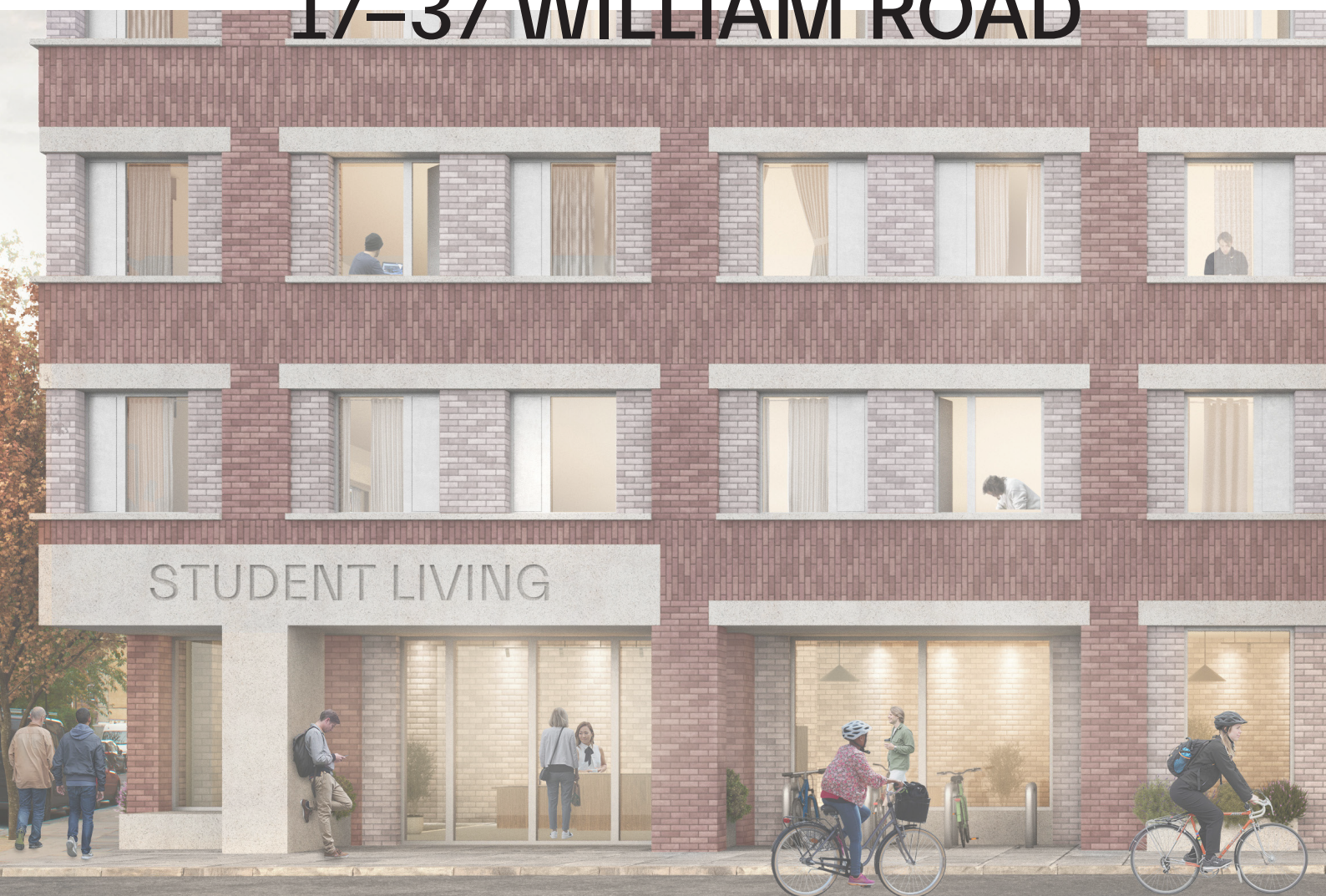




17-37 WILLIAM ROAD



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Appendices

Appendix A	-	Method of Travel to Work
Appendix B	-	Travel Survey Questionnaire

1 INTRODUCTION

- 1.1 Caneparo Associates is appointed by Euston One Limited (the 'Applicant') to provide traffic and transport advice in relation to a proposed development at 17-37 William Road, London Borough of Camden (LBC).
- 1.2 The site is located on the corner of William Road and Stanhope Street approximately 440 metres north of Warren Street Station. The site comprises two adjoining buildings situated to the south of William Road: No.17-33 and No.35-37.
- 1.3 The proposed development comprises a student accommodation-led scheme comprising 239 bed spaces and 1,338sqm (GEA) of affordable workspace.
- 1.4 This Student Travel Plan would be implemented at the proposed student space.
- 1.5 TfL guidance for travel planning sets out comprehensive advice in preparing and implementing development related Travel Plans across London. This guidance has been adhered to in the preparation of this Travel Plan.
- 1.6 The aim of this Student Travel Plan is to put in place the management tools that are necessary to enable students, and visitors, to make informed decisions about their travel to / from the site. This will minimise the adverse impacts of their travel on the environment. This aim is achieved by setting out a strategy for eliminating barriers which will enable future users of the site to make use of sustainable, as well as more active, transport modes.
- 1.7 This Travel Plan has been prepared in accordance with travel plan best practice and guidance published by Transport for London (TfL) and the Department for Transport (DfT).
- 1.8 The Travel Plan will bring about the following benefits:
- Students – Improved health, reduced stress and potential travel cost savings; and,
 - Community – Setting an example to others by the development demonstrating its commitment to the Government's environmental priorities.

Scope

- 1.9 The remainder of this Plan is structured as follows:

