City University London
Travel Plan

By Curtins Consulting Ltd
September 2013

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## Control Sheet

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**Date:** September 2013

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<td>Damian Lavelle</td>
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<td>Graduate Transport Planner</td>
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<tr>
<td>Daniel Bimpson</td>
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<tr>
<td>Ben Dawson</td>
<td></td>
<td>3 September 2013</td>
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<td>Senior Engineer</td>
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<tr>
<td>Steven Farthing</td>
<td></td>
<td>3 September 2013</td>
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For and on behalf of Curtins Consulting Ltd
## Content

1.0 Introduction and Background  
2.0 Travel Plan Benefits  
3.0 Policy Context  
4.0 Recognition of Existing Measures  
5.0 Site Audit – Pedestrian Accessibility  
6.0 Site Audit – Cycle Accessibility  
7.0 Site Audit – Public Transport Accessibility  
8.0 Travel Surveys  
9.0 Travel Plan Objectives  
10.0 Measures to Encourage Sustainable Travel  
11.0 Travel Plan Management Strategy  
12.0 Delivery Management Plan  
13.0 Communications Strategy  
14.0 Monitoring and Review  
15.0 Action Plan and Budget  

### Appendices  

Appendix A – ATTrBUTE Assessment  
Appendix B – 2013 Travel Survey
1.0 Introduction and Background

Introduction

1.1 Curtins Consulting has been appointed by City University London (herein “City” or “the University”) to produce a Travel Plan (TP) for the staff and students of the organisation. This TP is intended to develop on the existing workplace TP, targeted at staff only, which was produced and adopted in 2010.

1.2 A TP is defined by the Department for Transport (DfT) and by the Department for Communities and Local Government (DCLG) as:

“A long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.”


1.3 In essence, a TP is intended to encourage people to choose alternative transport modes over single occupancy car use and where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.

Background

1.4 This TP is intended to cover the entirety of City University London, including students, staff, and visitors at all campuses. City’s website includes the following description of the University:

“City University London is a leading international University and the only university in London to be both committed to academic excellence and focused on business and the professions.”

1.5 City accommodates some approximately 19,000 students and over 1,800 staff over the course of an academic year. The University’s main campus is located at Northampton Square in the London Borough of Islington (LBI). The main areas of the estate include:

- Northampton Square Campus
- Cass Business School Campus
- West Smithfield Campus
- Grays Inn Campus
- Bath Street Campus
1.0 Introduction and Background

- 41 – 53 Goswell Road Building.

1.6 The updating of City’s TP coincides with an important stage in the evolution of the University. City currently occupy in excess of 20 buildings in London arranged in six broad groups. The majority of these buildings are located in the LBI. City is currently at the planning stages of the major redevelopment of the main campus, located at Northampton Square. This work comprises internal and external works some of which will require planning approval to be progressed the main components of which are:

- Sebastian Street Project;
- Main Entrance Project;
- Tait Building Project; and
- Extensive landscaping and public realm improvement works associated with the above.

1.7 In acknowledgement of the development planned for the University, and in particular that related to Northampton Square, City has elected to update their existing staff TP from 2010, and to expand the TP to include students. This updated TP is thus intended to help support these developments and to help encourage more sustainable travel behaviour for those that work and study at City University London.

Purpose of Report

1.8 This TP has been prepared to demonstrate the University's commitment to sustainable travel. It will promote the use of alternative sustainable modes of travel and discourage single vehicle occupancy. The document will include modal split targets and methods for management and monitoring any measures identified.

1.9 This document will develop on the existing workplace TP, which was adopted in 2010 and focused on staff travel only. Measures implemented as part of the TP, include:

- Production of travel plan marketing material and distribution/publishing online to inform students, staff and visitors of sustainable transport options to campus buildings
- Working group established to improve signage to/from main transport interchanges
- Provision of additional showers, lockers, secure sheltered cycle parking
- Improved existing cycle parking infrastructure
1.0 Introduction and Background

- Introduction schemes to encourage cycle, such as: Cycle to work Scheme, Adult cycle training and national cycle events e.g., Bike Week
- First annual monitoring survey completed and report produced
- Revisions to the Travel Plan where made, based on the analysis of survey results.

1.10 A more detailed summary of the measures implemented since the adoption of the 2010 TP is included in Section 4.

1.11 Notwithstanding the above, the 2010 TP set modal share targets for staff travel, which included a reduction in single occupancy car trips and public transport trips, and an increase in walking and cycling trips. As discussed in detail in Section 4, while the University has been successful in reducing the proportion of car trips, the proportion of public transport trips has increased since 2010, while the proportions of walking and cycling trips have decreased.

1.12 Since 2010, the University has undergone a process of rationalisation of existing buildings, and as of 2013 is proposing redevelopment and refurbishment of a number of buildings. It is therefore considered appropriate to produce a new TP, which will continue to build upon the successes of the previous one, and which will address student travel in addition to staff travel. This TP should be considered a “live” document which is open to change, and should be made freely available to all students, staff and visitors at City.

1.13 Following this section of the report, the TP is set out under the sections set out in Table 1.1 below.
1.0 Introduction and Background

Table 1.1: TP Structure

<table>
<thead>
<tr>
<th>Section</th>
<th>Name</th>
<th>Overview</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Travel Plan Benefits</td>
<td>This section outlines the benefits and purpose of Travel Planning.</td>
</tr>
<tr>
<td>3</td>
<td>Policy Context</td>
<td>This section analyses National and Local planning policy to establish a number of objectives for the TP to aspire towards. The overall success of the TP will be judged against how well it performs against these objectives.</td>
</tr>
<tr>
<td>4</td>
<td>Recognition of Existing Measures</td>
<td>This section outlines the existing measures that have been implemented since 2010. It provides comments on the effectiveness of the measures and how various initiatives could be improved or built upon.</td>
</tr>
<tr>
<td>5</td>
<td>Site Audits</td>
<td>These sections contain a detailed audit of the University sites, assessing accessibility separately by walking, cycling, and public transport.</td>
</tr>
<tr>
<td>6</td>
<td>Travel Surveys</td>
<td>In this section the travel behaviour of staff and students is analysed.</td>
</tr>
<tr>
<td>7</td>
<td>Travel Plan Objectives</td>
<td>Based on a review of the policy context, the site audits, and the travel surveys, this section presents a series of objectives for the TP.</td>
</tr>
<tr>
<td>8</td>
<td>Measures to Encourage Sustainable Travel</td>
<td>This section provides a clear description of the measures proposed to encourage sustainable travel, reduce single occupancy car use and achieve the stated objectives established in Section 9.</td>
</tr>
<tr>
<td>9</td>
<td>Travel Plan Management Strategy</td>
<td>This section sets out the strategy for implementing the TP. It will also identify who is responsible for the TP.</td>
</tr>
<tr>
<td>10</td>
<td>Delivery Management Plan</td>
<td>This section outlines the benefits of effective management of delivery traffic and considers measures to achieve these benefits for the University.</td>
</tr>
<tr>
<td>11</td>
<td>Communications Strategy</td>
<td>This section will identify a strategy for communicating the Travel Plan to all staff and students.</td>
</tr>
<tr>
<td>12</td>
<td>Monitoring and Review</td>
<td>This section details the methodology for monitoring and reviewing the TP, including how often the monitoring will take place, the proposed review methodology, and who will be involved in the process.</td>
</tr>
<tr>
<td>13</td>
<td>Action Plan and Budget</td>
<td>This section outlines the implementation programme including roles and responsibilities, and major costs associated with the TP.</td>
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</table>
2.0 Travel Plan Benefits

Benefits of Travel Plans

2.1 There are multiple reasons as to why TPs are considered to be important to society. In order to summarise these, the benefits derived from TPs have been categorised under the following headings:

- Health benefits;
- Environmental benefits; and
- Financial benefits.

Health Benefits

2.2 A reduction in polluting vehicles on the roads around and throughout the University sites would mean better air quality throughout the area. There are also well documented health benefits associated with active travel:

”Physical activity levels are low in the UK: only 40% of men and 28% of women meet the minimum recommendations for physical activity in adults.”


2.3 Regular moderate physical activity, including walking and cycling, can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems.

2.4 In summary, an effective TP can help encourage staff and students to lead a healthier and more active lifestyle.

Environmental Benefits

2.5 Climate change is a global issue that affects everyone. The role of road vehicles in generating greenhouse gases has been recognised in the Mayor of London’s Transport Strategy:

”Road vehicles currently account for around 72% of ground-based transport CO2 emissions in London.”

2.6 The Mayor has therefore pledged that Transport for London (TfL) will play its part in reducing CO2 emissions, noting the role of Travel Planning in achieving this:
2.0 Travel Plan Benefits

“TfL has pioneered the use of smarter travel initiatives to achieve improved CO2 travel efficiency, including the widespread successful uptake of school and workplace travel plans… More than ten per cent of London’s workforce work in locations with travel plans, thereby achieving a 13 per cent reduction in the proportion of car journeys to work at these sites.”

Source: Mayor’s Transport Strategy, GLA, 2010

2.7 In summary, an effective TP can help encourage staff and students to lessen their environmental impact by reducing emissions from transport.

**Financial Benefits**

2.8 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing physical activity:

“The cost of physical inactivity in England – including direct costs of treatment for the major lifestyle-related diseases, and the indirect costs caused through sickness absence – has been estimated at £8.2 billion a year. This does not include the contribution of inactivity to obesity which itself has been estimated at £2.5 billion annually.”


2.9 An effective TP can help encourage staff and students to lead a healthier lifestyle, reducing financial wastage across a number of areas including healthcare costs.

2.10 An effective TP can offer financial benefits to the organisation implementing the plan by, for example, reducing the land take, infrastructure costs and staff costs associated with car park operation.

2.11 Individuals can benefit financially from travelling to and from a site with a TP in place due to the improved range of transport options available, some of which may be more cost-effective than car travel. In some circumstances, TP measures can remove an individual’s need for a car (or their household’s need for a second car), removing the capital and ongoing cost of car ownership.

2.12 In summary, an effective TP offers potential financial benefits to a number of different stakeholders.
3.0 Policy Context

Introduction

3.1 This section considers national, regional and local planning policy relevant to Travel Planning in order to inform the specific objectives of this TP, in line with TfL ATTrBuTE guidance.

National Planning Policy

3.2 The National Planning Policy Framework (NPPF) sets out that TPs are required at developments that generate significant amounts of movement. In particular, Paragraphs 35 and 36 set out that TPs should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore developments should be located and designed where practical to:

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

3.3 It is considered that, in view of the measures outlined in Section 10, the production of this TP, is consistent with the requirements of the NPPF.


3.4 The Mayor published a revised version of the London Plan in July 2011. The Plan sets out a spatial strategy reflecting the policies and priorities of the current Mayoral administration.

3.5 Policy 6.1 ‘Strategic Approach’ sets out the desire for closer integration of development and transport through encouraging patterns of development that reduce the need to travel, especially by car, seeking to locate high trip generating developments at locations with high public transport accessibility, improving the capacity of public transport services, improving interchanges between services and improving accessibility by all modes including walking and cycling. Policy 6.1 also notes that closer integration of development and transport will also be achieved by “supporting measures that encourage shifts to more sustainable modes and demand management”.

3.6 Policy 6.3 ‘Assessing Effects of Development on Transport Capacity’ relates to overall transport capacity, including public transport. The policy stresses that developments that give rise to a significant number of new
3.0 Policy Context

Trips should be located either where there is already good public transport accessibility with adequate capacity to support additional demand or where these is a realistic prospect of additional accessibility or capacity being provided in time to meet the new demand. It notes that coordinating the use of TPs with addressing freight issues helps to reduce the impact of development on the transport network and reduce emissions of greenhouse gases that contribute to climate change.

3.7 Policy 6.9 ‘Cycling’ sets out to bring a significant increase in cycling to at least 5% of modal share by 2026, supported by the implementation of Cycle Superhighways and the central London cycle hire scheme and provision of facilities for cyclists including secure cycle parking and on-site changing and shower facilities for cyclists.

3.8 Policy 6.10 ‘Walking’ seeks to enhance the quality of the pedestrian and street environment through de-cluttering and access for all, to make walking an increasingly viable alternative to the private car.

3.9 Policy 6.12 ‘Road Network Capacity’ supports the need for limited improvements to London’s road network.

3.10 Public Transport Accessibility Levels (PTALs), as detailed in the London Plan produce a consistent London-wide public transport access mapping facility to assist boroughs with area specific planning and assessment of appropriate parking provision by measuring broad public transport accessibility levels.

The Mayor’s Transport Strategy (May 2010)

3.11 The Mayor’s Transport Strategy (MTS) was published in May 2010 and was developed in conjunction with the London Plan and the Economic Development Strategy (EDS). It provides a 20 year strategic policy framework and outlines the Mayor’s vision and how Transport for London (TfL) and its partners plan to deliver that vision.

3.12 The Mayor’s transport vision states that “London’s transport system should excel among those of world cities, providing access to opportunities for all its people and enterprises, achieving the highest environmental standards and leading the works in its approach to tackling urban transport challenges of the 21st century.”

3.13 The Strategy incorporates support for what are categorised as “smarter travel” initiatives. This covers a range of initiatives including raising awareness of available travel options through targeted promotions; supporting sustainable travel through small scale infrastructure projects such as cycle racks; building an understanding of factors motivating travel behaviour; and engaging directly with schools, workplaces and
3.0 Policy Context

local communities. In addition, smarter travel provides the opportunity to explore flexible working patterns and support measures that limit the need to travel.

3.14 Travel Planning is described in the Strategy as one of the main smarter travel activities being undertaken by TfL, with an average 13% reduction in commuter car trips being recorded at TfL-supported Travel Plan sites. Travel Planning is also noted as a way of improving the quality of life for all Londonders, by encouraging the uptake of healthier modes of travel, in particular walking and cycling. Therefore, the use of Workplace Travel Plans, where appropriate, is supported by the Mayor.

Local Planning Policy

3.15 The Development Management Policies form part of the Council’s Local Plan. As a development plan document, The Development Management Policies also form part of Islington’s Development Plan. The Development Management Policies contains the following policies that are relevant to this application.

