travel Plan in accordance with this Interim Travel Plan and current TfL guidance together with the implementation of site-wide measures will be secured through its incorporation into a signed S106 agreement for the development.

The TP targets will be reserved for agreement with the local planning authority within 1 month of the initial baseline travel surveys being undertaken, i.e. within 6 months occupation of the permanent buildings.

All measures to be implemented will be directly funded by HSLI. The main cost associated with the measures will be the TPC staff time to implement sustainable transport measures, actively promote sustainable travel and monitor, review and update the Travel Plan.

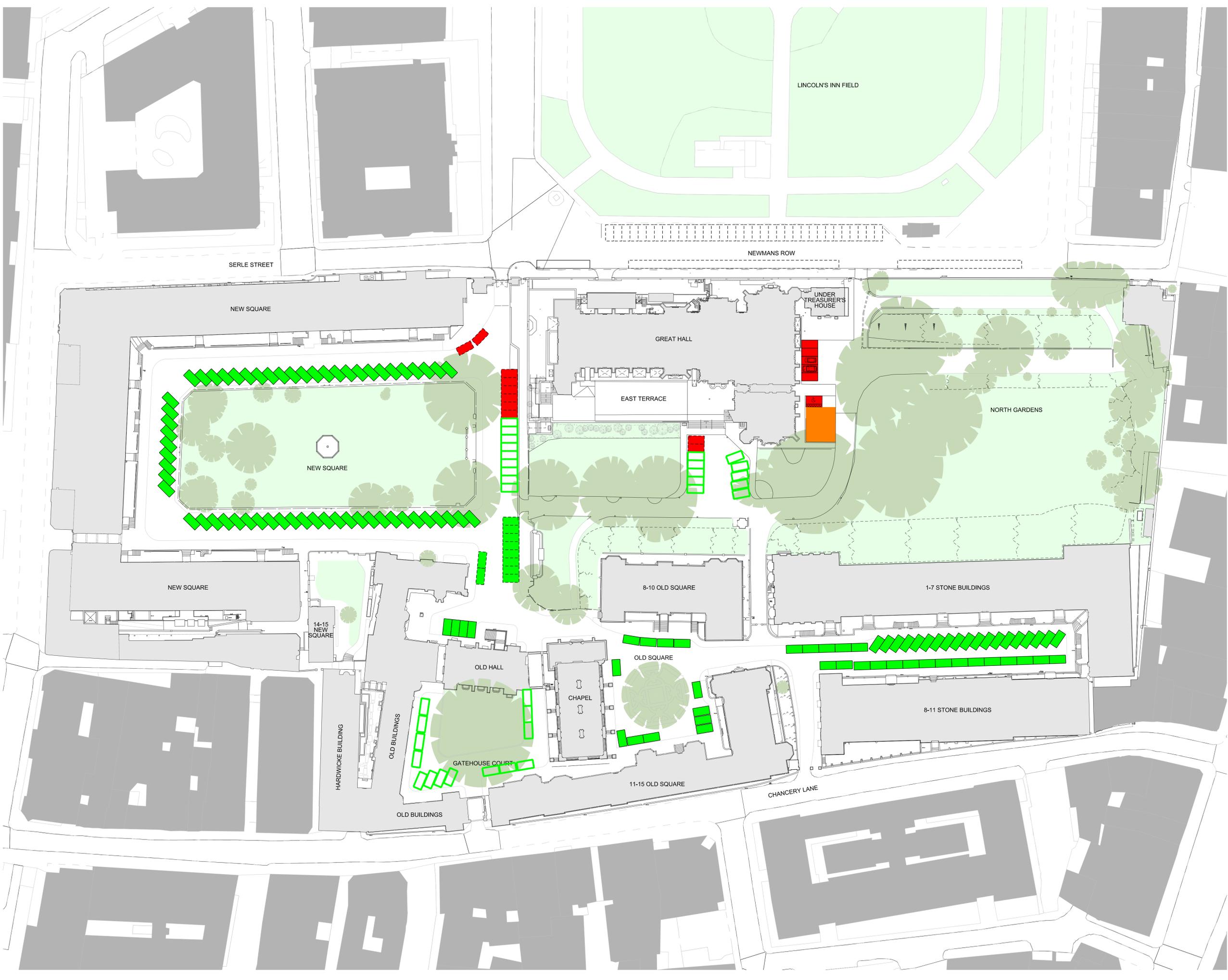
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Appendix A. Site Layout Plan