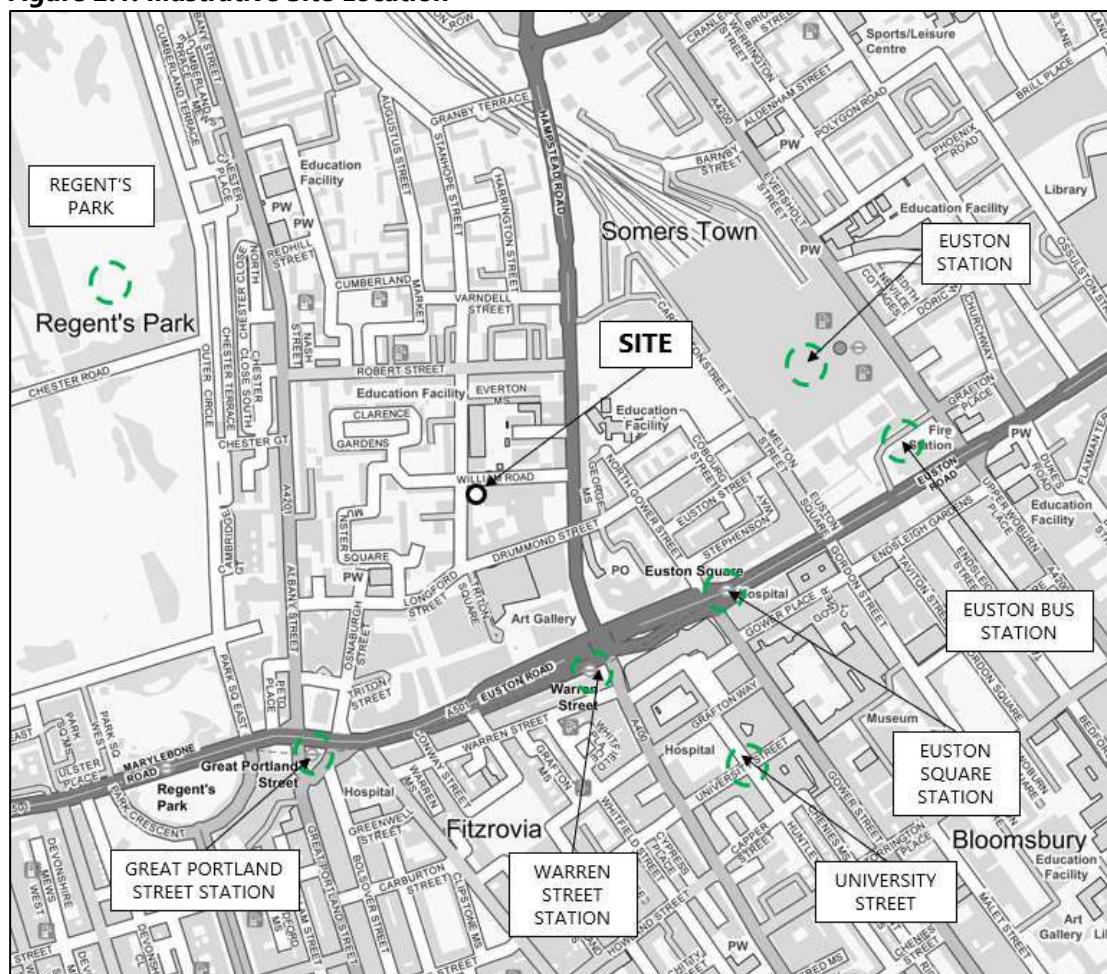
- Section 2 - Outlines the accessibility of the site and travel patterns;
- Section 3 - Sets out the objectives and targets of the Framework Travel Plan;
- Section 4 - Outlines the Travel Plan strategy including management and marketing;
- Section 5 - Sets out the Measures that will be implemented;
- Section 6 - Outlines the Monitoring and Review programme; and
- Section 7 - Sets out the Action Plan.

2 ACCESSIBILITY AND TRAVEL PATTERNS

The Site

- 2.1 The site is located on the corner of William Road and Stanhope Street approximately 440 metres north of Warren Street Station. The site location is shown in **Figure 2.1**.

Figure 2.1: Illustrative Site Location



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- 2.2 The surrounding area comprises of a mixture of residential and commercial uses including retail, hotel, and leisure uses (including gyms, art galleries and museums), as well as Euston Station to the east of the site, Regent's Park to the west of the site and University College London to the south east of the site.

- 2.3 The site is situated within approximately 140 metres walking distance west of Hampstead Road and within approximately 290 metres walking distance of Euston Road. Hampstead Road provides a variety of amenities and local services such as shops, convenience stores, and restaurants / cafes. In addition, there is a wide range of local amenities and services located to the south of Euston Road, including along Great Portland Street, Tottenham Court Road and Cleveland Street.

Site Accessibility

Walking

- 2.4 A person's willingness to walk is dependent on many factors including safety, road congestion, weather, gradients, parking, health, direction of route and purpose of journey.
- 2.5 The Chartered Institute of Highways and Transport (CIHT) research on walking (*Planning for Walking*, 2015) suggests that for journeys of up to 1 mile (up to 1.6 kilometres) the majority of people will walk (79%), while the proportion of people walking decreases beyond the 1-mile threshold (26% between 1-2miles).
- 2.6 Further research regarding walking distances is set out in the National Travel Survey data for 2010-2012 (*How far do people walk? WYG Research Paper*, 2015) which suggests that walking should be considered suitable for distances up to 1.95 kilometres.
- 2.7 There is a significant residential population and a wide range of local amenities and services within circa 1.95 kilometres walking distance of the site (as identified in the previous section). The majority of amenities and services are located to the south of the site (south of Euston Road) within circa 450 metres walking distance.
- 2.8 Pedestrians are well provided for in the vicinity of the site with footways along both sides of all roads. There are regular street lighting columns and controlled and uncontrolled crossing points along key desire lines. Pedestrian specific way-finding signage is present, offering directions to local public transport services and sites of interest.
- 2.9 **Table 2.1** summarises some of the local amenities available for future users of the proposed development. This table provides the location of each amenity and provides approximate walking distances, as well as approximate walking times, assuming an average walk speed of 80 metres per minute.

Table 2.1: Approximate Walking Distances to Local Amenities

Amenity	Location	Walking Distance (metres)	Approximate Walking Time (minutes)
Public Transport Opportunities			
Bus Stops	Hampstead Road (Robert Street, Euston Stop J)	150	2
	Hampstead Road (Warren Street Station, Euston Road Stop U)	290	4
Warren Street Underground Station	Tottenham Court Road, Euston Road	440	6
Euston Square Underground Station	Euston Road, North Gower Street	550	7
Euston Rail and Underground Station	Euston Road between Melton Street and Eversholt Street	600	8
Great Portland Street Underground Station	Great Portland Street, Euston Road	650	8
Regent's Park Underground Station	Marylebone Road, Park Crescent	760	10
Facilities and Amenities			
Grocery store	Hampstead Road, William Road	150	2
Green Light Pharmacy	Hampstead Road, Drummond Street	200	3
Convenience store	Hampstead Road, Prince of Wales Passage	210	3
Sainsbury's supermarket	Hampstead Road, Drummond Street	250	3
PureGym	Tottenham Court Road, Beaumont Place	500	6
Barclays Bank	Tottenham Court Road, Grafton Way	550	7
Mail Boxes etc (inc. Post Office)	Eversholt Street, Doric Way	900	11