- Policy DM8.1 – The design of developments, including building design and internal layout, Site layout, public realm and the provision of transport infrastructure is required to prioritise the transport needs of pedestrians, public transport users and cyclists above those of motor vehicles

- Policy DM8.2 – Development proposals are required to meet the transport needs of the development and address its transport impacts in a sustainable manner and in accordance with best practice. Where the Council considers that a development is likely to have a significant negative impact on the operation of transport infrastructure, this impact must be satisfactorily mitigated. In order for developments to be considered acceptable they are required to; ensure that the any potential impacts are mitigated, have no negative impact on the safe and efficient operation of transport infrastructure, maximise safe, convenient and inclusive accessibility by sustainable modes for all users, and have no significant impact on impacts from transport arrangements on the local and wider environment.

- Policy DM8.4 – seeks to increase the quantity of non-residential use cycle parking across the borough by 3,150 spaces per annum

- Policy DM8.5 – Parking will only be allowed for non-residential developments where this is essential for operational requirements and therefore integral to the nature of the business or service

3.16 The Finsbury Local Plan (Area Action Plan for Bunhill and Clerkenwell) forms part of LBI’s Local Plan. It is a 15 year plan that will be used by LBI and its partners to make decisions about future developments within the investment area.
3.0 Policy Context

3.17 Policy BC 4 – Northampton Square, Goswell Road and Spencer Street and includes specific references to City University London and its surrounds. The policy supports development proposals for new and refurbished buildings and improved public realm as follows:

- An improved public realm which creates a sense of enclosure and highway improvements that promote pedestrian and cyclists movements safely
- The enhancement of active ground floor uses and community facilities fronting onto Spencer Street and Goswell Road
- Provide enhanced definition between public and private space, improve accessibility and appropriate permeability.

DfT Travel Planning Guidance

3.18 The DfT’s “Best Practice Guidelines: Delivering Travel Plans through the Planning Process” (2009) is used as a reference document to support the use of TPs at new development sites. While this TP concerns a primarily existing site, the guidance contains a number of recommendations regarding the design and content of a Travel Plan, and lists the following key messages:

- The TP should take the form of a single integrated document containing all key information
- Each site is unique, so will be each travel plan: it needs to reflect the activity and its location
- Different TPs are needed for different types of development
- Establish clear agreed objectives and outcomes specific to the site through early discussions on the TP
- Link the measures proposed and the targets to the outcomes required
- The TP should contain ‘hard’ and ‘soft’ measures, in a complementary way, where explicit measures are included
- All parties need to ensure that the outcomes are stretching but realistic and the measures are deliverable
- The TP should consider both ‘stick and carrot’ measures
- All parties should ensure that the implementation, monitoring and management aspects are fully addressed in the TP.

3.19 Appendix B of the document contains potential measures for different types of TP, and these have been used to inform the Measures section of this document, in addition to the site audits and travel survey.
3.0 Policy Context

TfL Travel Planning Guidance

3.20 This TP has been produced with reference to TfL’s “Travel Planning for New Development in London”, which is intended for TPs secured through the planning process for new developments. In line with the TfL guidance, this TP has been subject to an ATTrBuTE assessment, which aims to improve the overall consistency of development-related TPs, and to provide consistency to the way TPs are assessed by local authorities as part of the planning process.

3.21 ATTrBuTE is used to generate an assessment score for TPs, based on their content. Some areas of assessment are mandatory and failing to achieve them will result in a “fail” for the assessment. In order to pass, new developments must achieve a score of 70% or more, including the mandatory areas. The mandatory areas and additional areas where points can be awarded vary dependent upon whether the TP is a Travel Plan framework, whether the occupier is known, and whether the development is a “strategic site” or a “local site”.

3.22 It should be noted that both the TfL guidance and the ATTrBuTE assessment are intended for TPs at new developments, and are therefore not considered strictly applicable to City University London, which is predominantly an existing development with some small-scale improvement works currently being undertaken. Nonetheless, the guidance has been used as a useful tool for informing the structure and content of this TP, which covers the whole University. In order to provide a robust assessment the “strategic” level requirements, which apply to D1 “higher and further education” developments above 2,500 sq.m, have been used for the ATTrBuTE assessment.

3.23 Based on the mandatory requirements of the ATTrBuTE assessment, this TP has been designed to include the following elements:

- Objectives which reflect planning policy and the challenges and opportunities specific to the site
- Targets linking directly to each objective, set for three and five years into the future
- A clear monitoring programme, with responsibility for monitoring made clear
- Information regarding what measures are in place to ensure the TP is undertaken effectively.

3.24 The full output of an ATTrBuTE assessment undertaken for this TP is attached as Appendix A.
3.0 Policy Context

3.25 The TfL guidance also makes clear that there are advantages in combining consideration of delivery and servicing vehicle movements as part of the TP. To this end, Section 12 of this TP contains a Draft Delivery Management Plan.

Higher Education Funding Council for England Guidance

3.26 The Higher Education Funding Council for England (HEFCE) provides guidance to Higher Education Institutions (HEIs) on how carbon emissions can be monitored. Carbon produced by travel falls under “Scope 3” of HEFCE’s carbon source categorisations, which are carbon emissions associated with an organisation’s activities, but which are not directly controlled by the organisation (as opposed to, for example, buildings or on-site plant).

3.27 The HEFCE “Guide to Good Practice, Measuring Scope 3 Carbon Emissions: Transport” lists a Travel Plan Coordinator (TPC) as a key stakeholder to provide data for Scope 3 Transport monitoring, and notes that the Travel Planning process not only provides a useful source of data for Scope 3 monitoring, but provides a useful way of reducing carbon emissions associated with travel. Additional benefits of Travel Plans listed in the guidance are as follows:

- Reducing costs, including of car park and facilities management;
- Improved road safety, particularly for pedestrians and cyclists;
- Improving environmental performance, including contributing towards ISO14001 Environmental Management Standard Accreditation;
- Staff recruitment and retention, primarily by making commuting a viable option to more people;
- Increasing community standing, by demonstrating commitment to social and environmental responsibility; and
- Justifying improvements to infrastructure, by supporting dialogue with transport providers and public sector authorities.

3.28 Therefore, the production of this TP, and the associated 2013 Travel Survey undertaken, will provide a source of information under the HEFCE Scope 3 monitoring process, and will provide a range of benefits to the University which are acknowledged in the guidance.
4.0 Recognition of Existing Measures

4.1 City University London has had a TP in place since 2010 and a TPC has been appointed at the University since its inception to oversee the management and evolution of the TP. As part of a broader role as the University's Environmental Officer, this individual dedicates one day a week of their time to this role.

4.2 Since its inception in 2010 the following key actions have taken place in respect of the TP:

- Production of TP marketing material and distribution/publishing online to inform students, staff and visitors of sustainable transport options to campus buildings
- Working group established to improve signage to/from main transport interchanges
- Provision of additional showers, lockers, secure sheltered cycle parking
- Improving existing cycle parking infrastructure
- Introduction schemes to encourage cycle, such as; Cycle to work Scheme, Adult cycle training and national cycle events e.g., Bike Week
- First annual monitoring survey completed and report produced
- Revisions to the TP where made, based on the analysis of survey results.

4.3 A series of measures have been identified as part of the plan related to the following activities:

- Walking
- Cycling
- Public transport
- Car parking & sharing
- Propelled two-wheelers
- Reducing the need to travel
- Business Travel
- Travel Information and planning

4.4 Table 4.1 provides a summary of progress made in respect of each activity.
## 4.0 Recognition of Existing Measures

Table 4.1 Summary of Travel Plan Measures Since 2010

<table>
<thead>
<tr>
<th>Measure</th>
<th>Met?</th>
<th>Comment</th>
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<tr>
<td><strong>Walking</strong></td>
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<tr>
<td>Provision of lockers/storage areas in key locations throughout main buildings</td>
<td>Partially met</td>
<td>50 lockers have been provided within the main secured bike shed. No additional lockers within buildings have been provisioned.</td>
</tr>
<tr>
<td>Investigating the installation of more showers</td>
<td>Partially met</td>
<td>Additional showers have been installed.</td>
</tr>
<tr>
<td>Marketing the benefits of walking (e.g. health benefits) through Staff Wellbeing Day, newsletter, emails etc</td>
<td>Met</td>
<td>Communications have been good.</td>
</tr>
<tr>
<td>Provision of maps to staff highlighting the best walking routes including distance and time</td>
<td>Partially met</td>
<td>TfL maps detailing walking distances from Kings Cross &amp; Liverpool Street stations have been provided when available.</td>
</tr>
<tr>
<td>Offering self-defence training to all staff to encourage walking</td>
<td>Not met</td>
<td>Did not attempt (although some self-defence training may be available via City’s Sports Department).</td>
</tr>
<tr>
<td><strong>Cycling</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Provision of new secure and covered cycle parking, as outlined in the University’s Masterplan for the Northampton site and locations to be identified at each other site</td>
<td>Met</td>
<td>New 100-space secured parking shed installed at Northampton Square site, provision of parking at other sites is not possible due to lack of space.</td>
</tr>
<tr>
<td>Improvements to current cycle parking where shelters can be erected</td>
<td>Partially met</td>
<td>As above; new shelter has been installed, but existing facilities have not been expanded on.</td>
</tr>
<tr>
<td>Provision of new lockers/ storage in main buildings. Lockers to be appropriate size to allow people to store clothing and equipment such as helmets and panniers</td>
<td>Partially met</td>
<td>50 lockers have been provided within the main secured bike shed. No additional lockers within buildings have been provisioned.</td>
</tr>
<tr>
<td>Investigation of improvements to showers</td>
<td>Partially met</td>
<td>Showers have been improved and new showers installed.</td>
</tr>
<tr>
<td>Introduction of the Cycle to Work scheme for employees including discounts on cycle and accessory purchases</td>
<td>Met</td>
<td>Cyclescheme was implemented in Oct 2010 and to date 79 staff have signed up (Apr 2013).</td>
</tr>
<tr>
<td>Working with the Borough Councils to provide adult cycle training</td>
<td>Met</td>
<td>Working with TfL and LBI to provide</td>
</tr>
<tr>
<td>Annual cycle challenge in which City would like to increase participation</td>
<td>Not met</td>
<td>Scheme is no longer on offer by TfL</td>
</tr>
<tr>
<td>Support for the existing Cyclist users group</td>
<td>Met</td>
<td>Regular support for cycling group is provided</td>
</tr>
<tr>
<td>Marketing of cycling (e.g. health aspects) through Staff Wellbeing Day, newsletters and emails. Encourage existing cyclists to act as champions to market cycling to others</td>
<td>Met</td>
<td>Communications have been good.</td>
</tr>
<tr>
<td>Provision of pool bikes at key buildings for inter-site travel</td>
<td>Not met</td>
<td>Did not attempt once Barclays Cycle Hire bikes became available.</td>
</tr>
<tr>
<td>Participate in national events such as Bike Week and provide free breakfasts to cyclists to encourage people to try cycling to work</td>
<td>Not met</td>
<td>City participates in all such events where possible</td>
</tr>
<tr>
<td>Participate in the Borough Council’s Cycle 50% Challenge each year, in which staff are asked to cycle to work at least 50% of the days over a four week period and are offered full support including a free bike, accessories, training and advice.</td>
<td>Partially met</td>
<td>City participates in all such events where available</td>
</tr>
</tbody>
</table>
## 4.0 Recognition of Existing Measures

<table>
<thead>
<tr>
<th>Public Transport</th>
<th>Met</th>
<th>Season ticket loans for rail are still available, but no such loans were ever available for bus travel.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Continue to offer rail and bus season ticket loans</td>
<td>Partially met</td>
<td>Online journey planner is available on City website <a href="http://www.city.ac.uk/maps">www.city.ac.uk/maps</a></td>
</tr>
<tr>
<td>Provide information to staff about the best way to travel between sites using public transport</td>
<td>Not met</td>
<td>This has not been done centrally, but may be getting done by individual departments</td>
</tr>
<tr>
<td>Investigate a group/team Oyster card policy.</td>
<td>Not met</td>
<td>This has not been done centrally, but may be getting done by individual departments</td>
</tr>
<tr>
<td>Car Parking</td>
<td>Met</td>
<td>This is being managed by Property &amp; Facilities Dept</td>
</tr>
<tr>
<td>Car parking will continue to be managed as it has</td>
<td>Partially met</td>
<td>Online journey planner is available on City website <a href="http://www.city.ac.uk/maps">www.city.ac.uk/maps</a></td>
</tr>
<tr>
<td>Powered Two-Wheelers</td>
<td>Met</td>
<td>Online journey planner is available on City website <a href="http://www.city.ac.uk/maps">www.city.ac.uk/maps</a></td>
</tr>
<tr>
<td>Access to improved shower facilities</td>
<td>Met</td>
<td>Online journey planner is available on City website <a href="http://www.city.ac.uk/maps">www.city.ac.uk/maps</a></td>
</tr>
<tr>
<td>Reducing the Need to Travel</td>
<td>Met</td>
<td>Online journey planner is available on City website <a href="http://www.city.ac.uk/maps">www.city.ac.uk/maps</a></td>
</tr>
<tr>
<td>Provision of information on how to get to the University by public transport, walking and cycling</td>
<td>Met</td>
<td>Online journey planner is available on City website <a href="http://www.city.ac.uk/maps">www.city.ac.uk/maps</a></td>
</tr>
<tr>
<td>Information sent out to new employees regarding the University Travel Plan, including policies on business travel.</td>
<td>Met</td>
<td>Online journey planner is available on City website <a href="http://www.city.ac.uk/maps">www.city.ac.uk/maps</a></td>
</tr>
<tr>
<td>City University London already provides a range of 'smart' working practices for staff such as flexitime, teleworking, compressed working weeks and homeworking. These options will be further marketed to staff and staff encouraged to make use of these where appropriate.</td>
<td>Met</td>
<td>Online journey planner is available on City website <a href="http://www.city.ac.uk/maps">www.city.ac.uk/maps</a></td>
</tr>
<tr>
<td>Staff will be encouraged to make use of local services on campus (food, banks, etc) and not to drive through the course of the working day by improving the information that is available to them on the staff internet site.</td>
<td>Met</td>
<td>Online journey planner is available on City website <a href="http://www.city.ac.uk/maps">www.city.ac.uk/maps</a></td>
</tr>
<tr>
<td>Business Travel</td>
<td>Met</td>
<td>Online journey planner is available on City website <a href="http://www.city.ac.uk/maps">www.city.ac.uk/maps</a></td>
</tr>
<tr>
<td>Encourage staff to make greater use of the Eurostar for continental trips. This will aim to reduce the proportion of air travel for business travel.</td>
<td>Partially met</td>
<td>Online journey planner is available on City website <a href="http://www.city.ac.uk/maps">www.city.ac.uk/maps</a></td>
</tr>
<tr>
<td>Encourage staff to organise meetings at venues with good public transport and cycling access and to publicise how to get to the meetings sustainably to all attendees.</td>
<td>Partially met</td>
<td>Online journey planner is available on City website <a href="http://www.city.ac.uk/maps">www.city.ac.uk/maps</a></td>
</tr>
<tr>
<td>Develop a more effective means of measuring, analysing and reporting business travel (including modes of travel, fuel use and engine size where cars are used).</td>
<td>Partially met</td>
<td>Online journey planner is available on City website <a href="http://www.city.ac.uk/maps">www.city.ac.uk/maps</a></td>
</tr>
<tr>
<td>Review taxi services and aim to use green taxis.</td>
<td>Partially met</td>
<td>Online journey planner is available on City website <a href="http://www.city.ac.uk/maps">www.city.ac.uk/maps</a></td>
</tr>
<tr>
<td>Investigate the possibility of providing pool bikes for inter-site travel and other business trips.</td>
<td>Partially met</td>
<td>Online journey planner is available on City website <a href="http://www.city.ac.uk/maps">www.city.ac.uk/maps</a></td>
</tr>
<tr>
<td>Travel Information</td>
<td>Met</td>
<td>Online journey planner is available on City website <a href="http://www.city.ac.uk/maps">www.city.ac.uk/maps</a></td>
</tr>
<tr>
<td>As well as the maps and travel information identified in the marketing section above, City will promote the valuable Travel Planning resources</td>
<td>Met</td>
<td>Online journey planner is available on City website <a href="http://www.city.ac.uk/maps">www.city.ac.uk/maps</a></td>
</tr>
</tbody>
</table>
4.0 Recognition of Existing Measures