NOTES
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 CONTRACTOR TO CHECK ALL DIMENSIONS ON SITE.
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- Car parking to be retained
- Car parking to be temporarily removed during works
- Car parking to be permanently removed
- Motorcycle parking to be temporarily removed during works



SKETCH

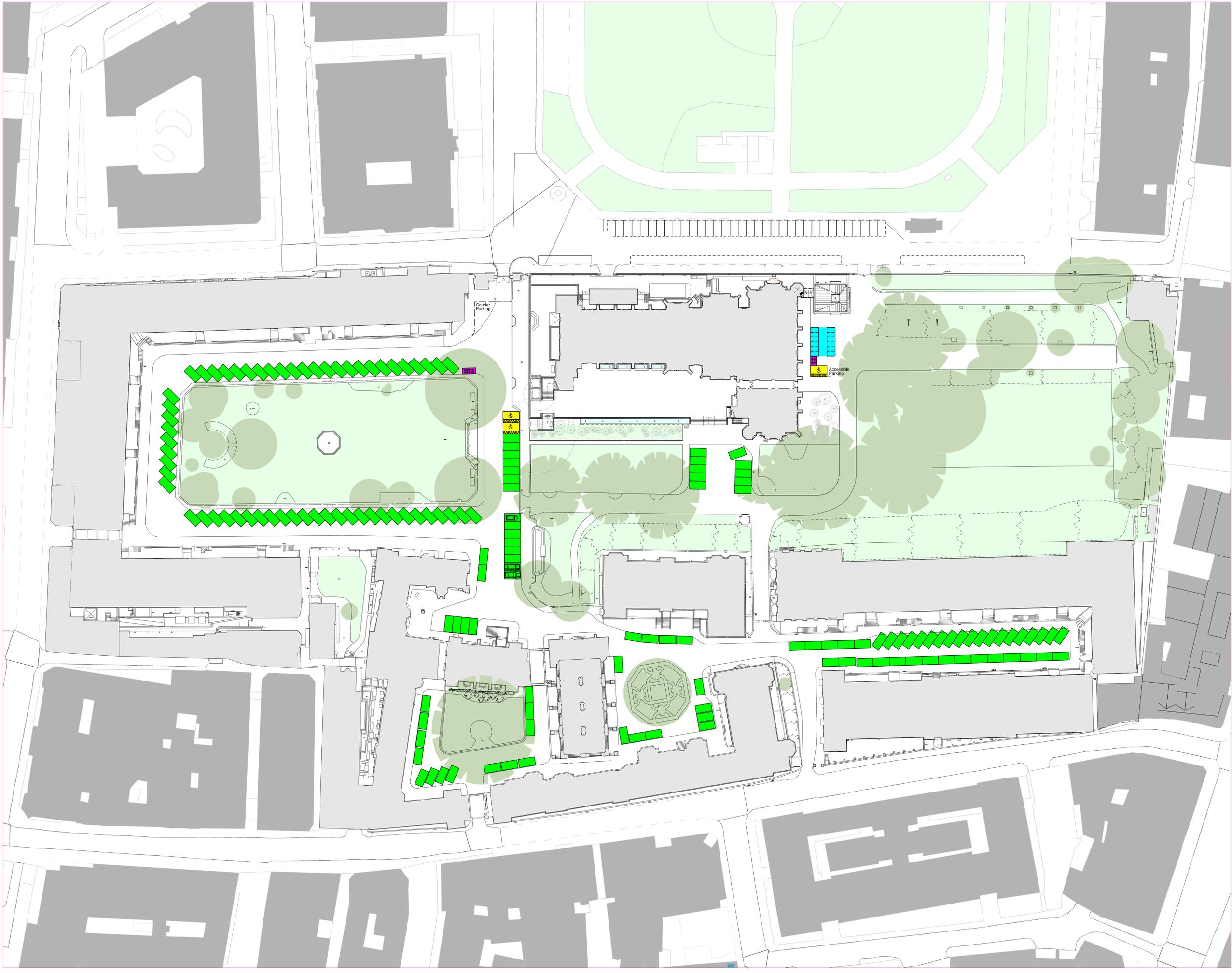
JOB	597- Lincoln's Inn Great Hall and Library
SCALE	1:500 @ A1
DATE	28/07/15
TITLE	Existing Parking Site Plan
DRG #	SK-0105-P2