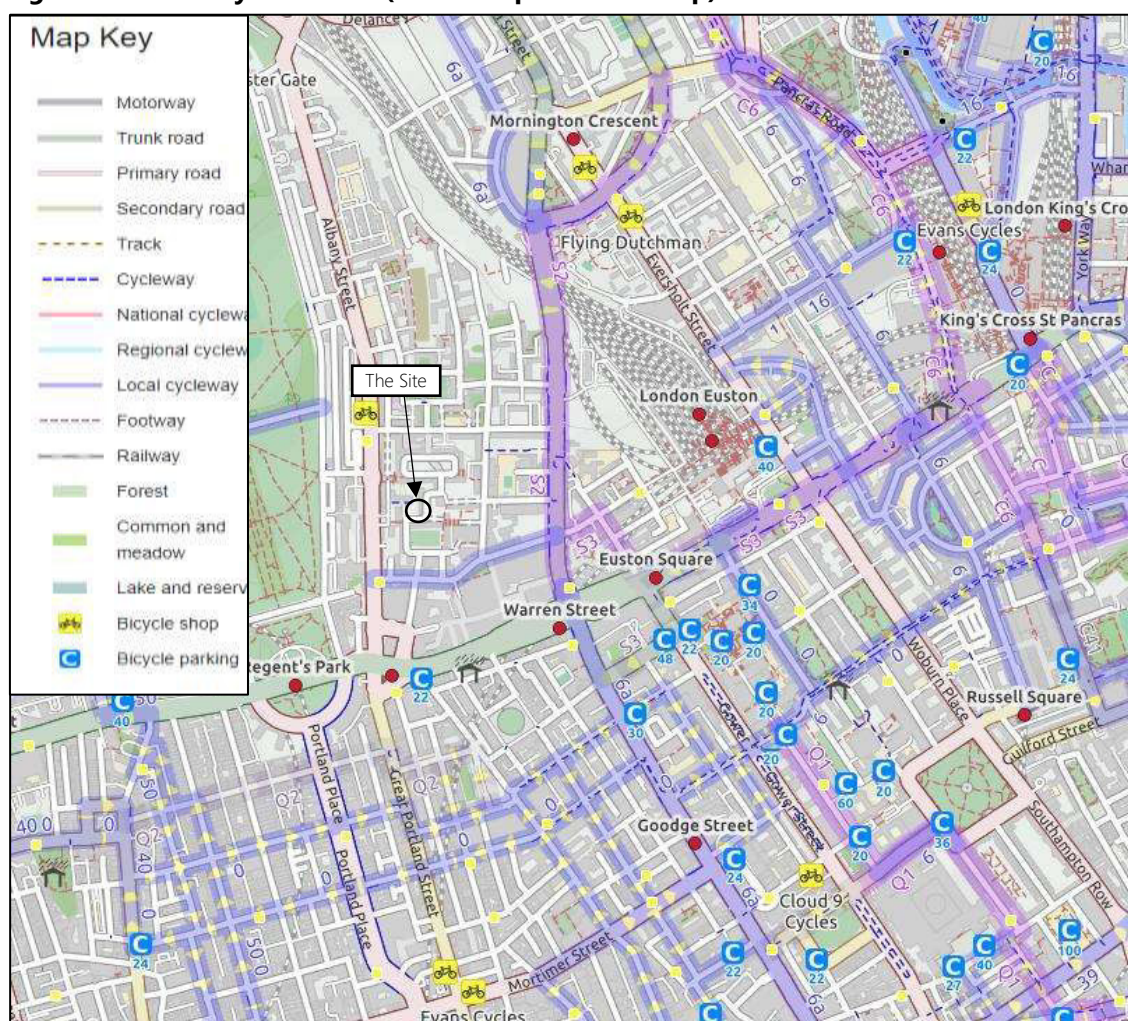
Cycling

2.10 Guidance on cycling can be found in 'Cycle Friendly Infrastructure' guidelines published by the Chartered Institution of Highways and Transportation (CIHT). This guidance highlights previous

research by the Department for Transport (DfT) that three quarters of all journeys are less than 5 miles (8 kilometres) of which 60% are undertaken by private cars. The guidelines highlight that there is a 'substantial potential' for substituting driving with cycling for distances up to 5 miles.

- 2.11 Open Street Map's mapping for the area (extract below) indicates the site is located adjacent to the local cycle network with access to the network available via Hampstead Road or Longford Street / Drummond Street.

Figure 2.1: Local Cycle Routes (Source: Open Street Map)



- 2.12 In addition to the above, the site is located within close proximity of Cycle Route 'S2' which forms part of Hampstead Road and proposed / future route 'Q1' to the north east of the site, which will provide access to Camden Town to the north of the site.
- 2.13 The vast majority of north and central London is within a convenient cycle ride of the site, including Hampstead Heath, Camden Town and Chalk Farm to the north, Clerkenwell to the east, the City

of London to the south east, Westminster and the River Thames to the south, Kensington and Hammersmith to the south west, and Kensal Green to the west.

- 2.14 The site is located close to a number of Santander Cycle Docking Stations. The nearest docking station is located on Hampstead Road adjacent to the junction of Euston Road and Hampstead Road (within approximately 330 metres walking distance of the site). This docking station provides access to 51 bike docking spaces. A further docking station (25 bike docking spaces) is located outside Warren Street station slightly further to the south.

Public Transport Accessibility

Bus Services

- 2.15 The site is served by a number of bus services within an acceptable walking distance. The closest bus stop is situated to the south-east of the site and is known as Robert Street Euston (Stop J) which is located on Hampstead Road within 150 metres of the proposed development. The bus services that serve the site are listed in **Table 2.2**.

Table 2.2: Local Bus Service Summary				
No.	Route	Peak Frequency (minutes)		
		Weekdays	Saturdays	Sundays
14	Putney Heath – Russell Square	7-12	6-9	11-13
18	Sudbury & Harrow Road Station – Euston	4-9	4-10	7-11
24	Pimlico – Royal Free Hospital	8-13	9-12	11-14
27	Hammersmith – Chalk Farm	7-10	7-10	10-13
29	Turnpike Lane – Trafalgar Square	4-8	5-8	7-10
30	Baker Street – Hackney Wick	7-10	9-12	12-13
73	Tottenham Court Road – Stoke Newington	4-8	4-8	6-10
134	North Finchley - Euston	6-10	7-10	9-12
205	Paddington - Bow	7-11	8-12	11-13
390	Archway – Victoria	4-8	5-6	9-11
453	Deptford – Baker Street	4-9	6-10	8-12

- 2.16 As can be seen in **Table 2.2**, there are a number of frequent bus services which can be reached within a short walk distance of the site and provide opportunities' for travelling across London.

London Underground Services

- 2.17 The site benefits from being located within a short walk of Warren Street, Euston Square, Great Portland Street, Euston and Regent's Park stations. These stations provide access to a significant number of London Underground services that cover a large area of London, as highlighted by **Table 2.3** below.