which are already available from TfL. These include the online journey planner and real time travel information available at www.tfl.gov.uk

| Links to these pages and to cycling and walking information are included on the University’s internet and intranet sites | Met | Travel planning info and links to TfL website are available on City’s website at www.city.ac.uk/maps |
| The TfL website also offers detailed information on ticketing, routes, services and any disruptions in real time | Met | Travel planning info and links to TfL website are available on City’s website at www.city.ac.uk/maps |

Summary

In summary, the existing TP is considered a strong foundation for an updated and expanded TP, and it is therefore proposed that some of the measures should be retained and enhanced as part of the TP. Those areas where measures have not been implemented should form the priority for new measures within this updated and expanded Travel Plan.
5.0 Site Audit – Pedestrian Accessibility

Introduction

5.1 In order to fully understand travel opportunities to travel to and from the University, site visits have been undertaken at each of City’s buildings. These site visits form the basis of an audit of each site’s accessibility by sustainable modes of travel. This chapter outlines the pedestrian accessibility of the City University London sites. An overview of the sites is identified in Figure 5.1.

Figure 5.1 – City University London Buildings

Northampton Square Campus

5.2 The Northampton Square Campus is located in the LBI. It is bordered to the north by Spencer Street, to the south by Sebastian Street and Wyclif Street, to the east by Goswell Road and to the west by Gloucester Way and St John Street. Figure 5.2 outlines the extent of the Campus.
5.0 Site Audit – Pedestrian Accessibility

Figure 5.2 – Northampton Square Main Pedestrian Entrance

5.3 The Northampton Square Campus main pedestrian entrance is located off of the northern side of Northampton Square. The primary pedestrian routes to the Campus are as follows:

- From the south-west, from Farringdon Station via St John Road and Wyclif Street
- From the south-east, from Barbican Station, via Goswell Road and Ashby Street and from Sebastian Street via Northampton Square
- From the north, from Angel Station, via Upper Street, Goswell Road and Ashby Street
- From the east, from Old Street Station, via Old Street, Goswell Road and Ashby Street and from the Social Science Building via St. John Street, Wyclif Street and Northampton Square.

5.4 Ashby Street is lightly-trafficked with vehicles, and there footways on both the southern and northern side of the carriageway. The southern footway on Ashby Street is approximately 1.2 metres in width. The footway
5.0 Site Audit – Pedestrian Accessibility

edge is lined with bollards and light columns which reduce the useable width of the footway. There are raised paving slabs and manhole covers which are potential trip hazards. The northern footway is narrow, reducing to approximately 1.8 metres in width. Towards Goswell Road, the footway is obstructed by street furniture such as parking pay stations. There is a raised walkway running parallel with the footway with steps at both the Goswell Road and Northampton Square access points, and access using this raised platform is not an accessible route due to the steps in place. Ashby Street is lined with trees and there is street lighting approximately 35 metres apart on alternate side of the carriageway. At the junction with Goswell Road there are dropped kerbs to facilitate access for those with accessible requirements. There is tactile paving on the southern side of the junction; however there is no provision for those with visual impairments on the northern side of the carriageway.

5.5 Goswell Road is heavily-trafficked with vehicles, and there are footways on both sides of the carriageway. The footways vary in width; however, are in excess of two metres along most of the road. There are zebra crossing at both the Old Street/Goswell Road junction and adjacent to Barbican Station. There is also a pelican crossing at the Ashby Street junction. All of the formal pedestrian crossing have tactile paving and dropped kerbs to increase accessibility. The condition of the footway is good in most cases; however, at the at the Dallington Street and Ashby Street junctions with Goswell Road, the adjacent footways have dropped kerbs; however, they do not have tactile paving. The footways are also cracked, have raised paving slabs and the area surrounding manhole covers are uneven. This is potentially hazardous to pedestrians using this route. Along Goswell Road at the junctions with Gee Street, Charter House Street, Batswick Street, Pear Tree Street and Compton Street the north-south crossings have dropped kerbs and tactile paving. Figure 5.3 shows the pedestrian crossing facilities on Goswell Road.

Figure 5.3: Pedestrian Crossings on Goswell Road
5.6 Sebastian Street is approximately 110 metres in length and accommodates low vehicle traffic flows. The street is lined with trees and there is some street lighting (approximately 50 metres apart). The light emitted from the light column on the southern side of the carriageway (located approximately 65 metres from the intersection with Goswell Road) is reduced by trees on both the eastern and western side of the column. There are footways approximately three metres in width on both the northern and southern sides of the carriageway. The paving is not level in some areas and trees also limit the accessibility of this route. On the southern footway at the junction with Berry Place, there are no dropped kerbs present. The footway on the northern side of the carriageway is good; however, the gradient varies due to vehicle crossovers.

5.7 Wyclif Street is a tree lined street to the south-west of Northampton Square. It experiencing low levels of traffic. There are footways on both the northern and southern sides of the carriageway, both of which are level, in good condition and approximately three metres in width. There are light columns on the southern footway approximately 35 metres apart. At the junction with St John Street there is an at-grade pedestrian crossing with tactile paving to increase the accessibility of this pedestrian route.

5.8 St. John Street is is heavily-trafficked with vehicles, and there are footways on the eastern and western sides of the carriageway. The footways in the northern section of the street are approximately four metres in width, level and in good condition. There are street lights approximately 20 metres apart and trees in some locations along the street. There are zebra crossings on St. John Street at the junctions with Myddelton Street and Compton Street. All formal pedestrian crossings have tactile paving and dropped kerbs to facilitate access for those with accessibility requirements and visual impairments.

5.9 Spencer Street runs on an east west axis to the north of the Northampton Square Campus. The street does not experience excessive level of vehicle traffic. There are footways either side of the carriageway which are approximately two metres in width. The footways are level and trees and street furnishings do not obstruct the movement of pedestrians. There are light columns approximately 30m apart along the street. There are zebra crossings along Spencer Street at both the Goswell Road and St. John Street junctions. These crossing points have dropped kerbs and tactile paving to increase the accessibility of the area.

5.10 Northampton Square is predominantly a residential area with the University Building on the northern side of the square. It is lightly trafficked with footways on both side of the carriageway. The footway in front of the buildings surrounding the street is approximately two metres in width and in good condition. The footway surrounding the square is narrow, being approximately 0.8 metres in width, and is not suitable for use by those with accessible requirements. At the eastern side of the square there is a pedestrian crossing with barriers either side leading from Ashby Street to the footway surrounding the square. There are dropped
kerbs and tactile paving present which would cater for those with accessible needs; however, as previously mentioned above the footway surrounding the square is narrow and it is unlikely to be accessible to those with disabilities. There are light columns surrounding the square approximately ten metres apart.

**West Smithfield Campus**

5.11 The West Smithfield Campus is located in the City of London. It is bordered by Albion Way to the north-west, Bartholomew Close to the north-east, Montague Street to the south-east and Little Britain to the south-west. The outline and extent of the Campus is shown in Figure 5.4.

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**Figure 5.4 – West Smithfield Campus**
5.0 Site Audit – Pedestrian Accessibility

5.12 The key pedestrian routes to the site are as follows:

- From the north-west, from Farringdon Station and West Smithfield, via Little Britain
- From the north-east, from Barbican Station, via Cloth Fair, Kinghorn Street and Bartholomew Close
- From the south and east, from St Paul's station, via King Edward Street/Montague Street and Little Britain or Albion Way.

5.13 King Edward Street is moderately-trafficked with vehicles, and there are footways on both sides of the carriageway. The footway width varies along the road on both sides of the carriageway, from approximately two metres to seven metres. On the western side of the carriageway, north of the junction with New Gate Street the footway is has a barrier restricting pedestrian access. The restricted footway has cobles and would not be suitable for those with accessible requirements. At this section, the footway on the eastern side of the carriageway is approximately four metres in width. The footway is level and in good condition. The street has trees planted at various locations. There are light columns, approximately ten metres apart, along the street. At the junction with Newgate Street, there are zebra crossings located at all arms of the junction. There is also a zebra crossing at the Angel Street/ King Edward Street junction. All of the zebra crossings have tactile paving and dropped kerbs.

5.14 Aldergate Street is heavily-trafficked with vehicles, and there are footways on both sides of the carriageway. The footway on the western side of the carriageway is approximately three metres in width and is in good condition. Street furniture the eastern edge of the footway and does not obstruct pedestrian access. The footway on the eastern side carriageway is approximately two metres in width. The surface of the footway is in good condition. The eastern side of the footway is lined with trees. There are zebra crossings at the Beech Street and Long Lane junctions with Aldergate Street junctions, which both have tactile paving and dropped kerbs.

5.15 Montague Street is a lightly-trafficked street that accommodates one-way traffic in an easterly direction. There are footways on both the northern and southern sides of the carriageway approximately two metres in width; however, they narrow to approximately 1.2 metres on the western section of the street. The surfaces of the footways are in good condition and street furniture dose not obstruct vehicle access. The eastern section of the street is under buildings and although spot lights are in the ceiling, it is dark and does not represent an attractive environment for pedestrians. The western section of the street has adequate street lighting. There is no on-street vegetation. There is a pelican crossing east of the junction with Aldergate Street which has tactile paving and dropped kerbs.
5.0 Site Audit – Pedestrian Accessibility

5.16 Albion way is a lightly-trafficked street with footways on both sides of the carriageway. The footways are approximately two metres in width; however, the footway on the northern side of the carriageway, east of the junction with Bartholomew Close reduces to approximately 800mm in width. There are flood lights approximately every ten metres along the buildings on the eastern side of the street. There is a planted area to the north-eastern end of the street. There are two vehicle cross overs on the western side of the street which do not have tactile paving or dropped kerbs. This limits the suitability of this route for those with accessibility requirement or visual impairments.

5.17 Bartholomew Close is a lightly-trafficked street with pavements on both sides of the carriageway. The footway are approximately two metres in width and the surface is level and in good condition. The footway on both sides of the carriageway from 28 Spencer Heights to the junction with Middle Street narrows to approximately one metre in width and reduces further at building corners. The buildings surrounding the street have lights directed on the footways. There is one tree on the north-western corner of the site. At the junction with Newbury Street there is no tactile paving or dropped kerbs to facilitate those with accessibility requirements. The building to the left of the junction with Bartholomew Place has an accessible ramp to allow access to those with accessible requirements from the west to access their building; however, this obstructs the pavement for all those approaching from the east.

5.18 Long Lane accommodates a moderate level of vehicle traffic. There are footways on both sides of the carriageway, both of which are approximately two metres in width. There is a mixture of light columns and flood lights located on the buildings fronting onto the street. There are a number of service vehicle entrances accessed off of Long Lane which the carriageway is raised to enable access for those with accessible requirements.

5.19 Little Britain is moderately-trafficked with vehicles, and there are footways on both sides of the carriageway approximately two metres in width. The surfaces of the footways are in good condition and street furniture does not obstruct pedestrians. All vehicle access points crossing the footway have dropped kerbs and tactile paving, and there are light columns and flood lights on some of the buildings fronting onto the street.

**Cass Business School Campus**

5.20 The Cass Business School Campus is located in the London Borough of Islington. It is bounded by Bunhill Row to the east, Chiswell Street to the south, Whitecross Street to the west and Dufferin Street to the north. The Campus Buildings are shown in Figure 5.5.
5.0 Site Audit – Pedestrian Accessibility

5.21 The primary walking routes to the site are as follows:
- From the west, from Barbican Station, via Breech Street and Chiswell Street;
- From the north-east, from Old Street Station, via Old Street and Bunhill Row; and
- From the south and east, from Moorgate Station, via City Road, Chiswell Street.