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- Surrounding Buildings
- HSLI Buildings
- Accessible Parking
- Parking
- Cycle Parking
- Motorcycle Parking



SKETCH

JOB	597 Lincoln's Inn Great Hall and Library
SCALE	1:500 @ A1
DATE	28/07/15
TITLE	Proposed Parking Site Plan
DRG #	SK-0106-P3

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Appendix B. Staff and Student Travel Survey Responses

Timestamp	1. Are you a current member of staff or a student of The Honourable Society of Lincoln's Inn?	2. What is the purpose of your visit?	3. What is your current main mode of transport for travel to Lincoln's Inn (by farthest distance travelled)?	4. What mode of transport do you use when arriving at Lincoln's Inn (for the final leg of your journey)?
6/18/2015 12:31:30	Staff	Work	Train	Walk (entire journey)
6/18/2015 13:56:08	Staff	Work	Cycle (own bike)	Cycle (own bike)
6/18/2015 14:00:24	Staff	Work	Train	Walk from Tube/Underground Station
6/18/2015 14:02:48	Staff	Work	Train	Walk (entire journey)
6/18/2015 14:02:52	Staff	Work	Train	Walk from Tube/Underground Station
6/18/2015 14:03:05	Staff	Work	Train	Walk from Tube/Underground Station
6/18/2015 14:03:29	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/18/2015 14:03:40	Staff	Place of Residence	Walk	Walk (entire journey)
6/18/2015 14:04:50	Staff	Work	Train	Walk from local bus stop
6/18/2015 14:05:09	Staff	Work	Train	Walk from local bus stop
6/18/2015 14:07:00	Staff	Work	Train	Walk from Train Station
6/18/2015 14:07:06	Staff	Work	Train	Walk (entire journey)
6/18/2015 14:07:18	Staff	Work	Train	Walk (entire journey)
6/18/2015 14:08:00	Staff	Work	Train	Cycle (Santander)
6/18/2015 14:08:21	Staff	Work	Walk	Walk (entire journey)
6/18/2015 14:08:31	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/18/2015 14:08:54	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/18/2015 14:09:24	Staff	Work	Train	Walk from train station
6/18/2015 14:09:36	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/18/2015 14:13:18	Staff	Work	Train	Walk from Tube/Underground Station
6/18/2015 14:14:19	Staff	Work	Train	Walk from Tube/Underground Station
6/18/2015 14:14:23	Staff	Work	River Boat	Walk from pier
6/18/2015 14:15:27	Staff	Work	Walk	Walk (entire journey)
6/18/2015 14:18:38	Staff	Work	Walk	Walk (entire journey)
6/18/2015 14:19:06	Staff	Work	Walk	Walk (entire journey)
6/18/2015 14:20:05	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/18/2015 14:20:35	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/18/2015 14:21:40	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/18/2015 14:23:36	Staff	Work	Train	Walk from Tube/Underground Station
6/18/2015 14:27:02	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/18/2015 14:28:28	Student	Attendance at meeting or event	Train	Walk from Tube/Underground Station
6/18/2015 14:29:23	Staff	Work	Train	Walk from Tube/Underground Station
6/18/2015 14:31:53	Student	Use of library	Tube/Underground	Walk from Tube/Underground Station
6/18/2015 14:33:35	Staff	Work	Cycle (own bike)	Cycle (own bike)
6/18/2015 14:35:00	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/18/2015 14:35:29	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/18/2015 14:37:47	Staff	Work	Scooter/Motorcycle (below 125cc)	N/A
6/18/2015 14:47:08	Staff	Work	Train	Walk from Tube/Underground Station
6/18/2015 14:51:25	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/18/2015 14:52:05	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/18/2015 14:53:48	Student	BPTC	Train	Walk from Tube/Underground Station
6/18/2015 14:55:12	Staff	Work	Train	Walk from Tube/Underground Station
6/18/2015 14:56:44	Student	Attendance at meeting or event	Cycle (own bike)	Cycle (own bike)
6/18/2015 14:58:01	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/18/2015 15:01:29	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/18/2015 15:06:07	Student	I live here	Motorcycle (above 125cc)	Walk from motorcycle parking space
6/18/2015 15:06:59	Student	Use of library	Tube/Underground	Walk (dropped off on-site by car)
6/18/2015 15:16:35	Student	Attendance at meeting or event	Tube/Underground	Walk from Tube/Underground Station