Table 2.3: Local Bus Service Summary		
Underground Services	Station(s)	Route
Bakerloo	Regent's Park	Elephant & Castle – Harrow & Wealdstone
Circle	Euston Square, Great Portland Street	Hammersmith – Paddington via Farringdon and Victoria
Hammersmith & City	Euston Square, Great Portland Street	Hammersmith - Barking
Metropolitan	Euston Square, Great Portland Street	Aldgate – Uxbridge / Watford / Amersham / Chesham
Northern	Warren Street (via Charing Cross), Euston (via Bank)	Morden – Edgware / Mill Hill East / High Barnet via Bank or Charing Cross
Victoria	Warren Street, Euston	Brixton – Walthamstow Central

- 2.18 Both Warren Street and Euston underground stations provide set-free access to Northern and Victoria Line services, these services provide further step-free interchange opportunities with the wider public transport network.

National Rail Services

- 2.19 Euston Station, which is located within approximately 600 metres walking distance to the east of the site, is served by a significant number of rail services providing access to the Midlands, north of England, Wales and Scotland.
- 2.20 Kings Cross Station and St Pancras Station are located further to the east (c.1.6 kilometres or a circa 20 minute walk) where international rail services to and from Paris can be accessed along with rail services to the north east of England, East Midlands, and Scotland.

Baseline Travel Patterns

- 2.21 A site-specific Year 0 mode split will be taken from the first travel survey conducted at the site. This survey will accurately identify how residents travel to / from the site. The results of the first

site-specific survey will be known as Year 0. Once the site reaches the threshold of 75% occupation the Year 0 survey will be undertaken within one month.

- 2.22 Prior to this threshold, a predicted modal split has been calculated using TRICS survey data of similar student accommodation sites, as set out in **Table 2.4**.

Table 2.4: Estimated Baseline Travel Patterns for Students		
Mode	Percentage (%)	Adjusted Percentage (%)
Underground	23	27
Rail	28	34
Bus	21	25
Taxi	0	0
Motorcycle	0	0
Car Driver	16	0
Car Passenger	1	0
Cycle	4	5
Walk	7	9

- 2.23 For the purpose of this Travel Plan, the modal split shown above will be used for target setting purposes until the criteria for a Year 0 travel survey has been reached and results become available. The detailed TRICS data results are included at **Appendix A**.

3 OBJECTIVES AND TARGETS

3.1 This section sets out the overarching objectives for the Travel Plan, as well as targets for the short and medium term. It includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review of the Travel Plan can be found in Section 6 of this report.

- **Objectives:** They help to give the Travel Plan direction and provide a clear focus
- **Targets:** Are the measurable goals by which progress will be assessed. The Travel Plan sets out targets which the site will seek to reach within the period covered by this Travel Plan.

Objectives

3.2 The Travel Plan's overriding objective is:

To engage with and encourage students, and associated visitors, to use more sustainable ways of travelling to / from the site, through more effective promotion of public transport and active modes. This will minimise the impact of the development on the surrounding road network and air quality.

3.3 The sub-objectives are:

- Sub-objective 1: To increase awareness of the advantages and availability of sustainable / active modes of transport amongst students and visitors;
- Sub-objective 2: To promote the cost, health and fitness benefits of active travel to all users;
- Sub-objective 3: To introduce a package of physical and management measures that will facilitate students and visitor travel by sustainable modes; and therefore,
- Sub-objective 4: To reduce the unnecessary use of less sustainable modes for journeys to and from the site by students and visitors.

Targets

3.4 Targets are measurable goals by which the progress of the travel plan will be assessed. Targets are essential for monitoring progress and success of the travel plan. Targets should be 'SMART' – specific, measurable, achievable, realistic and time-related.

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

Action Targets

- 3.6 The key action targets are set out below:

- A Travel Plan Coordinator (TPC) will be appointed at least three months prior to the first occupation of the student space;
- To launch this Travel Plan when the student accommodation opens;
- To promote sustainable transport options for student residents and visitors of the site;
- To conduct the Year 0/Baseline survey once the site reaches the threshold of 75% occupation;
- Each monitoring survey will occur within one month of the anniversary of the Year 0 survey in each survey year (i.e. Years 1, 3 and 5);
- A Travel Plan Noticeboard will be located in the building and will be periodically updated so that it provides up-to-date sustainable travel information; and,
- Student Travel Packs will be provided to all new student residents upon occupation, ideally in digital format. Travel Packs will include a summary of the objectives and measures set out in this document.

Aim Targets

- 3.1 The Aim targets of this Travel Plan are focused predominantly on student residents of the site, as opposed to resident visitors who tend to visit the site sporadically and will generate varying travel survey results.
- 3.2 **Table 3.1** outlines the Aim Targets set out for the site. The targets are set to measure progress towards the main objectives over five years. The figures are taken from the adjusted mode split, as detailed in Section 2 and will be replaced by Year 0 data once it has been collected.
- 3.3 This Travel Plan recognises that it is not possible to set accurate targets far in the future, even when based on actual modal share data (i.e. when the Year 0 survey has been undertaken). Given

this, it should be acknowledged that the targets may change over time as results from on-going monitoring become available.

Table 3.1: Travel Plan Aim Targets					
Target	Indicator	Mode Split			
		Baseline	Interim (Year 1)	Interim (Year 3)	Final (Year 5)
Occupiers					
Achieve a 6% increase in walking mode share	Modal Split monitoring surveys for walking	9%	11%	13%	15%
Achieve a 3% increase in cycling mode share	Modal Split monitoring surveys for cycling	5%	6%	7%	8%
Visitors					
Increase the awareness of cycling and walking as viable options available to access the site	No Surveys Necessary	-	-	-	-

- 3.4 It can be difficult to influence visitor travel behaviour, particularly to student accommodation. Therefore, it is considered more constructive to set Action targets aimed at promoting sustainable transport to visitors of the site, rather than specific Aim Targets.
- 3.5 The targets listed are based preliminary on currently available data and therefore will need to be adjusted once an accurate baseline modal share has been established from the Year 0 survey. Any adjustments to the targets will be discussed and agreed with LBC.
- 3.6 The interim targets will be measured in order to assess progress towards meeting the targets.

4 TRAVEL PLAN STRATEGY

Travel Plan Coordinator

- 4.1 If / when considered appropriate, the Developer will pass responsibility of the travel plan onto the future proprietors of the site. The Developer will appoint a Travel Plan Co-ordinator (TPC) to implement and administer the Travel Plan. The TPC will be appointed / confirmed three months prior to first occupation of the student accommodation.
- 4.2 The TPC will be a senior member of Site Management Team (SMT) or similar and, as such, will have access to the appropriate information and technology to communicate effectively with all student residents at the site.
- 4.3 The duties of the Travel Plan Co-ordinator will include:
- Issue, collection and assessment of the Student Travel Surveys at years 0, 1, 3 and 5;
 - Taking responsibility for data collection and review of the Travel Plan;
 - Oversee the site and implementation of the Travel Plan on a day-to-day basis;
 - Organise and manage arrival and departure periods at the start and end of term;
 - Obtain and maintain commitment to, and support of, the Travel Plan by student residents and any relevant stakeholders;
 - Design and implement effective marketing and awareness-raising campaigns to promote the Travel Plan;
 - Act as a point of contact for all student residents and associated visitors requiring travel related assistance; and,
 - Ensure that all displayed and issued travel information is up to date.