5.22 Bunhill Row is lightly-trafficked with vehicles, and there are footways on both the eastern and western sides of the carriageway. The surface of the footway is in good condition. There are light columns every ten metres on alternate sides of the carriageway. The pedestrian crossing at the junction with Lamb’s Passage has dropped kerbs and tactile paving on the northern side of the crossing; however, the southern side of the crossing does not. The pedestrian crossing at the Dufferin Street junction has dropped kerbs; although there is no tactile paving in place. At the Banner Street pedestrian crossing, the carriageway is raised to accommodate those with accessible requirements, and there is tactile paving provided. At the junction with Chiswell Street there is a pelican crossing, while to the south of the junction with Old Street there is a zebra crossing. All formal pedestrian crossings have tactile paving and dropped kerbs.
5.0 Site Audit – Pedestrian Accessibility

5.23 Old Street is heavily-trafficked with vehicles, and there footways on both side of the carriageway. There are footways on both the southern and northern side of the carriageway that are approximately 11 metres in width. The street is lined with trees, lighting columns and soft furnishings which create an attractive environment for pedestrians. The footways are in good condition. At the junction with Bunhill Row there is a zebra crossing which has tactile paving and dropped kerbs to facilitate access for those with accessibility requirements and visual impairments.

5.24 City Road is heavily-trafficked with vehicles, and there are footways on both sides of the carriageway which are approximately three metres in width. There are zebra crossings at the junctions with Banner Street and Chiswell Street. All pedestrian crossings along City Road between Chiswell Street and Old Street Roundabout have dropped kerbs and tactile paving.

5.25 Chiswell Street is lightly-trafficked with vehicles, and there footways on both sides of the carriageway. The footways are approximately three metres in width. There are zebra crossings at both the junctions with City Road and Bunhill Row. Zebra crossing adjacent to the Bunhill Row/ Chiswell Street junction is shown in Figure 5.6.

Figure 5.6: Pedestrian Crossings on Chiswell Street

Grays Inn Campus

5.26 While the majority of City buildings are located in the London Borough of Islington, the Grays Inn Campus is located in the London Borough of Camden. The site is bordered by Theobalds Road to the north, High Holborn to the south, Red Lion Street to the west and Grays Inn Gardens to the east. The campus Buildings are located in Figure 5.7 below.
5.0 Site Audit – Pedestrian Accessibility

Figure 5.7 – Grays Inn Campus

5.27 The primary routes to the site are as follows:

- From the west, from Holborn Station, via High Holborn and Warwick Court
- From the north east, from Farringdon Station, via Farringdon Road/ High Holborn and Warwick Court
- From the south east, from Chancery Lane Underground Station, via High Holborn and Warwick Court.

5.28 High Holborn is heavily-trafficked with vehicles, and there are footways on both sides of the carriageway approximately three metres in width. The footways are level and in good condition. There are three zebra crossings on High Holborn between Chancery Lane and Holborn Underground Stations which are located west of the Hand Court junction; at the Chancery Lane junction; and adjacent to Chancery Lane Underground Station. At the junction joining High Holborn to Kingsway, Brownley Street and Southampton Buildings there are dropped kerbs and tactile paving in place. The crossing at the junction with Red Lion Street has tactile paving on the western side of the carriageway; however, there is no tactile paving on the eastern side of the crossing. There are light columns, approximately on alternate sides of the carriageway every ten metres for the length of the road.
5.0 Site Audit – Pedestrian Accessibility

5.29 Farringdon Road is moderately-trafficked with vehicles, and there are footways on both sides of the carriageway; however, due to the construction of Farringdon Station, the footway on the eastern side of the carriageway between Greville Street and Charterhouse Street is temporarily closed as of July 2013. The width of the footways vary, however, they are consistently in excess of two metres. There are light columns every ten metres on alternate sides of the carriageway. At the junction joining Farringdon Road with Holborn, Charterhouse Street, Greville Street and Clerkenwell Road there are zebra crossing with tactile paving and dropped kerbs. At the junction joining Farringdon Road with St. Cross Street and Saffron Street the carriageway is raised to allow pedestrians to cross the road at-grade. These crossings also have tactile paving in place, and there are light columns in place along Farringdon Road ten metres apart.

5.30 Red Lion Street is lightly-trafficked with vehicles, and there are footways on both the eastern and western sides of the carriageway, two to three metres in width. The footways are in level and in good condition. There is a zebra crossing at the junction joining Red Lion Street with Theobalds Road. It has tactile paving and dropped kerbs in place. Along Red Lion Street, at the junctions with Eagle Street and Princeton Street the carriageway is raised to allow pedestrians to cross the carriageway at-grade. These crossings also have tactile paving to facilitate access for those with visual impairments.

5.31 Theobalds Road is moderately-trafficked with vehicles, and there are footways on both sides of the carriageway approximately two metres in width and in good condition. There are groups of trees along Theobalds Road and light columns ten meters apart. At the junctions joining Theobalds Road with Great James Street, Grays Inn Road, Red Lion Street, Boswell Street, Hatton Garden and Farringdon Road there are zebra crossings, all of which have tactile paving and dropped kerbs. All of the other crossings also have dropped kerbs and tactile paving in place.

5.32 Warwick Court is a pedestrian-only lane. The width of the lane varies; however the narrowest point is approximately three metres in width. At the southern side of the lane there is a bollard in the middle of the High Holborn access. Street furniture, tables and chairs and waste storage reduce the useable space for pedestrians. There is street lighting along the lane, and there is a pedestrian crossing on High Holborn adjacent to Warwick Road as shown in Figure 5.8.
5.0 Site Audit – Pedestrian Accessibility

Figure 5.8: Pedestrian Crossings at High Holborn / Warwick Court junction

Bath Street Campus

5.33 The Bath Street Campus is located in LBI. It is bordered by Bath Street to the west, Peerless Street to the South and City Road to the north-west. The Fight for Sight Eye Clinic is shown Figure 5.9.

Figure 5.9 – Bath Street Campus

5.34 The primary routes to the site are as follows:
5.0 Site Audit – Pedestrian Accessibility

- From the west, from Barbican Station, via Goswell Road, Lever Street and Bath Street
- From the north east, from Angel Station, via City Road and Bath Street
- From the south east, from Old Street Station, via Old Street and Bath Street.

5.35 Bath Street is lightly-trafficked with vehicles, and there are footways on both the eastern and western sides of the carriageway approximately two metres in width. The surface of the footway is in good condition. There are light columns every ten metres on alternate sides of the carriageway. At the Bath Street / City Road and Bath Street / Old Street junctions there are pelican crossings with dropped kerbs and tactile paving in place. At the junctions with Galway Street, Peerless Street and Randor Street the carriageway is raised to allow pedestrians to cross at-grade. The crossings adjacent to the junction with Cayton Street and Lever Street have dropped kerbs and tactile paving. The Bath Street/ Old Street pedestrian crossing is located in Figure 5.10.

5.36 As previously noted, is heavily-trafficked with vehicles, and there footways on both side of the carriageway. There are footways on both the southern and northern side of the carriageway that are approximately 11 metres in width. The street is lined with trees, lighting columns and soft furnishings.

5.37 City Road accommodates a high level of vehicular movements. There are footways on both sides of the carriageway which are approximately three metres in width. There are zebra crossings at the junctions with Central Street, Provost Street, East Road and Vestry Street. All pedestrian crossings along City Road, between Angel Station and Old Street Roundabout, have dropped kerbs and tactile paving in place.

5.38 Lever Street is a lightly trafficked vehicular street which operates one-way only in an easterly direction. There are footways on both sides of the carriageway approximately 1.2 metres in width which are in good condition.
5.0 Site Audit – Pedestrian Accessibility

The street is lined with tree and there are light columns 20 metres apart. There are zebra crossings adjacent to the junctions with Goswell Road and Central Street both of which have tactile paving and dropped kerbs. The carriageway at the Kings Square crossing is raised to allow pedestrians to cross at-grade. All other crossing points have dropped kerbs and tactile paving.

41 – 53 Goswell Road

41 – 53 Goswell Road is located in the LBI. It is bordered by Goswell Road to the east, Great Sutton Street to the south, Northburgh Street to the north and Berry Street to the east as shown in Figure 5.11 below. The main pedestrian entrance is located on Great Sutton Street.

Figure 5.11 – 41 – 53 Goswell Road
5.0 Site Audit – Pedestrian Accessibility

5.40 The primary walking routes to the site are as follows:

- From the south west, from Farringdon Station, via Clerkenwell Road, Berry Street and Great Sutton Street
- From the south east, from Barbican Station, via Goswell Road and Great Sutton Street
- From the east, via Old Street, Goswell Road and Great Sutton Street

5.41 Goswell Road is heavily-trafficked with vehicles, and there are footways on both sides of the carriageway. The footways vary in width; however, are in excess of three metres along most of the road. There are zebra crossing at both the Old Street/Goswell Road junction and adjacent to Barbican Station, and there is also a pelican crossing at the Ashby Street junction. All of the formal pedestrian crossing have tactile paving and dropped kerbs in place. The condition of the footway is good in most cases; however, at the at the Dallington Street and Ashby Street junctions with Goswell Road, the adjacent footways do not have tactile paving provided. The footways are also cracked, have raised pavement slabs and the area surrounding manhole covers are uneven. Along Goswell Road at the junctions with Gee Street, Charter House Street, Batswick Street, Pear Tree Street and Compton Street the North South crossings have dropped kerbs and tactile paving.

5.42 St. John Street is heavily-trafficked with vehicles, and there are footways on both the eastern and western sides of the carriageway. There are light columns approximately 20 metres apart and trees in some locations along the street. The footways in proximity of Great Sutton street are approximately three metres in width. There are zebra crossings on St. John Street at the junctions with Clerkenwell Road which has tactile paving and dropped kerbs to facilitate access for those with accessibility requirements and visual impairments. The condition of the crossing at the junction with Great Sutton Street is poor with cracks and an uneven surface, and there is also no tactile paving in place.

5.43 Clerkenwell Road is moderately-trafficked with vehicles, and there are footways on both sides of the carriageway approximately two metres in width. The footways are level and in good condition. There are light columns every ten metres on alternate sides of the carriageway. At the junction joining Clerkenwell Road with Berry Street, the carriageway is raised to allow pedestrians to cross the road at-grade. These crossings also have tactile paving to facilitate the access for those with visual impairments. There are trees located on Clerkenwell Road west of the junction with the Goswell Road, and there are light columns along Clerkenwell Road approximately ten metres apart.

5.44 Old Street accommodates high volumes of vehicular traffic with footways on both side of the carriageway approximately 11 metres in width. The street is lined with trees, lighting columns and soft furnishings, and
footways are in good condition. At the junction with Bunhill Row, Bath Street and Central Street there are zebra crossings which have tactile paving and dropped kerbs to facilitate access for those with accessibility requirements and visual impairments. All other crossings have tactile paving and dropped kerbs in place.

5.45 Berry Street is a lightly trafficked street with a footway approximately 1.2 metres in width on the western side of the carriageway and on the eastern side of the carriageway, south of Northburgh Street. There is a Zebra crossing which has tactile paving and dropped kerbs to facilitate access for those with accessibility requirements and visual impairments adjacent to the junction with Clerkenwell Road. The carriageway at the junction joining Great Sutton Street with Berry Street is raised to allow pedestrians to cross at-grade. All of the other crossing along Berry Street do not have tactile paving or dropped kerbs.

5.46 Great Sutton Street is a lightly trafficked vehicular street which operates one-way in a westerly direction. There are footways on both sides of the carriageway approximately two metres in width and in good condition. There are trees located on Great Sutton Street west of the junction with Goswell Road and there are light columns 20 metres apart. There is a zebra crossing adjacent to the junction with Goswell road which has tactile paving and dropped kerbs. As mentioned above, the carriageway at the Berry Street crossing is raised to allow pedestrians to cross at-grade. The crossing adjacent to the junction with St John Street does not have dropped kerbs or tactile paving, and pavement slabs are raised and uneven.

**Suggested Acceptable Walking Distances**

5.47 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled ‘Providing for Journeys on Foot’ suggests walking distances which are relevant to this site. These are reproduced in Table 5.1.

<table>
<thead>
<tr>
<th></th>
<th>Town Centres (m)</th>
<th>Commuting/School/Sightseeing (m)</th>
<th>Elsewhere/Local Services (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Desirable</strong></td>
<td>200</td>
<td>500</td>
<td>400</td>
</tr>
<tr>
<td><strong>Acceptable</strong></td>
<td>400</td>
<td>1000</td>
<td>800</td>
</tr>
<tr>
<td><strong>Preferred Maximum</strong></td>
<td>800</td>
<td>2000</td>
<td>1200</td>
</tr>
</tbody>
</table>
5.0 Site Audit – Pedestrian Accessibility

5.48 To assist in summarising the accessibility of the site by foot, pedestrian catchments of 500m, 1,000m and 2000m from the site centre have been considered, corresponding to the CIHT “desirable”, “acceptable” and “preferred maximum” walking distances for commuting trips.

5.49 The pedestrian catchments have been measured from the main pedestrian entrance at each campus and for 41 – 53 Goswell Road.

Northampton Square Campus Walking Catchment

5.50 The 500m catchment incorporates the majority of the buildings within City’s Northampton Square Campus, including the Centenary Building, College Building, Drysdale Building, Gloucester Building, Tait Building, Social Sciences Building, Myddleton Building, Goswell Place and the Parkes Building. The East Central House student accommodation unit is located on Lever Street, which is exclusively for City University London students, is located within a 500m walk of the campus.

5.51 The 1,000m catchment incorporates a number of residential developments, including student accommodation at Derwent Point, Liberty Court, Liberty Hall and Willen House. Angel and Barbican Stations are also located within the 1,000m pedestrian catchment.

5.52 Further afield, the Cass Business School; West Smithfield Campus and the Grays Inn Campus, are also each accessible within a 2,000m walk of the Site. The 2,000m catchment extends into the residential areas of Shoreditch, Farringdon and Lower Holloway.