6/18/2015 15:21:52	Student	Attendance at meeting or event	Tube/Underground	Walk (entire journey)
6/18/2015 15:45:56	Staff	Work	Walk	Walk (entire journey)
6/18/2015 15:59:45	Staff	Work	Public bus	Walk (entire journey)
6/18/2015 16:01:09	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/18/2015 16:11:38	Student	Use of library	Tube/Underground	Walk from Tube/Underground Station
6/18/2015 16:14:10	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/18/2015 16:31:02	Student	Attendance at meeting or event	Tube/Underground	Walk from Tube/Underground Station
6/18/2015 16:57:11	Staff	Work	Train	Walk from local bus stop
6/18/2015 17:07:18	Student	Qualifying Sessions	Walk	Walk from Tube/Underground Station
6/18/2015 17:34:39	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/18/2015 21:09:32	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/19/2015 10:19:23	Staff	Work	Train	Walk (entire journey)
6/19/2015 10:43:10	Student	Attendance at meeting or event	Walk	Walk (entire journey)
6/19/2015 10:51:18	Staff	Work	Train	Walk from local bus stop
6/19/2015 11:26:00	Staff	Work	Drive Alone	Car Driver (parking on-site)
6/19/2015 11:27:33	Staff	Work	Public bus	Walk from local bus stop
6/19/2015 11:28:39	Staff	Work	Public bus	Walk from local bus stop
6/19/2015 12:09:16	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/19/2015 12:48:36	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/19/2015 13:27:06	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/19/2015 15:36:24	Student	I live here	I live here	Walk (entire journey)
6/19/2015 15:45:58	Staff	Work	River Boat	Walk from boat pier (Blackfriars pier)
6/20/2015 17:11:08	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/20/2015 18:51:34	Student	Attendance at meeting or event	Tube/Underground	Walk (entire journey)
6/21/2015 20:33:27	Staff	Work	Scooter/Motorcycle (below 125cc)	Walk (entire journey)
6/22/2015 10:45:15	Staff	Work	Drive Alone	Car Driver (parking on-site)
6/22/2015 11:23:41	Staff	Work	Train	Walk from local bus stop
6/22/2015 11:25:04	Staff	Work	Train	Walk (entire journey)
6/22/2015 12:45:39	Student	Use of library	Tube/Underground	Walk from Tube/Underground Station
6/22/2015 15:05:19	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/23/2015 9:55:39	Staff	Work	Train	Walk (dropped off on-site by car)
6/23/2015 11:02:45	Staff	Work	Walk	Walk (entire journey)
6/23/2015 11:15:28	Staff	Work	Walk	Walk (entire journey)
6/23/2015 11:16:33	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/23/2015 11:29:04	Staff	Work	Walk	Walk (entire journey)
6/23/2015 11:30:34	Staff	Work	Walk	Walk (entire journey)
6/23/2015 11:31:49	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/23/2015 11:32:48	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/23/2015 11:33:37	Staff	Work	Train	Walk from Tube/Underground Station
6/23/2015 11:34:01	Staff	Work	Train	Walk (entire journey)
6/23/2015 11:34:35	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/23/2015 11:35:04	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/23/2015 11:35:18	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/23/2015 11:37:03	Staff	Work	Train	Walk from local bus stop
6/23/2015 11:37:42	Staff	Work	Train	Walk from Tube/Underground Station
6/23/2015 11:39:31	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/23/2015 11:40:31	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/23/2015 11:41:23	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/23/2015 11:42:28	Staff	Work	Motorcycle (above 125cc)	Cycle (own bike)
6/23/2015 11:43:29	Staff	Work	Tube/Underground	Walk (entire journey)
6/23/2015 11:50:31	Staff	Work	Train	Walk (entire journey)
6/23/2015 12:09:51	Staff	Work	Train	Walk from Tube/Underground Station
6/23/2015 12:41:23	Staff	Work	Train	Walk (entire journey)
6/23/2015 13:05:39	Staff	Work	Tube/Underground	Walk from Tube/Underground Station
6/23/2015 13:42:46	Staff	Work	Motorcycle (above 125cc)	motorcycle (parking on site)
6/23/2015 14:23:04	Staff	Work	Train	Walk (entire journey)
6/23/2015 15:56:34	Staff	Work	Public bus	Walk from local bus stop
6/23/2015 18:23:42	Staff	Work	Train	Walk (entire journey)