Time Allocation

- 4.4 The TPC is expected to undertake the management of the Travel Plan in addition to other duties. The individual undertaking the role will be allocated the time necessary to enable the Travel Plan to achieve its objectives.
- 4.5 Issuing of non-Travel Plan duties to the TPC should be avoided during survey collection, assessment and Travel Plan evaluation periods.

Marketing Strategy

- 4.6 Each student will be provided with a Welcome Pack on occupation. The Welcome Pack will include; a summarised version of the Travel Plan, its objectives in enhancing the environment and the role individuals have in achieving the objectives of the Travel Plan. Ideally the Welcome Pack will be in digital format.
- 4.7 Contact details of the TPC will be advertised in the event that residents and associated visitors wish to discuss specific matters directly.
- 4.8 The following could be used as other means of disseminating information to promote events / campaigns / promotions / services / initiatives:
- i) Notice boards;
 - ii) Newsletters;
 - iii) Internet / intranet.

5 MEASURES AND INITIATIVES

- 5.1 This section of the Travel Plan outlines the specific physical and management measures which make up the core of this Travel Plan.

Physical Measures

- 5.2 Cycle parking provision for students will be provided in accordance with Intend to Publish London Plan Policy standards. Provision for visitor cycle parking will be provided at street level in close proximity to the site's access points.
- 5.3 The site's proximity to rail, overground and bus services, as well as cycle routes surrounding the site, will help to encourage sustainable travel by all site users travelling to / from the site.
- 5.4 The development provides cycle storage for 188 student and associated visitor bicycles. It is anticipated that access to the internal cycle storage facility will be restricted to key / fob holders; students will be able to obtain this from Site Management Team upon moving into the building (or on request).

Welcome Pack and Travel Information Provision

- 5.5 Students will be provided with a Welcome Pack containing useful information aimed at encouraging sustainable travel. It is recommended that the packs contain the following information:
- A summary version of the Travel Plan setting out the purpose, benefits etc.;
 - Timetables and route maps for public transport, particularly buses;
 - Contact numbers and web details for the TfL Journey Planner and National Rail Enquiries;
 - Local taxi company details;
 - Car Club information;
 - Cycling and walking maps for the local area;
 - Web details for any community travel sites and community forum sites; and
 - Web and other contact details for major retailers offering parcel deposit and collection services.
- 5.6 Similar information will be provided on information boards within the site, these will also highlight any events or specific promotions available to student residents.

Management Measures

Walking Initiatives

5.7 Initiatives to help promote walking to students and visitors of the site are as follows:

- Students will be provided with information and advice on safe pedestrian routes to and from the site. Information will be provided within Welcome Packs and will also be displayed within public areas.
- Health benefits of walking to be promoted e.g. '10,000 steps a day campaign.'
- The benefits to the environment from reducing use of both the private car and public transport to be promoted.

Cycling Initiatives

5.8 The TPC will promote travel by bicycle primarily through information provision, however, the following measures will also be considered:

- Holding cycle maintenance sessions in association with local cycle retailers or similar organisations / companies that offer 'Dr Bike' services;
- Creating a 'Cycle Buddy' system whereby those who are nervous or concerned about cycling can be accompanied by more experienced cyclists to and from their destinations in the first weeks of cycling.

Public Transport Initiatives

5.9 Up-to-date details of bus, rail and overground services, including route information and service frequencies, will be permanently on display in prominent locations and will be provided within Welcome Packs. National Rail and TfL Journey Planner websites and enquiry phone numbers will also be promoted.

Car Initiatives

5.10 The development does not provide car parking. Students are required to agree as part of their Assured Shorthold Tenancy Agreement not to bring or to keep motor vehicles on the local highway network during their occupancy period.

- 5.11 Details of local car clubs will be provided within the Welcome Packs for all students, allowing students the freedoms of car use without the ongoing costs and hassle associated with car ownership.
- 5.12 Visitors will be advised to arrive by public transport and discouraged from traveling by car; in the event that car travel is essential, visitors will be advised to park within the nearby off-street public car parks.
- 5.13 Routing to the Development by public transport and active modes can be provided on the student accommodation to inform visitors of the best routes to the Development via sustainable travel.

Provision for People with Disabilities and Visual Impairment

- 5.14 Provision for people with disabilities has been built into the design of the building. The following initiatives / design features / measures are present:
- Wheelchair accessible units; and
 - Wheelchair accessible lifts with accessible floors.
- 5.15 The TPC, through dialogue with LBC (if necessary / appropriate), will also seek to ensure that routes to / from public transport access points have appropriate provision for people with disabilities and people with visual impairment. Specifically, provision should include maintenance of:
- All dropped kerbs, with appropriate colour tactile paving; and
 - Signalised pedestrian crossings, with rotating cones and noise notifications as appropriate.

Personalised Travel Planning

- 5.16 The TPC will offer a Personalised Travel Planning (PTP) service for all resident students, if requested. The TPC will be able to draw on advice from journey planning websites such as TfL's Journey Planner www.tfl.gov.uk or Citymapper www.citymapper.com.

Student Arrivals and Departures

- 5.17 While the site is car free, there will be some vehicular activity associated the student accommodation at the start and end of term, when students move into and out of the premises.

Some students are expected to travel by car with parents or friends, whilst others may arrive by taxi having used another travel mode for the main leg of their journey.

- 5.18 It is acknowledged that activity at the beginning and end of the academic year, when students will arrive and depart, occurs within a relatively short timeframe. As such, this activity could give rise to congestion at certain times if this process is not properly managed and therefore the site will be managed to prevent this. The Site Management Team will manage the peak intake and collection weekends through a booking system and on-hand marshalling through the arrival and departure period.
- 5.19 Once the crossover is removed as part of the proposed development, in the immediate vicinity of the site, William Road and Stanhope Street will provide c.38 metres and c.22 metres of loading opportunity respectively. These areas will provide ample capacity to accommodate scheduled student loading / unloading while allowing for other existing loading to be undertaken concurrently.
- 5.20 Students will be allocated move in / move out weekend time slots. The site management team will be present in order to direct and organise traffic movements. The staff will ensure that all loading / unloading activity by students is undertaken safely and efficiently and will help direct students to their rooms within the building.
- 5.21 All students will be provided with a date and a time for their arrival / departure from the development. Staff will also issue maps and directions to local car parking for any students / parents that wish to spend more time in the area after unloading their car.
- 5.22 Local traffic police will be contacted to determine whether or not they can be present during the intake process, to guide traffic and ensure the local road network does not become congested. In the unlikely event that congestion occurs, management staff / police will advise new arrivals to return at an allotted time for drop off / collection later in the day.