5.53 The walking distance between the various buildings at Northampton Square allow students and staff to easily walk between them. The majority of these buildings are within 500m walk of the Site, while buildings located further afield such as the Cass Business School, West Smithfield Campus, the Bath Street Campus and the Grays Inn Campus fall within the 2,000m walk catchment. The Site is also located within walking distance of existing general residential and student residential developments, allowing the opportunity for staff and students to access the campus on foot if living in the area.
5.0 Site Audit – Pedestrian Accessibility

Figure 5.10 – Pedestrian Catchment – Northampton Square Campus

West Smithfield Campus Walking Catchment

5.54 Within the 500m catchment of the main West Smithfield pedestrian entrance on Albion Way, there is a diversity of buildings such as St Bartholomew Hospital, a bicycle park, London Museum, numerous office buildings as well as convenience retail units. Barbican and St. Pauls Underground Stations are also within the 500m walking catchment of the campus.

5.55 The 1,000m catchment incorporates 41 – 53 Goswell Road, a number of retail streets, residential development (including student accommodation) and transport interchanges such as Mansion House, Farringdon and Moorgate Stations.
5.0 Site Audit – Pedestrian Accessibility

5.56 Further afield, all of City University London’s campus buildings are within a 2,000m. The 2,000m catchment extends into the residential areas of Whitechapel, Shoreditch, Farringdon and Southwark.

5.57 The location of the West Smithfield Campus allows staff and students to access services and other City University London buildings on-foot. The Campus is also located within walking distance of general residential and student residential developments, allowing the opportunity for staff and students to access the University on foot from home if living in the area. It is also well located for a broad range of shops and facilities.

Figure 5.11 – Pedestrian Catchment – West Smithfield Campus
5.0 Site Audit – Pedestrian Accessibility

Cass Business School

5.58 The 500m catchment of the main Cass Business School pedestrian entrance is in proximity to a mixture of retail, residential and commercial streets, the Barbican Centre, “The Silicon Roundabout” and green public spaces.

5.59 The 1,000m catchment incorporates 41 – 53 Goswell Road, a number of retail streets, residential developments (including student accommodation) and transport interchanges such as Barbican, Old Street, Moorgate and Liverpool Street Stations.

5.60 All of City University London’s buildings are within a 2,000m walk of the Site. The 2,000m catchment extends into the residential areas of Bow, Stoke Newington, Farringdon and Southwark.

5.61 The location of the Cass Business School Campus facilitates staff and students to access services and other City University London buildings on-foot. The campus is also located within walking distance of general residential and student residential developments, allowing the opportunity for staff and students to access the University on foot from home if living in the area. It is also well located for a broad range of shops and facilities.
5.0 Site Audit – Pedestrian Accessibility

Grays Inn Campus Walking Catchment

5.62 The 500m catchment incorporates all of the buildings within the Grays Inn Campus. Convenience stores, restaurants and other retail units are located on High Holborn and Theabalds Road within a 500m walk of the Campus main pedestrian entrance. Holborn and Chancery Lane Stations are also within the 500m catchment.

5.63 The Northampton Square Campus, residential areas such as Farringdon and district shopping streets are within the 1,000m catchment.
5.0 Site Audit – Pedestrian Accessibility

5.64 Further afield, the Cass Business School, 41 – 53 Goswell Road, West Smithfield Campus, are also each accessible within a 2,000m walk of the Site. The 2,000m catchment extends into the residential areas in the north-east and south of central London.

5.65 The Grays Inn Campus is also located within walking distance of residential areas, providing an option for staff and students to access the Campus on foot from home if living in the area. The location also allows access by foot to city centre amenities as illustrated in Figure 5.14.
5.0 Site Audit – Pedestrian Accessibility

Bath Street Campus Walking Catchment

5.66 The 500m pedestrian catchment for the Bath Street Campus includes the Cass Business School and Willen House, which is a student accommodation unit located on Bath Street exclusively for City University London tenants. Old Street Station is also in the 500m pedestrian catchment of this campus.
5.0 Site Audit – Pedestrian Accessibility

5.67 The 1,000m catchment incorporates all of the Northampton Square Campus and Liberty Hall (accommodation exclusively for City University London students) and residential areas in Shoreditch and Hoxton.

5.68 Further afield, the Law School Buildings accessible within a 2,000m walk of the site. The 2,000m catchment extends into the residential areas of Bethnal Green, Farringdon and Lower Holloway.

5.69 The Northampton Square Campus, the Cass Business School Campus and 41 – 53 Goswell Road are accessible within 1000m walk of the Bath Street Campus. Further afield, all of the other City Campuses fall within the 2,000m walking catchment of the site. Bath Street is also located within walking distance of residential and student residential developments, allowing the opportunity for staff and students to access the campus on foot from home if living in the area. The walking catchments are shown in Figure 5.15.
5.0 Site Audit – Pedestrian Accessibility

41 – 53 Goswell Road Walking Catchment

5.70 Within the 500m catchment of main pedestrian entrance for 41 – 53 Goswell Road there is retail and commercial units as well as City University London’s buildings on Sebastian Street. Barbican Underground Station is also within the 500m walking catchment of the site.

5.71 The 1,000m catchment incorporates Northampton Square, Cass Business School, Bath Street and West Smithfield Campuses. In addition there are a number of retail areas, residential development (including student accommodation) and transport interchanges such as Farringdon and Old Street Stations within the 1,000m catchment.
5.0 Site Audit – Pedestrian Accessibility

5.72 Further afield, all of City University London’s campuses are within a 2,000m walk of this building. The 2,000m catchment extends into the residential areas of Shoreditch, Farringdon and Southwark.

5.73 The location of the 41 – 53 Goswell Road enables staff and students to access services and other City University London buildings on-foot. The campus is also located within walking distance of general residential and student residential developments, allowing the opportunity for staff and students to access University on foot from home if living in the area. The Walking catchment is shown in Figure 5.16

Figure 5.16 – Pedestrian Catchment – 41-53 Goswell Road
5.0 Site Audit – Pedestrian Accessibility

Summary:

It is considered that all of the City University Campuses are well connected to the surrounding area with viable pedestrian links connecting the Campuses.
6.0 Site Audit – Cycle Accessibility

Introduction

6.1 This chapter outlines the cycling accessibility of City University London’s Campuses, based upon a review of parking provision and local cycle infrastructure in the vicinity of each site. Furthermore, 5km cycle catchments have been prepared to assist in considering the cycle accessibility of each site more widely. This distance equates to a journey time of around 25 minutes, while cycling at a leisurely speed of 12 km per hour.

Northampton Square Campus

6.2 The 5km catchment of the Northampton Square Campus encompasses all of Islington and extends to Finsbury Park to the north, Mile End to the east, Kennington to the south, and St John’s Wood to the west. Therefore, a wide area of central and inner London is potentially accessible within a reasonable cycle distance of the site.

Figure 6.1: 5km Cycle Catchment (Northampton Square Campus)
6.0 Site Audit – Cycle Accessibility

6.3 There is existing cycle infrastructure in place in the vicinity of the Northampton Square Campus, which includes cycle advance stop lines (ASLs) at the Percival Street/Goswell Road and St John Street/Percival Street priority junctions, and designated cycle lanes on both sides of Percival Street carriageway, to the south of the Campus. In addition, St John Street is recommended by TfL as ‘route signed or marked for use by cyclists on a mixture of quieter roads that have been recommended by other cyclists’, and includes a designated cycle lane in the southbound direction. There are also 24 “Sheffield”–type cycle parking stands on St John Street between the Wycliff and Skinner Street junction footway to the south of the College Building.

6.4 There are no designated cycle lanes between University Buildings; however, the local roads due to traffic calming measures, proximity to traffic lights, pedestrian crossing facilities and array of junctions are likely to promote low vehicle speeds. Therefore, it is considered that local road network provides an appropriate network for cyclists. In respect of cycle parking and storage, the Northampton square Campus has a total of 240 cycle stands a range of locations such as St. John Street, Myddleton Street, Student Union, Northampton Square and the University Building. These comprise the following locations:

- Northampton Square (main secured Drysdale bike shed) – holds 100 bikes
- Northampton Square (small secured bike shed) – holds 40 bikes
- Northampton Square (Sheffield stands, non-secured open spaces) – approx. 100 spaces.

6.5 An example of the cycle parking facilities is illustrated in Figure 6.2 below.

Figure 6.2: Cycle Parking – Northampton Square Campus

6.6 The cycle parking provision within the Northampton Square Campus is heavily used and as a result, informal cycle parking in undesignated areas surrounding the Northampton Square Campus is common.
6.0 Site Audit –
Cycle Accessibility

6.7 The informal cycle parking suggests that the demand exceeds the current supply, which could be addressed by either the provision additional on-site cycle parking storage.

**West Smithfield Campus**

6.8 The 5km catchment of the West Smithfield Campus includes the entirety of City of London’s building’s and a number of neighbouring areas, extending to Highbury and Islington to the north, the Isle of Dogs to the east, Southwark to the south, and Hyde Park to the west. Therefore, a wide area of central and inner London is potentially accessible within a reasonable cycle distance of the site.

**Figure 6.3: 5km Cycle Catchment (West Smithfield Campus)**
6.0 Site Audit – Cycle Accessibility

6.9 Cyclists are able to access the West Smithfield campus from Little Britain and Montague Street from the south, West Smithfield to the north-west and Cloth Fair to the north form part of the TfL cycle route network and are designated as ‘quieter roads that have been recommended by other cyclists’. The northern section of Little Britain is designated as a shared use route, where cycling is permitted but pedestrians have priority. There is no cycle advanced stop lines on the roads immediately surrounding the campus.

6.10 There is limited on-street public cycle parking provision within or near the site; Sheffield stands provide cycle parking for six cycles within the Bartholomew's Close square, 8 cycles on the corner of Little Britain and Montague Street and 8 cycles in the Bartholomew's Close cul-de-sac adjacent to the motorcycle parking there.

6.11 In respect of internal cycle parking and storage, the West Smithfield Campus has a total of ten secure and covered Sheffield type cycle stands and three open unsecure Sheffield type stands. An example of the cycle parking facilities is illustrated in Figure 6.4 below.

Figure 6.4: Cycle Parking – West Smithfield Campus

6.12 There are no lockers available for students and staff to use. However, there are four unisex showers.

6.13 The cycle parking provisions within the West Smithfield Campus are extensively used. Due to the limited availability of cycle parking spaces informal cycle parking in undesignated areas surrounding the campus is common which further illustrates the limitations of the current provision.

Cass Business School Campus

6.14 The 5km catchment of the Cass Business School Campus includes a number of neighbouring areas, extending to Stamford Hill to the north, Fish Island to the east, Burgess Park to the south, and Great Portland
6.0 Site Audit – Cycle Accessibility

Street to the west. Therefore, a wide area of central and inner London is potentially accessible within a reasonable cycle distance of the site.

Figure 6.5: 5km Cycle Catchment (Cass Business School Campus)

6.15 Cyclists are able to access the Cass Business School Campus from Bunhill Row, Silk Street and Dufferin Street which form part of the TfL cycle route network and are designated as ‘quieter roads that have been recommended by other cyclists’. There are no cycle lanes or cycle advanced stop lines on the roads immediately surrounding the Campus.

6.16 There is limited on-street public cycle parking provision within or near the site; Sheffield stands provide cycle parking for 40 cycles on Silk Street, three cycles on Dufferin Street and 36 cycles on the lane adjacent to the
6.0 Site Audit – Cycle Accessibility

Lambs Building. In respect of cycle parking and storage, the Cass Business School Campus has a total of 50 open unsecure Sheffield type stands. There are no lockers available for staff or student use; however, there is one unisex shower.

6.17 The cycle parking provisions within the West Smithfield Campus are extensively used. Due to the limited availability of cycle parking spaces informal cycle parking in undesignated areas surrounding the campus is common which further illustrates the limitations of the current provision.

Figure 6.6: Informal Cycle Parking – Cass Business School Campus

Grays Inn Campus

6.18 The 5km catchment of the Grays Inn Campus includes a number of neighbouring areas, extending to Holloway to the north, the Mile End to the east, Oval to the south, and Bays Water to the west. Therefore, a wide area of central and inner London is potentially accessible within a reasonable cycle distance of the site.
6.19 Cyclists are able to access the Grays Inn campus from High Holborn from the south, Red Lion Street to the west, Hatton Garden to the east and Theobald’s Road to the north which form part of the TfL cycle route network and are designated as ‘quieter roads that have been recommended by other cyclists’. Along these main routes, there is little on-street parking provision for cyclists. It should be noted that cyclists are not allowed to enter Grays Inn Gardens, access from the west forces cyclists to dismount and use the ramps to access Greys Inn Place. Warwick Court is a small lane, approximately four metres in width leading to the main entrance from the south, lined with retail units on both sides. Street furniture further limits the suitability of Warwick Court for cyclists.
6.0 Site Audit – Cycle Accessibility

6.20 There is limited on-street public cycle parking provision within or near the site; Sheffield stands provide cycle parking for 14 cycles on Red Lion Street, and eight cycles located at the Princeton Street / Bedford Row junction.

6.21 In respect of on-site cycle parking and storage, the Grays Inn Campus has a total of 15 unsecure Sheffield type stands. An example of the cycle parking facilities is illustrated in Figure 6.8 below.

Figure 6.8: Cycle Parking – Grays Inn Campus

6.22 There are no lockers, changing rooms or showers available for students and staff to use.

6.23 The cycle parking facilities at the Grays Inn campus are extensively used. Due to the population of the campus and the proximity to designated cycle routes, cycling is a popular mode for commuting students and staff. As a result, there is evidence of informal parking on sign post, railings and trees in the surrounding streets of the campus which further highlights the shortage of the current parking provisions.

Bath Street Campus

6.24 The 5km catchment of the Bath Street Campus includes the majority of the Islington, Hackney and a number of neighbouring areas, extending to Manor House to the north, Victoria Park to the east, Kensington to the south, and Regents Park to the west. Therefore, a wide area of central and inner London is potentially accessible within a reasonable cycle distance of the site.
6.25 Cyclists are able to access the Bath Street campus from Bunhill Row, Lever Street and Radnor Street which form part of the TfL cycle route network and are designated as ‘quieter roads that have been recommended by other cyclists’. Bath Street has a dedicated cycle lane in a southbound direction and the carriageway is marked for use by cyclists traveling in a northerly direction. There are cycle advanced stop lines (ASLs) at the junction connecting Old Street and Bath Street and City Road and Bath Street.