6 MONITORING AND REVIEW

Monitoring and Review

- 6.1 The Travel Plan is part of a continuous process for improvement; requiring monitoring, review and revision to ensure it remains relevant. This chapter sets out the proposals for monitoring and review of the Travel Plan.
- 6.2 All student travel monitoring will be undertaken via a questionnaire survey coordinated by the TPC. An example survey questionnaire is included at **Appendix B**. The monitoring programme will begin with the initial baseline Year 0 travel survey, followed by additional surveys in Years 1, 3 and 5. The Year 0 survey will be undertaken once the site is occupied. Occupation is defined as when the site reaches the threshold of 75% occupation. The Year 0 survey will then be undertaken within 3 months. The Travel Plan will be monitored for 5 years after occupation of the site.
- 6.3 Upon review of the Year 0 baseline travel survey results, if the modal split is found to be considerably different from the expected modal split the targets set out in this Travel Plan will be reviewed. The targets will be discussed with LBC before being finalised.
- 6.4 The travel survey should remain the same throughout the life of the Travel Plan to ensure consistency in the results and information and the ability to measure the effectiveness of the Travel Plan measures. However additional questions may be added if considered beneficial.
- 6.5 In order to gauge the success of the measures employed regular monitoring will be used, this will include the following:
- Monitoring the level of usage of cycle stands;
 - Review of requests received during any Personalised Travel Planning sessions; and
 - Review of comments received from students relating to the operation and implications of the Travel Plan.
- 6.6 The above list is by no means exhaustive, thus the TPC will seek to add further items as appropriate. Information gathered through the monitoring process will be recorded for input to the annual review. The monitoring information will be made available to LBC.

Reporting

- 6.7 The TPC will compile a report each year as part of the annual review of the Travel Plan throughout the life of the document (i.e. the 5 year period). The report will include the results of any monitoring and will be issued to LBC.

Securement and Funding

- 6.8 The Developer is fully committed to the implementation of the Travel Plan and will provide all reasonable necessary funding to ensure that any agreed targets are achieved.
- 6.9 This will include funding the Travel Plan Co-ordinator, travel surveys and implementation of all reasonable necessary measures.

Remedial Measures

- 6.10 In the event that the Travel Plan targets are not met, a range of remedial measures will be considered by the TPC and Site Management Team. These measures will be dependent on the results of the travel surveys, but could include the following:
- Review of cycle parking use and quality of spaces provided;
 - Review of content on Travel Noticeboard;
 - Promotional events to encourage greater use of walking and cycling; and
 - Targeted Personalised Travel Planning sessions for Students.

7 ACTION PLAN

7.1 **Table 7.1** sets out the Action Plan for the implementation of the various measures associated with the Travel Plan along with how funding will be secured and who is responsible. The Action Plan will be reviewed annually by the TPC and any changes will be agreed with LBC prior to being implemented.

Table 7.1: Travel Plan Action Plan				
Action	Target	Funding	Measure	Responsibility
Appointment of Travel Plan Coordinator	To be appointed prior to occupation	Service Charge	Appointment of Travel Plan Co-ordinator	Developer
Provision of Cycle Parking	Before occupation	Site Management	During Construction	Developer
Erection of Travel Noticeboard	Before occupation	Site Management	On completion of fit out	TPC
Production of Welcome Packs	Before occupation	Site Management	Completed Welcome Pack	TPC
Baseline Surveys	Within 3 months of occupation	Service Charge	Receipt of survey results	TPC
Set Targets	Within 1 month of Baseline Surveys	N/A	Receipt of survey results	TPC
Promote Active Modes	On-going	Site Management	On-going	TPC
Maintenance of Cycle Parking	On-going	Included within Service Charge	On-going	TPC
Interim Surveys	At years 1, 3 and 5 following the Baseline Survey	Service Charge	Receipt of survey results	TPC
Annual review of Travel Plan	Each year of the Travel Plan	Service Charge	Review document	TPC
Achieve Targets	5 years after Baseline Survey	Site Management	Receipt of survey results	TPC

Student Travel Plan Appendix A

Calculation Reference: AUDIT-358901-200810-0854

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : G - STUDENT ACCOMMODATION

MULTI-MODAL VEHICLESSelected regions and areas:**01 GREATER LONDON**

CN	CAMDEN	1 days
IS	ISLINGTON	1 days
LB	LAMBETH	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of residents
 Actual Range: 146 to 1100 (units:)
 Range Selected by User: 100 to 1100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 09/03/20

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	2 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	1
Edge of Town Centre	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone	3
---------------	---

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

C3	3 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):Population within 1 mile:

25,001 to 50,000	2 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	1 days
500,001 or More	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	3 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

6a Excellent	1 days
6b (High) Excellent	2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CN-03-G-01	STUDENT FLATS		CAMDEN
	SAINT PANCRAS WAY KING'S CROSS			
	Edge of Town Centre Built-Up Zone			
	Total Number of residents:			571
	Survey date: TUESDAY			14/11/17
2	IS-03-G-01	STUDENT FLATS		ISLINGTON
	OLD STREET ST LUKE'S			
	Edge of Town Centre Built-Up Zone			
	Total Number of residents:			146
	Survey date: FRIDAY			07/12/12
3	LB-03-G-02	STUDENT FLATS		LAMBETH
	WESTMINSTER BRIDGE RD LAMBETH			
	Town Centre Built-Up Zone			
	Total Number of residents:			1100
	Survey date: TUESDAY			27/11/18
				Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
KI-03-G-01	.

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL VEHICLES**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	606	0.001	3	606	0.001	3	606	0.002
08:00 - 09:00	3	606	0.001	3	606	0.002	3	606	0.003
09:00 - 10:00	3	606	0.001	3	606	0.001	3	606	0.002
10:00 - 11:00	3	606	0.003	3	606	0.003	3	606	0.006
11:00 - 12:00	3	606	0.003	3	606	0.005	3	606	0.008
12:00 - 13:00	3	606	0.003	3	606	0.003	3	606	0.006
13:00 - 14:00	3	606	0.006	3	606	0.004	3	606	0.010
14:00 - 15:00	3	606	0.004	3	606	0.006	3	606	0.010
15:00 - 16:00	3	606	0.004	3	606	0.004	3	606	0.008
16:00 - 17:00	3	606	0.004	3	606	0.003	3	606	0.007
17:00 - 18:00	3	606	0.003	3	606	0.002	3	606	0.005
18:00 - 19:00	3	606	0.003	3	606	0.003	3	606	0.006
19:00 - 20:00	2	836	0.004	2	836	0.003	2	836	0.007
20:00 - 21:00	2	836	0.005	2	836	0.006	2	836	0.011
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.045			0.046			0.091

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	146 - 1100 (units:)
Survey date range:	01/01/12 - 09/03/20
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	1