6.26 There is limited on-street public cycle parking provision within or near the site; Sheffield stands provide cycle parking for, three cycles at the Bath Street / Galway Street Junction and a further provision of approximately 80 spaces to the east of Old Street Station. In respect of cycle parking and storage, there are no cycle
6.0 Site Audit –
Cycle Accessibility

parking, lockers, showers or changing rooms available for staff or student. As a result, cycles parked in undesignated areas are common, which indicates a demand for increased cycle parking provision in the campus.

41–53 Goswell Road

6.27 The 5km catchment of the 41 – 53 Goswell Road encompasses all of Islington and a number of neighbouring areas, extending to Finsbury Park to the north, Mile End to the east, Kennington to the south, and St John’s Wood to the west. Therefore, a wide area of central and inner London is potentially accessible within a reasonable cycle distance of the site.

Figure 6.10: 5km Cycle Catchment (41 – 53 Goswell Road)
6.0 Site Audit –
Cycle Accessibility

6.28 There is existing cycle infrastructure in place in the vicinity of the 41 – 53 Goswell Road, which includes cycle advance stop lines (ASLs) at the Clerkenwell Street/Goswell Road and Old Street Goswell Road junctions. In addition, St John Street is a TfL recommended cycle route, and includes an advisory cycle lane in the southbound direction. There is no public cycle parking in the immediate vicinity surrounding 41 – 53 Goswell Road.

6.29 The local roads due to traffic calming measures, proximity to traffic lights, pedestrian crossing facilities and quantity of junctions, are likely to experience reduced vehicle speeds. Therefore, it is considered that local road network provides an appropriate network for cyclists. There is no internal cycle parking provision for the University students or staff at this location. As a result, informal cycle parking in undesignated areas surrounding the Northampton Square Campus is common.

Summary:

Cycling is considered to be a realistic mode of travel for staff, students and visitors of the University. There are cycle lanes around the site, but none which directly feed into the Northampton Square Campus. Therefore, there are opportunities to consider the enhancement of cycle access directly into the campus, which will be considered as part of this TP.
7.0 Site Audit –
Public Transport Accessibility

Introduction

7.1 In order to fully understand travel opportunities to travel to and from the University, site visits have been undertaken at City University London sites. These site visits form the basis of an audit of each site’s Public Transport Accessibility Level (PTAL).

7.2 In order to assist in the assessment of public transport provision, a PTAL assessment has been undertaken at each of the sites, using the Transport for London (TfL) WebPTALs tool. TfL gives the following information on PTAL assessments:

Public Transport Accessibility Levels (PTALs) are a detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at any location within Greater London.

Walk times are calculated from specified point of interest to all public transport access points: bus stops, rail stations, light rail stations, Underground stations and Tramlink halts, within pre-defined catchments. The PTAL then incorporates a measure of service frequency by calculating an average waiting time based on the frequency of services at each public transport access point.

A reliability factor is added and the total access time is calculated. A measure known as an Equivalent Doorstep Frequency (EDF) is then produced for each point. These are summed for all routes within the catchment and the PTALs for the different modes (bus, rail, etc) are then added to give a single value. The PTAL is categorized in six levels, one to six where six represents a high level of accessibility and one a low level of accessibility. Levels one and six have been further sub-divided into two sub-levels to provide greater clarity.

7.3 The calculation is therefore based on the distance of access points from the site (with a preferred 640m walk to bus services and 960m walk to Underground and rail services), and the frequency of those services.
7.0 Site Audit – Public Transport Accessibility

Northampton Square Campus

Bus Services

7.4 The closest bus stops providing access to services accessible within the PTAL-preferred 640m walk of the Northampton Square campus are shown in Table 7.1 below.

Table 7.1: Bus Stops and Services Accessible from Northampton Square

<table>
<thead>
<tr>
<th>Bus Stop Location</th>
<th>Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>St John Street</td>
<td>153</td>
</tr>
<tr>
<td>Goswell Road</td>
<td>56, 274, 4</td>
</tr>
<tr>
<td>City Road</td>
<td>43, 394, 214, 205</td>
</tr>
</tbody>
</table>

7.5 It should be noted that the actual walking distances to individual stops will depend upon the entrances and exits used. However, the existing main entrance at Northampton Square has been used as a representative “point of interest” for the overall site.

7.6 The location of the above bus stops on busy local roads provides passive surveillance, while street lighting is also present. Figure 7.2 below, shows bus stop US located adjacent to the Tait Building on Goswell Road to the north of the junction connecting Ashby Street, and demonstrates the bus stop infrastructure within the vicinity of the Campus, with shelters and seating provided. The six bus stops (UW/UV City Road, UN/US Goswell Road, UK/UF Goswell Road) that serve the eight bus routes in both directions do not have real time information.

Figure 7.1: Goswell Road Bus Stop US
7.0 Site Audit – Public Transport Accessibility

7.7 A plan of the local bus network is shown on Figure 7.2 below.

Figure 7.2: Accessibility by Bus – Northampton Square Campus

7.8 Underground services at Angel and Barbican Stations are accessible within an approximately 960m walk of the site, which is the PTAL-preferred walking distance for access to rail services. These stations provide access to services on the Northern, Circle, Hammersmith & City and Metropolitan lines. A summary of Underground services accessible from these stations is presented on Table 7.2 below.
7.0 Site Audit – Public Transport Accessibility

Table 7.2 – Underground Services from Angel and Barbican Underground Stations

<table>
<thead>
<tr>
<th>Services</th>
<th>Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hammersmith &amp; City, Circle, Metropolitan lines</td>
<td>Towards Kings Cross</td>
</tr>
<tr>
<td>Hammersmith &amp; City, Circle, Metropolitan lines</td>
<td>Towards Liverpool Street</td>
</tr>
<tr>
<td>Northern Line</td>
<td>Towards Camden Town</td>
</tr>
<tr>
<td>Northern Line</td>
<td>Towards Morden</td>
</tr>
</tbody>
</table>

PTAL Assessment

7.9 Taken from a “point of interest” at the main entrance, Northampton Square Campus achieves a PTAL score of 6a, which is described as “excellent”.

West Smithfield Campus

Bus Services

7.10 The closest bus stops providing access to services accessible within the PTAL-preferred 640m walk of the West Smithfield campus are shown in Table 7.3 below.

Table 7.3: Bus Stops and Services Accessible from West Smithfield

<table>
<thead>
<tr>
<th>Bus Stop Location</th>
<th>Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>Little Britain</td>
<td>100, 4, 172, 56</td>
</tr>
<tr>
<td>Montage Street</td>
<td>521, 25, 8, 242</td>
</tr>
<tr>
<td>St Pauls Station</td>
<td>153</td>
</tr>
</tbody>
</table>

7.11 These bus stops area located on busy local roads, which provide passive surveillance at the bus stops. Street lighting is also present. Three of these four bus stops have bus shelters and real time information display board; although the bus stop on Little Britain does not. Figure 7.3 below, shows bus stop SV located on Little Britain.
7.0 Site Audit – Public Transport Accessibility

Figure 7.3: Little Britain Bus Stop SV

7.12 The local bus network is shown on Figure 7.4 below.

Figure 7.4: Accessibility by Bus – West Smithfield Campus
7.0 Site Audit – Public Transport Accessibility

**Rail Services**

7.13 Underground and National Rail services at St. Pauls, Barbican, Mansion House, Moorgate and Farringdon Stations are accessible within 960m of the site, which is the PTAL-preferred walking distance for access to rail services. Between them these stations provide access to services on the Central, Northern, Circle, Hammersmith & City and Metropolitan line. A summary of Underground and National Rail services accessible from these stations is presented on Table 7.4 below.

<table>
<thead>
<tr>
<th>Services</th>
<th>Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Line</td>
<td>Towards Chancery Lane</td>
</tr>
<tr>
<td>Central Line</td>
<td>Towards Bank</td>
</tr>
<tr>
<td>Hammersmith &amp; City, Circle Metropolitan lines</td>
<td>Towards Kings Cross</td>
</tr>
<tr>
<td>Hammersmith &amp; City, Circle Metropolitan lines</td>
<td>Towards Liverpool Street</td>
</tr>
<tr>
<td>Northern Line</td>
<td>Towards Camden Town</td>
</tr>
<tr>
<td>Northern Line</td>
<td>Towards Morden</td>
</tr>
<tr>
<td>District Line</td>
<td>Towards Embankment</td>
</tr>
<tr>
<td>District Line</td>
<td>Towards Monument</td>
</tr>
<tr>
<td>National Rail</td>
<td>Toward Lutton</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards Letchworth</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards St Albans</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards Bedford Midland</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards Welwyn Garden City</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards Gordon Hill</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards Stevenage</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards Brighton</td>
</tr>
</tbody>
</table>

**PTAL Assessment**

7.14 Taken from a “point of interest” at the main entrance, West Smithfield Campus achieves a PTAL score of 6b, which is described as “excellent”.

**Cass Business School Campus**

**Bus Services**

7.15 Eleven bus services can be accessed within eight minutes’ walk from the site via stops on Goswell Road, King Edward Street, Little Britain and Montage Street.
7.0 Site Audit –
Public Transport Accessibility

7.16 The closest bus stops providing access to services accessible within the PTAL-preferred 640m walk of the Cass Business School Campus are shown in Table 7.5 below.

<table>
<thead>
<tr>
<th>Bus Stop Location</th>
<th>Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>Finsbury Pavement</td>
<td>43, 214, 76, 205, 21</td>
</tr>
<tr>
<td>Chiswell Street</td>
<td>153</td>
</tr>
<tr>
<td>Old Street (west)</td>
<td>55, 243</td>
</tr>
<tr>
<td>Old Street (east)</td>
<td>135</td>
</tr>
<tr>
<td>Finsbury Square</td>
<td>271</td>
</tr>
<tr>
<td>Theobalds Road</td>
<td>38, 19, 243, 55, 98, X68</td>
</tr>
<tr>
<td>Bloomsbury</td>
<td>98</td>
</tr>
</tbody>
</table>

7.17 It should be noted that the actual walking distances to individual stops will depend upon the entrances and exits used. However, the main entrance at Bunhill Row has been used as a representative “point of interest” for the overall site.

7.18 These bus stops area located on busy local roads, which provide passive surveillance for those waiting at the bus stops. Street lighting is also present. Bus stops BM, S and R on Chiswell Street, bus stops D and G on Finsbury Square are simple flag and pole arrangement as shown in Figure 7.6 below.

Figure 7.6: Chiswell Street Bus Stop BM
7.0 Site Audit –
Public Transport Accessibility

7.19 The bus network is shown on Figure 7.7 below.

Figure 7.7: Accessibility by Bus – Cass Business School Campus

Rail Services

7.20 Underground services at Liverpool Street, Barbican, Moorgate and Old Street Stations. Between them, these stations provide access to services on the Central, Northern, Circle, Hammersmith & City and Metropolitan line. A summary of Underground services accessible from these stations is presented in Table 7.6 below.
7.0 Site Audit – Public Transport Accessibility

Table 7.6 – Services from Liverpool Street, Barbican, Old Street and Moorgate Stations

<table>
<thead>
<tr>
<th>Services</th>
<th>Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Line</td>
<td>Towards Chancery Lane</td>
</tr>
<tr>
<td>Central Line</td>
<td>Towards bank</td>
</tr>
<tr>
<td>Hammersmith &amp; City, Circle Metropolitan lines</td>
<td>Towards Kings Cross</td>
</tr>
<tr>
<td>Hammersmith &amp; City, Circle Metropolitan lines</td>
<td>Towards Aldgate/Aldgate East</td>
</tr>
<tr>
<td>Northern Line</td>
<td>Towards Camden Town</td>
</tr>
<tr>
<td>Northern Line</td>
<td>Towards Morden</td>
</tr>
<tr>
<td>National Rail</td>
<td>Toward Lutton</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards Letchworth</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards At Albans</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards Bedford Midland</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards Welwyn Garden City</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards Gordon Hill</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards Stevenage</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards Brighton</td>
</tr>
</tbody>
</table>

PTAL Assessment

7.21 Taken from a “point of interest” at the main entrance, Cass Business School Campus achieves a PTAL score of 6b, which is described as “excellent”.

Grays Inn Campus

Bus Services

7.22 The closest bus stops providing access to services accessible within the PTAL-preferred 640m walk of the Grays Inn campus are shown in Table 7.7 below.

Table 7.7 – Bus Stops serving Greys Inn Campus

<table>
<thead>
<tr>
<th>Bus Stop Location</th>
<th>Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grays Inn Road</td>
<td>46, 45, 341, 521, 17</td>
</tr>
<tr>
<td>High Holborn</td>
<td>46, 45, 242, 341, 25, 8, 17</td>
</tr>
<tr>
<td>Brownlow Street</td>
<td>242, 25, 8, 521</td>
</tr>
<tr>
<td>Red Lion Square</td>
<td>98</td>
</tr>
<tr>
<td>Kingsway</td>
<td>X68</td>
</tr>
<tr>
<td>Theobalds Road</td>
<td>38, 19, 243, 55, 98, X68</td>
</tr>
<tr>
<td>Bloomsbury</td>
<td>98</td>
</tr>
</tbody>
</table>
7.0 Site Audit – Public Transport Accessibility

7.23 It should be noted that the actual walking distances to individual stops will depend upon the entrances and exits used. However, the Grays Inn Place entrance has been used as a representative “point of interest” for the overall site.

7.24 All of the bus stops have real time information and are located on well-lit main pedestrian thoroughfares. The active streets create a sense of security due to passive surveillance.

7.25 The bus network is shown in Figure 7.9 below.

**Figure 7.7: Accessibility by Bus – Grays Inn Campus**

Buses from Holborn Circus and Chancery Lane

7.26 There are 14 bus services accessible within eight minutes’ walk from the site via stops on Theobalds Road, High Holborn, Grays Inn road, Kingsway, Bloomsbury and Red Lion Square.
7.0 Site Audit – Public Transport Accessibility

Rail Services

7.27 Underground services at Liverpool Street, Barbican, Moorgate and Old Street Stations. Between them these stations provide access to services on the Central, Northern, Circle, Hammersmith & City and Metropolitan line. A summary of Underground and National Rail services accessible from these stations is presented in Table 7.7 below.

Table 7.7 – Services from Holborn, Chancery Lane and Farringdon Stations

<table>
<thead>
<tr>
<th>Services</th>
<th>Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Line</td>
<td>Towards Tottenham Court Road</td>
</tr>
<tr>
<td>Central Line</td>
<td>Towards Bank</td>
</tr>
<tr>
<td>Hammersmith &amp; City, Circle Metropolitan lines</td>
<td>Towards Kings Cross</td>
</tr>
<tr>
<td>Hammersmith &amp; City, Circle Metropolitan lines</td>
<td>Towards Liverpool Street</td>
</tr>
<tr>
<td>Piccadilly Line</td>
<td>Towards Acton</td>
</tr>
<tr>
<td>Piccadilly Line</td>
<td>Towards Cockfosters</td>
</tr>
<tr>
<td>Northern Line</td>
<td>Towards Camden Town</td>
</tr>
<tr>
<td>Northern Line</td>
<td>Towards Morden</td>
</tr>
<tr>
<td>National Rail</td>
<td>Toward Luton</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards Letchworth</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards St Albans</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards Bedford Midland</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards Welwyn Garden City</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards Wimbledon Sutton</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards West Norwood</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards Brighton</td>
</tr>
</tbody>
</table>

PTAL Assessment

7.28 Taken from a “point of interest” at the main entrance, Grays Inn Campus achieves a PTAL score of 6b, which is described as “excellent”.
7.0 Site Audit –
Public Transport Accessibility

Bath Street Campus

Bus Services

7.30 The closest bus stops providing access to services accessible within the PTAL-preferred 640m walk of the Bath Street campus are shown in Table 7.7 below.

Table 7.7 – Bus Stops Serving Bath Street Campus

<table>
<thead>
<tr>
<th>Bus Stop Location</th>
<th>Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Road</td>
<td>43, 214, 135, 21, 205</td>
</tr>
<tr>
<td>Shepherdess Walk</td>
<td>43, 394, 214, 205</td>
</tr>
<tr>
<td>Old Street</td>
<td>394, 243, 55</td>
</tr>
<tr>
<td>Nile Street</td>
<td>394</td>
</tr>
<tr>
<td>Provost Street</td>
<td>21, 141, 76, 271</td>
</tr>
</tbody>
</table>

7.31 The above bus stops are sheltered with seats and have real time information present. They are located on main streets with street lighting, which provide passive surveillance at for those waiting at the bus stops.

7.32 The bus network is shown in Figure 7.10 below.
7.0 Site Audit – Public Transport Accessibility

**Figure 7.8: Accessibility by Bus – Bath Street Campus**

Old Street Station is accessible within the PTAL-preferred 960m walk of the site, which provides access to services on the Northern Line and National Rail services, which are summarised in Table 7.8.

<table>
<thead>
<tr>
<th>Services</th>
<th>Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northern Line</td>
<td>Towards Edgware</td>
</tr>
<tr>
<td>Northern Line</td>
<td>Towards High Barnet</td>
</tr>
<tr>
<td>Northern Line</td>
<td>Towards Morden</td>
</tr>
<tr>
<td>National Rail</td>
<td>Toward Moorgate</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards Letchworth</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards Hertford North</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards Stevenage</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards Welwyn Garden City</td>
</tr>
</tbody>
</table>
7.0 Site Audit –
Public Transport Accessibility

**PTAL Assessment**

7.34 Taken from a “point of interest” at the main entrance, Bath Street campus achieves a PTAL score of 6a, which is described as “excellent”.

**41 – 53 Goswell Road**

*Bus Accessibility*

7.35 The closest bus stops providing access to services accessible within the PTAL-preferred 640m walk of 41 – 53 Goswell Road campus are shown in Table 7.9 below.

**Table 7.9 – Bus Stops serving 41 – 53 Goswell Road**

<table>
<thead>
<tr>
<th>Bus Stop Location</th>
<th>Route</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goswell Road</td>
<td>153, 56, 4, 243,55</td>
</tr>
<tr>
<td>Clerkenwell Road</td>
<td>153,55,243</td>
</tr>
<tr>
<td>Old Street</td>
<td>56, 4</td>
</tr>
</tbody>
</table>

7.36 The closest bus stops serving the routes within the PTAL catchment of 41 – 53 Goswell Road are located in busy street with street lighting present which provide passive surveillance at the bus stops. All of these bus stops have real time information displayed.

7.37 The local bus network is shown in Figure 7.11 below.
7.38 Underground and National Rail services at Barbican, Farringdon and Old Street Stations. Combined, these stations provide access to services on the Northern, Circle, Hammersmith & City, Metropolitan line and National Rail lines. A summary of services available from these stations is illustrated in Table 7.10.
7.0 Site Audit – Public Transport Accessibility

Table 7.10 – Services from Old Street Station and Farringdon Station

<table>
<thead>
<tr>
<th>Services</th>
<th>Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hammersmith &amp; City, Circle Metropolitan lines</td>
<td>Towards Kings Cross</td>
</tr>
<tr>
<td>Hammersmith &amp; City, Circle Metropolitan lines</td>
<td>Towards Liverpool Street</td>
</tr>
<tr>
<td>Northern Line</td>
<td>Towards High Barnet</td>
</tr>
<tr>
<td>Northern Line</td>
<td>Towards Edgware</td>
</tr>
<tr>
<td>Northern Line</td>
<td>Towards Morden</td>
</tr>
<tr>
<td>National Rail</td>
<td>Toward Luton</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards Letchworth</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards St Albans</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards Bedford Midland</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards Welwyn Garden City</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards Wimbledon Sutton</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards West Norwood</td>
</tr>
<tr>
<td>National Rail</td>
<td>Towards Brighton</td>
</tr>
</tbody>
</table>

PTAL Assessment

7.39 Taken from a “point of interest” at the building entrance, 41 – 53 Goswell Road Building achieves a PTAL score of 6a, which is described as “excellent”.

Summary:

Following a detailed review of the proximity and quality of public transport waiting facilities, and the range and frequency of services, it is considered that the University as a whole is highly accessible by public transport. In line with this, the calculated PTAL score for each of the sites is 6a or 6b which is described as “excellent” by TfL guidance.

Notwithstanding the above, some potential points of improvement of existing infrastructure have been identified, which could be undertaken to further enhance the excellent level of accessibility observed.
8.0 Travel Surveys

Introduction
8.1 In order to fully understand travel and transportation issues across City University London, both staff and student travel surveys have been undertaken. The results of these surveys have been used to understand how staff travel behaviour has changed since the adoption of the 2010 travel plan, and to provide a “baseline” for student travel behaviour.

Survey Design
8.2 A survey comprising 53 questions was designed by Curtins. This was based on previous experience of producing TPs, and on the previous City Travel Surveys, and the proposed survey questions were agreed with the Environmental Officer at City University London.

8.3 In relation to survey design, it is a TfL requirement that all TPs are “iTRACE compliant”. iTrace is an online tool designed to support the monitoring of TPs. Site information and survey results can be input into an online database by Local Authority officers, to monitor and keep track of the number, status and effectiveness of TPs in their borough.

8.4 The TfL “iTRACE and TRAVL” compliancy Technical Note states the following in relation to iTRACE compliancy:

‘iTRACE compliancy’ means that the following activities must be undertaken as part of a travel plan:

- An iTRACE compliant baseline survey – to enable modal split to be established prior to implementation of the travel plan; and

- Periodic iTRACE compliant ‘monitoring’ surveys – to enable modal shift to be identified.

...  
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.

...  
Asking the mode question in this specific way is the only pre-requisite to ensure ‘iTRACE compliancy’.

8.5 To this end, question 15 of the survey asks “On a typical way, what is your main mode of travel to access the site”, with a list of modal options consistent with iTRACE definitions. It is proposed that the question should be included in future monitoring surveys. This TP is therefore considered to be iTRACE compliant.

8.6 A copy of the paper survey is included as Appendix B.
8.0 Travel Surveys

Survey Distribution

8.7 After approval, the surveys were distributed to staff and students. The process lasted for one month between the 16th April and the 15th May 2013. Both paper and electronic surveys were made available; however, there were no paper surveys requested received by the University Environmental Officer.

8.8 For the electronic survey, questions were transferred to Survey Monkey, which is an online survey service which is widely used by both private and public sector organisations for data collection. The electronic survey was circulated via internal staff and student emails and promoted by internal newsletters.

8.9 In order to maximise the response rate, a prize of an iPad Mini was offered to a randomly selected entrant. In addition, a “second wave” of promotion was undertaken during the final week of the period.

Sample Size

8.10 In order to minimise the errors that can result from an unrepresentative sample, and to maximise confidence in the responses received, it is necessary to establish a target sample size. This was established based upon a target “margin of error” and a target “confidence interval”.

8.11 A margin of error accounts for how likely it is that the answers represent the views of the actual population. Typical margins of errors lie between 1% and 10%, depending on the level of accuracy desired and the practicality of achieving a viable response level. The City University London travel survey aimed for a 5% margin of error, which is considered common practice for data collection.

8.12 Confidence intervals are an indication of how confident one can be that sample represents the behaviour of the overall population. Typical confidence intervals are 90%, 95% or 99%. The City travel survey aimed for a 95% confidence interval, which is considered common practice for data collection.

8.13 The required number of completed surveys can be calculated using a sample size calculator or formula. Based on a population size of 1,800 staff and 19,225 students, a minimum sample size of 317 staff and 377 students would be required to provide a 5% margin of error with a 95% confidence interval.

8.14 In total, 703 staff responses and 1,955 student responses were received, which is sufficient for a 2.9% margin of error for staff responses and a 2.1% margin of error for student responses with a 99% confidence interval. The completed questionnaires are therefore considered sufficiently representative of the University’s population, in excess of the margin of error and confidence interval sought, in order for robust conclusions to be drawn from the results.
8.0 Travel Surveys

Survey Results

8.15 In order to fully analyse the results, the information from the surveys were entered into a single database for student and staff surveys. The following pages show a summary of the results from this database. Depending on the respondents answers they were asked a difference series of questions:

- Questions 1 – 15 relate to all respondents
- Questions 16 – 22 relate to the respondents who travel to the University by car
- Questions 23 – 28 relate to the respondents who travel to the University by motorcycle
- Questions 29 – 34 relate to respondents who travel to the University by the underground network
- Questions 35 – 39 relate to respondents who travel to the University by train
- Questions 40 – 44 relate to the respondents who travel to the University by bus
- Questions 45 – 47 relate to the respondents who walk to the University
- Questions 48 – 52 relate to the respondents who cycle to the University
- Question 53 relates to all respondents.

8.16 The responses are considered in detail in the remainder of this chapter, under the above categories.

All Modes: Questions 1 – 15

Question 1 – Professional Status

8.17 The graph below shows that almost three out of four respondents (73.6%) were students. This is as expected as the University comprises of approximately 76% students.

![Are you a member of staff or a student?](chart)
8.0 Travel Surveys

8.18 The results show that 26% of the responses were from staff members, representing 32% of the total staff population. This response rate is equal to the response rate obtained in the 2009 for the 2010 workplace travel plan.

8.19 9% of the total University staff and student population completed the survey.

Question 2 – Gender

8.20 The graph below shows that almost three out of five respondents (60%) were women.

![Graph showing gender distribution]

Question 3 – Where do the Respondents Live?

8.21 Given the central location and the transport accessibility of the University, both staff and student commuters live in a variety of locations. The most common postcodes belonging to staff and students are in the EC1, N1, E1, and N7 areas. 209 (0.08%) of the respondents live in EC1, 169 (0.06%) live in the N1 area, 74 (0.03%) live in the E1 area, and 50 (0.02%) live in N7 area.

8.22 These postcodes have also been plotted using GIS software for the University to demonstrate the areas in which respondents live so that TP measures can be targeted to particular residential areas. The GIS postcode plotting is shown in Figure 8.1 below.

8.23 Shading represents where respondents live. The level of shading reflects the number of people living in a certain area, with darker areas representing a higher number of respondents than lighter ones.
8.0 Travel Surveys

Figure 1.1: GIS Post Code Plotting of Respondents Residences
Question 4 – Full-time/Part-time

8.24 The graph below demonstrates the proportion of full-time and part-time respondents. The majority of the staff and students (88.5%) work or study full-time at the University.

![Bar chart showing proportion of full-time and part-time respondents.](chart1.png)

Question 5 – Frequency of Travel to University

8.25 The survey asked the respondents how often they are required to travel to the University. The majority of those surveyed are required to attend the university more than one day per week (95%) and 67% requiring between four to seven days per week.

![Bar chart showing frequency of travel to the University.](chart2.png)
**8.0 Travel Surveys**

*Question 6 – Main Campus*

8.26 City University comprises of five campuses: Bath Street, West Smithfield, Grays Inn, Cass and Northhampton Square and one building (41 – 53 Goswell Road). Over 75% of the respondents are situated in the Northhampton Square Campus. Due to the size of the this campus and the magnitude of buildings within Northhampton Square, proportionally the result is roughly indicative of the population of the University.

![Bar chart showing the main building within the Northhampton Square campus](chart)

8.27 Northampton Square, Cass and Grays Inn campuses comprise a number of building. In order to identify the main building the respondents are based within these campuses they were asked to specify the building they mainly study or work in. The results of which are represented in questions seven to nine.

*Question 7 – Main building – Northhampton Square*

8.28 The chart below indicates the main building within the Northhampton Square campus that the respondents work or study in proportionally.
8.0 Travel Surveys

The results indicate that the College Building on the main Northampton Square Campus is the most visited site by staff and students.

**Question 8 – Main Building – Cass Business School**

8.30 The chart below indicates the main building within the Cass Business School Campus that the respondents work or study in.
8.0 Travel Surveys

8.31 The results indicate that the Bunhill Road Building is the most visited site by staff and students at the Cass Business School.