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TAXIS**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	606	0.000	3	606	0.000	3	606	0.000
08:00 - 09:00	3	606	0.000	3	606	0.001	3	606	0.001
09:00 - 10:00	3	606	0.000	3	606	0.000	3	606	0.000
10:00 - 11:00	3	606	0.002	3	606	0.002	3	606	0.004
11:00 - 12:00	3	606	0.002	3	606	0.002	3	606	0.004
12:00 - 13:00	3	606	0.003	3	606	0.002	3	606	0.005
13:00 - 14:00	3	606	0.002	3	606	0.002	3	606	0.004
14:00 - 15:00	3	606	0.001	3	606	0.001	3	606	0.002
15:00 - 16:00	3	606	0.002	3	606	0.002	3	606	0.004
16:00 - 17:00	3	606	0.002	3	606	0.002	3	606	0.004
17:00 - 18:00	3	606	0.002	3	606	0.002	3	606	0.004
18:00 - 19:00	3	606	0.003	3	606	0.003	3	606	0.006
19:00 - 20:00	2	836	0.002	2	836	0.002	2	836	0.004
20:00 - 21:00	2	836	0.005	2	836	0.005	2	836	0.010
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.026			0.026			0.052

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL OGVS**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	606	0.001	3	606	0.001	3	606	0.002
08:00 - 09:00	3	606	0.000	3	606	0.000	3	606	0.000
09:00 - 10:00	3	606	0.000	3	606	0.000	3	606	0.000
10:00 - 11:00	3	606	0.000	3	606	0.000	3	606	0.000
11:00 - 12:00	3	606	0.000	3	606	0.000	3	606	0.000
12:00 - 13:00	3	606	0.000	3	606	0.000	3	606	0.000
13:00 - 14:00	3	606	0.000	3	606	0.000	3	606	0.000
14:00 - 15:00	3	606	0.000	3	606	0.000	3	606	0.000
15:00 - 16:00	3	606	0.000	3	606	0.000	3	606	0.000
16:00 - 17:00	3	606	0.000	3	606	0.000	3	606	0.000
17:00 - 18:00	3	606	0.000	3	606	0.000	3	606	0.000
18:00 - 19:00	3	606	0.000	3	606	0.000	3	606	0.000
19:00 - 20:00	2	836	0.000	2	836	0.000	2	836	0.000
20:00 - 21:00	2	836	0.000	2	836	0.000	2	836	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL CYCLISTSCalculation factor: **1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	606	0.000	3	606	0.000	3	606	0.000
08:00 - 09:00	3	606	0.001	3	606	0.001	3	606	0.002
09:00 - 10:00	3	606	0.000	3	606	0.001	3	606	0.001
10:00 - 11:00	3	606	0.000	3	606	0.001	3	606	0.001
11:00 - 12:00	3	606	0.002	3	606	0.003	3	606	0.005
12:00 - 13:00	3	606	0.001	3	606	0.002	3	606	0.003
13:00 - 14:00	3	606	0.002	3	606	0.002	3	606	0.004
14:00 - 15:00	3	606	0.001	3	606	0.001	3	606	0.002
15:00 - 16:00	3	606	0.002	3	606	0.002	3	606	0.004
16:00 - 17:00	3	606	0.004	3	606	0.000	3	606	0.004
17:00 - 18:00	3	606	0.003	3	606	0.002	3	606	0.005
18:00 - 19:00	3	606	0.005	3	606	0.004	3	606	0.009
19:00 - 20:00	2	836	0.000	2	836	0.001	2	836	0.001
20:00 - 21:00	2	836	0.001	2	836	0.001	2	836	0.002
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.022			0.021			0.043

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	606	0.001	3	606	0.001	3	606	0.002
08:00 - 09:00	3	606	0.001	3	606	0.002	3	606	0.003
09:00 - 10:00	3	606	0.001	3	606	0.001	3	606	0.002
10:00 - 11:00	3	606	0.003	3	606	0.003	3	606	0.006
11:00 - 12:00	3	606	0.004	3	606	0.006	3	606	0.010
12:00 - 13:00	3	606	0.003	3	606	0.001	3	606	0.004
13:00 - 14:00	3	606	0.006	3	606	0.004	3	606	0.010
14:00 - 15:00	3	606	0.004	3	606	0.006	3	606	0.010
15:00 - 16:00	3	606	0.006	3	606	0.004	3	606	0.010
16:00 - 17:00	3	606	0.004	3	606	0.003	3	606	0.007
17:00 - 18:00	3	606	0.003	3	606	0.001	3	606	0.004
18:00 - 19:00	3	606	0.004	3	606	0.002	3	606	0.006
19:00 - 20:00	2	836	0.004	2	836	0.001	2	836	0.005
20:00 - 21:00	2	836	0.006	2	836	0.002	2	836	0.008
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.050			0.037			0.087

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL PEDESTRIANS**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	606	0.006	3	606	0.007	3	606	0.013
08:00 - 09:00	3	606	0.004	3	606	0.042	3	606	0.046
09:00 - 10:00	3	606	0.004	3	606	0.035	3	606	0.039
10:00 - 11:00	3	606	0.009	3	606	0.037	3	606	0.046
11:00 - 12:00	3	606	0.011	3	606	0.027	3	606	0.038
12:00 - 13:00	3	606	0.020	3	606	0.030	3	606	0.050
13:00 - 14:00	3	606	0.023	3	606	0.034	3	606	0.057
14:00 - 15:00	3	606	0.015	3	606	0.028	3	606	0.043
15:00 - 16:00	3	606	0.035	3	606	0.019	3	606	0.054
16:00 - 17:00	3	606	0.034	3	606	0.018	3	606	0.052
17:00 - 18:00	3	606	0.037	3	606	0.022	3	606	0.059
18:00 - 19:00	3	606	0.035	3	606	0.018	3	606	0.053
19:00 - 20:00	2	836	0.023	2	836	0.012	2	836	0.035
20:00 - 21:00	2	836	0.031	2	836	0.010	2	836	0.041
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.287			0.339			0.626

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	606	0.002	3	606	0.004	3	606	0.006
08:00 - 09:00	3	606	0.002	3	606	0.023	3	606	0.025
09:00 - 10:00	3	606	0.003	3	606	0.030	3	606	0.033
10:00 - 11:00	3	606	0.006	3	606	0.026	3	606	0.032
11:00 - 12:00	3	606	0.013	3	606	0.019	3	606	0.032
12:00 - 13:00	3	606	0.006	3	606	0.019	3	606	0.025
13:00 - 14:00	3	606	0.013	3	606	0.016	3	606	0.029
14:00 - 15:00	3	606	0.010	3	606	0.017	3	606	0.027
15:00 - 16:00	3	606	0.016	3	606	0.011	3	606	0.027
16:00 - 17:00	3	606	0.017	3	606	0.009	3	606	0.026
17:00 - 18:00	3	606	0.025	3	606	0.009	3	606	0.034
18:00 - 19:00	3	606	0.023	3	606	0.008	3	606	0.031
19:00 - 20:00	2	836	0.016	2	836	0.005	2	836	0.021
20:00 - 21:00	2	836	0.022	2	836	0.002	2	836	0.024
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.174			0.198			0.372

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TOTAL RAIL PASSENGERS**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	606	0.004	3	606	0.008	3	606	0.012
08:00 - 09:00	3	606	0.001	3	606	0.019	3	606	0.020
09:00 - 10:00	3	606	0.006	3	606	0.015	3	606	0.021
10:00 - 11:00	3	606	0.011	3	606	0.018	3	606	0.029
11:00 - 12:00	3	606	0.008	3	606	0.010	3	606	0.018
12:00 - 13:00	3	606	0.012	3	606	0.010	3	606	0.022
13:00 - 14:00	3	606	0.012	3	606	0.012	3	606	0.024
14:00 - 15:00	3	606	0.011	3	606	0.018	3	606	0.029
15:00 - 16:00	3	606	0.009	3	606	0.009	3	606	0.018
16:00 - 17:00	3	606	0.019	3	606	0.008	3	606	0.027
17:00 - 18:00	3	606	0.018	3	606	0.012	3	606	0.030
18:00 - 19:00	3	606	0.019	3	606	0.008	3	606	0.027
19:00 - 20:00	2	836	0.010	2	836	0.004	2	836	0.014
20:00 - 21:00	2	836	0.020	2	836	0.005	2	836	0.025
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.160			0.156			0.316

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	606	0.007	3	606	0.013	3	606	0.020
08:00 - 09:00	3	606	0.003	3	606	0.042	3	606	0.045
09:00 - 10:00	3	606	0.009	3	606	0.045	3	606	0.054
10:00 - 11:00	3	606	0.017	3	606	0.043	3	606	0.060
11:00 - 12:00	3	606	0.021	3	606	0.029	3	606	0.050
12:00 - 13:00	3	606	0.018	3	606	0.029	3	606	0.047
13:00 - 14:00	3	606	0.025	3	606	0.028	3	606	0.053
14:00 - 15:00	3	606	0.021	3	606	0.035	3	606	0.056
15:00 - 16:00	3	606	0.025	3	606	0.020	3	606	0.045
16:00 - 17:00	3	606	0.036	3	606	0.017	3	606	0.053
17:00 - 18:00	3	606	0.043	3	606	0.021	3	606	0.064
18:00 - 19:00	3	606	0.042	3	606	0.017	3	606	0.059
19:00 - 20:00	2	836	0.026	2	836	0.008	2	836	0.034
20:00 - 21:00	2	836	0.042	2	836	0.007	2	836	0.049
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.335			0.354			0.689

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 RESIDE****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	606	0.013	3	606	0.021	3	606	0.034
08:00 - 09:00	3	606	0.009	3	606	0.088	3	606	0.097
09:00 - 10:00	3	606	0.013	3	606	0.081	3	606	0.094
10:00 - 11:00	3	606	0.029	3	606	0.085	3	606	0.114
11:00 - 12:00	3	606	0.037	3	606	0.064	3	606	0.101
12:00 - 13:00	3	606	0.042	3	606	0.062	3	606	0.104
13:00 - 14:00	3	606	0.055	3	606	0.068	3	606	0.123
14:00 - 15:00	3	606	0.042	3	606	0.070	3	606	0.112
15:00 - 16:00	3	606	0.067	3	606	0.045	3	606	0.112
16:00 - 17:00	3	606	0.077	3	606	0.037	3	606	0.114
17:00 - 18:00	3	606	0.086	3	606	0.046	3	606	0.132
18:00 - 19:00	3	606	0.086	3	606	0.040	3	606	0.126
19:00 - 20:00	2	836	0.053	2	836	0.022	2	836	0.075
20:00 - 21:00	2	836	0.080	2	836	0.020	2	836	0.100
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.689			0.749			1.438

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Student Travel Plan Appendix B

Travel Survey Questionnaire

As part of the Travel Plan, a travel survey is being undertaken so we can understand your travel patterns and would appreciate your assistance by completing this questionnaire.

The information you provide will be treated in the strictest confidence with no reference to individuals. For further information please contact _____ on _____. Thank you in advance for your help.

1. Which of the following best describes your current situation?

☐ Employed (full time) ☐ Employed (part time) ☐ In Education ☐ Unemployed

2. What time do you normally arrive at work or place of education?

☐ Before 07:00 (01) ☐ 07:00 – 10:00 (02) ☐ After 10:00 (03) ☐ NA (04)

3. What time do you normally leave work or place of education?

☐ Before 16:00 (01) ☐ 16:00 – 19:00 (02) ☐ After 19:00 (03) ☐ NA (04)

4. On average, how long does your journey take?

☐ 0 – 15min (01) ☐ 16 – 30min (02) ☐ 31 – 45min (03) ☐ 46 – 60min (04)
☐ 61 – 75min (05) ☐ 76 – 90min (06) ☐ Over 90min (07) ☐ NA (08)

5. Approximately how far is your journey?

☐ 0 – 1 mile (01) ☐ 1 – 2 miles (02) ☐ >2 miles (03) ☐ NA (04)

6. What is your MAIN mode of transport (i.e. the longest part of your journey)?

☐ Drive alone (01) ☐ Car share - driver (02) ☐ Car share - passenger (03) ☐ Bus (04)
☐ Train (05) ☐ Tube/Underground (06) ☐ Cycle (07) ☐ Motorbike > 125 (08)
☐ Motorbike >125 (09) ☐ Taxi (10) ☐ Walk (11) ☐ Work from home (12)
☐ Other (12) - Please specify: _____

7. What alternative mode of transport would you consider if your usual mode wasn't available?

☐ Drive alone (01) ☐ Car share -driver (02) ☐ Car share - passenger (03) ☐ Bus (04)
☐ Train (05) ☐ Tube/Underground (06) ☐ Cycle (07) ☐ Motorbike ≤125 (08)
☐ Motorbike >125 (09) ☐ Taxi (10) ☐ Walk (11) ☐ Work from home (12)
☐ Other (12) - Please specify: _____

8. What would encourage you to use an alternative mode of travel?

☐ More frequent bus services (01) ☐ Better pedestrian / cycle routes (02)
☐ A cleaner walking / cycling environment (03) ☐ A friend to walk / cycle with (04)
☐ A safer walking / cycling environment (05) ☐ Cycle training (06)
☐ Better information on alternatives (07) ☐ Nothing (08)

9. In what age category do you fall?

☐ Under 25 (01) ☐ 25 – 40 (02) ☐ 41 – 60 (03) ☐ Over 60 (04)