**Question 9 – Main building – Grays Inn**

8.32 The chart below indicate the main building within the Grays Inn Campus that the respondents work or study in proportionally.

Which University building do you mainly work/study at?

<table>
<thead>
<tr>
<th>Building</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bunhill Row</td>
<td>80.0%</td>
</tr>
<tr>
<td>24 Chiswell Street</td>
<td>20.0%</td>
</tr>
<tr>
<td>Longbow House, 14-20 Chiswell Street</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

Which University building do you mainly work/study at?

<table>
<thead>
<tr>
<th>Building</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gray’s Inn Place</td>
<td>80.0%</td>
</tr>
<tr>
<td>Princeton Street</td>
<td>40.0%</td>
</tr>
<tr>
<td>Atkin Building</td>
<td>20.0%</td>
</tr>
</tbody>
</table>
8.0 Travel Surveys

8.33 The results indicate that the Gray’s Inn Place Building is the most visited site by staff and students at The City Law School.

Question 10 – Other buildings of use (excluding main building)

8.34 In order to identify the travel behaviour of the student over the course of a typical day, they were asked to identify other buildings they use.

8.35 The chart below indicates the other buildings that both staff and student travel to during their typical day. In addition to their primary building, the respondents visit on average 3.6 buildings during a typical day at the University.

8.36 The graph confirms that movement between buildings is a necessity for both staff and students. However, there is a proportionately significant volume of movement between the buildings within the Northampton Square Campus buildings.
8.0 Travel Surveys

Question 11 – Arrival Time
8.37 The graph below shows that most of the respondents (76.1%) arrive at the university in the AM transport network peak period (7.00 – 10.00) with 36% of these arriving between 08.00 and 09.00.

![Chart showing the percentage of respondents arriving at the university at different times. The peak period is 7:00 to 10:00 with 36% arriving between 08:00 and 09:00.]

Question 12 – Departure time
8.38 The graph below shows that 13.3% of the respondents depart the university in the transport network “inter-peak” period (10.00 – 16.00). The largest proportion of respondents depart the university between 17.00 – 18.00.

![Chart showing the percentage of respondents departing from the university at different times. The peak period is 17:00 to 18:00.]

Travel Plan
City University London
8.0 Travel Surveys

**Question 13 – Commuting Distance**

8.39 The graph below shows that the majority of respondents (24.6%) indicated that they live between six and ten miles from the place of work or study. This is closely followed by 22.5% living between three and five miles, 21.9% living over 15 miles and 11.6% living between 11 and 15 miles from their place of work or study.

8.40 19.4% of respondents live with two miles of the university.

**Question 14 – Commuting Time**

8.41 The graph below shows that 679 (26%) of the respondents estimated that their journey to the University from their term time residence is over 60 minutes. Almost half of the respondents indicated that their estimated journey time was between 30 and 60 minutes. 24.2% of the respondents indicated that their estimated commuting time was less than 30 minutes with 6.5% of the respondents indicating their estimated journey time was less than ten minutes.

8.42 The estimated journey time indicated by the respondents is consistent with the commuting distance indicated from the results of Question 13.
8.0 Travel Surveys

Question 15 – Modal Split

8.43 The graph below shows that the majority of respondents (76.3%) of the respondents use public transport to travel to the university, with the Underground being the most popular form of public transport, accounting for 34.5% of all trips. 22.2% of respondents walk or cycle to work and 1.4% are transported by private vehicles.

On a typical day what is your main mode of travel to access the site?
8.0 Travel Surveys

8.44 In order to compare the 2013 survey results with the targets in the original 2010 TP, it is necessary to look at modal split for both staff and students individually. The 2010 TP was a workplace TP and as such did not consider the students of the university. Table 8.1 shows the modal split obtained from a staff survey undertaken in 2009 for the University’s 2010 workplace TP, with the target set in that TP for 2014. The table also shows the staff, student and total modal split collated from the 2013 survey.

Table 8.1: City University London Modal Split

<table>
<thead>
<tr>
<th></th>
<th>2010 Travel Plan</th>
<th>2013 Travel Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Staff</td>
<td>2014 Target</td>
</tr>
<tr>
<td>Single-Occupancy Car</td>
<td>1.61%</td>
<td>0.29%</td>
</tr>
<tr>
<td>Taxi</td>
<td>-</td>
<td>0.14%</td>
</tr>
<tr>
<td>Car Share</td>
<td>0.15%</td>
<td>0.14%</td>
</tr>
<tr>
<td>Bus</td>
<td>9.53%</td>
<td>10.74%</td>
</tr>
<tr>
<td>Underground</td>
<td>18.77%</td>
<td>26.22%</td>
</tr>
<tr>
<td>Train</td>
<td>40.32%</td>
<td>43.98%</td>
</tr>
<tr>
<td>Public Transport Total</td>
<td>68.62%</td>
<td>80.94%</td>
</tr>
<tr>
<td>Walk</td>
<td>13.34%</td>
<td>8.45%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>10.41%</td>
<td>9.31%</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>0.88%</td>
<td>0.72%</td>
</tr>
<tr>
<td>Other</td>
<td>4.26%</td>
<td>4.26%</td>
</tr>
</tbody>
</table>

8.45 The modal splits from Table 8.1 above have been plotted below to demonstrate the changes in modal split, and performance against the 2014 target, for each mode.
8.0 Travel Surveys

8.46 In relation to staff travel, the results indicate the following trends between the 2009 survey and the 2013 survey:

- The proportion of staff driving to work by single occupancy car has reduced from 1.61% to 0.29%
- The proportion of staff arriving by single or multiple occupancy car has reduced from 1.76% to 0.43%
- The proportion of staff arriving by public transport has increased from 68.62% to 80.94%
- The proportion of staff walking has reduced from 13.34% to 8.45%
- The proportion of staff cycling has reduced from 10.41% to 9.31%
- Motorcycle use has reduced from 0.88% to 0.72%.

8.47 As indicated in Table 8.1, the 2010 workplace TP aimed to reduce the proportion of staff travelling to work by public transport and private cars by 2014 while increasing the quantity of staff walking and cycling to work. Therefore, the 2010 TP can be considered to be successful in relation to car travel, however, the TP appears to have been less successful in relation to encouraging walking and cycling over other modes.

8.48 In summary, the survey results indicate that measures encouraging walking and cycling to staff should be prioritised as part of the TP. The results also provide baseline data for future student travel surveys.
8.0 Travel Surveys

8.49 The 2013 survey indicated that public transport patronage has increased with 80.94% using the underground, trains and buses to commute to work.

*Car Users: Questions 16 – 22*

**Question 16 – Car Parking**
8.50 Those travelling by car were asked where the car in which they travelled was parked. 40% of the respondents indicated that the vehicle associated with their arrival park on-street. 30% of the respondents are dropped off. 20% park in public car parks and 5% use park and ride facilities. One (5%) of the respondents that arrive by car parks in the Universities parking facilities.

*When you drive or are driven to the University where is the vehicle parked?*

![Graph showing parking options]

**Question 17 – Respondents with Accessibility requirements (car users)**
8.51 The graph below shows that 66.7% of car user respondents did not have a disability which affects their travel arrangements, while 33.3% of car user respondents indicated that they did.
8.0 Travel Surveys

8.52 The presence of car drivers whose choice of travel is affected by a disability may restrict the ability of the University to reduce car travel further from its current proportion of 0.29% of staff and 0.53% of students. It is therefore considered that measures should be targeted at maintaining the current low levels of car usage rather than aiming to reduce them further.

*Question 18 – Understanding Modal Choice (Car Users)*

8.53 The graph below shows that the most common reason (81%) for using a car to travel to work is convenience and 57.1% indicated that their modal choice was to save time. Availability (38.1%), cost (33.3%) and health/disability reasons (28.6%) were also indicated as significant factors for choosing this mode.

8.54 Satisfying work commitments, safety and health and fitness were also considered to be contributing factors.

8.55 None of the respondents indicated that lack of public transport accessibility was a contributing factor. This would suggest that for some car users, public transport is a viable alternative.
8.0 Travel Surveys

Question 19 – Attitude towards Cycling (Car User)

8.56 The graph below shows that no measures would encourage 61.9% of the respondents to cycle to work. 28% indicated that safer route would encourage them to cycle to work while 23.8% stated that shorter commuting distance would encourage modal shift.

8.57 23.8% of respondents indicated that better facilities at the University would encourage them to cycle. While 14.3% of respondents indicated that information on cycle routes and infrastructure, secure cycle parking, training and discounts/loans for the purchase of cycling equipment would encourage them to cycle.

8.58 9.5% indicated that another cyclist to show the a good cycling route to work would encourage them to cycle.

8.59 The results are summarised for all options in Table 8.2 below.
## Table 8.2: Which of the following changes would most encourage you to cycle to work? (Car users)

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduced travel distance</td>
<td>23.8%</td>
</tr>
<tr>
<td>Provision of Secure bike parking</td>
<td>14.3%</td>
</tr>
<tr>
<td>Safer route / roads</td>
<td>28.6%</td>
</tr>
<tr>
<td>Drying rooms and lockers at work</td>
<td>14.3%</td>
</tr>
<tr>
<td>Showers and changing rooms</td>
<td>14.3%</td>
</tr>
<tr>
<td>Advice or training on riding skills</td>
<td>14.3%</td>
</tr>
<tr>
<td>On-site cycle repair facilities</td>
<td>0.0%</td>
</tr>
<tr>
<td>Information on local cycle routes and infrastructure</td>
<td>14.3%</td>
</tr>
<tr>
<td>Another cyclist to show you a good cycling route to work</td>
<td>9.5%</td>
</tr>
<tr>
<td>Discounts/loans for purchase of cycle equipment</td>
<td>14.3%</td>
</tr>
<tr>
<td>Nothing would encourage me</td>
<td>61.9%</td>
</tr>
</tbody>
</table>

**Question 20 – Attitude towards Walking (Car User)**

8.60 The graph below shows that that nothing would encourage 50% of the respondents to walk to the University. 47.6% stated that shorter commuting distance would encourage modal shift.

8.61 19% of respondents indicated improved lighting and security would encourage them to walk. While 19% of respondents indicated that improved university facilities would encourage them to walk to work.

8.62 9.5% stated that safer crossing facilities on the route to work would encourage them to walk.
8.0 Travel Surveys

Question 21 – Attitude towards Public Transport (Car users)

8.63 Table 8.3 shows that that nothing would encourage 20% of the respondents to use public transport to commute to work.

8.64 60% of respondents indicated cheaper fares and a less crowded service would encourage public transport use. The respondents also indicated that increased frequency (40%), improved pedestrian links (30%) and improved security (35%) would encourage them to use public transport to commute to work.

8.65 15% of the respondents indicated that interest free loans, travel information and better waiting areas would encourage them to use public transport.
8.0 Travel Surveys

Table 8.3: Measure to encourage public transport use (Car users)

<table>
<thead>
<tr>
<th>Answer Options</th>
<th>Response Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subsidised/cheaper fares</td>
<td>60.0%</td>
</tr>
<tr>
<td>Interest free loans for season ticket purchase</td>
<td>15.0%</td>
</tr>
<tr>
<td>Up to date travel information available across the University</td>
<td>15.0%</td>
</tr>
<tr>
<td>More secure/better quality waiting areas</td>
<td>15.0%</td>
</tr>
<tr>
<td>Improved pedestrian links to station/bus stop</td>
<td>30.0%</td>
</tr>
<tr>
<td>Improved security on public transport</td>
<td>25.0%</td>
</tr>
<tr>
<td>More frequent and reliable services</td>
<td>40.0%</td>
</tr>
<tr>
<td>Less crowded services</td>
<td>60.0%</td>
</tr>
<tr>
<td>Nothing would encourage me</td>
<td>20.0%</td>
</tr>
</tbody>
</table>

Question 22 – Other transport modes used as part of the university commute (Car Users)

8.66 The graph below indicated that 52.4% of the respondents use public transport as part of their journey to the University, while 47.6% solely use the car.
Motorcycle Users: Questions: 23 – 28

Question 23 – Motorcycle Parking

8.67 Those travelling by motorcycle were asked where the motorcycle in which they travelled was parked. 46.2% of the respondents indicated that they use University motorcycle parking provisions, while 7.7% use park and ride facilities. 7.7% of the respondent that arrive motorcycle use other facilities.

Question 24 – Respondents with Accessibility Requirements (Motorcycle users)

8.68 The graph below shows that none of the respondents have a disability that affected their mode choice.
8.0 Travel Surveys

Question 25– Understanding Modal Choice (Motorcycle Users)

8.69 The graph below shows that 69.2% of the respondents who travel to work on a motorcycle do so due to convenience and cost. 53.8% indicated that their modal choice was to save time.

8.70 Availability (7.7%), environmental reasons (7.7%), to satisfy work needs (15.4%) and health/fitness reasons (7.7%) were also considered to be contributing factors.

8.71 None of the respondents indicated that lack of public transport accessibility was a contributing factor.
8.0 Travel Surveys

**Question 26 – Attitude towards Cycling (Motorcycle Users)**

8.72 The graph below shows that that nothing would encourage 7.7% of the respondents to cycle to work. 46.2% indicated that a discounts/loans for the purchase of cycling equipment would encourage them to cycle.

8.73 30% indicated that secure cycle parking, additional showers and changing facilities and safer routes would encourage them to cycle to work, while 15.4% stated that shorter commuting distance, training, off-site cycle repair facility and information on local cycle routes and infrastructure would encourage modal shift.

8.74 9.5% stated that another cyclist show them a good cycling route to work would encourage them to cycle.

![Bar chart showing responses to cycling changes]

**Question 27 – Attitude towards Walking (Motorcycle Users)**

8.75 The graph below shows that that nothing would encourage 30.8% of the respondents to walk to work. 53.8% stated that shorter commuting distance would encourage modal shift.

8.76 7.7% of the respondents indicated that safer crossings, improved lighting and security, availability of lockers and changing facilities would encourage them to walk to the University.
8.0 Travel Surveys

Which of the following changes would most encourage you to walk to work? Please tick up to four boxes.

Question 28 – Attitude towards Public Transport

8.77 The table below shows that that nothing would encourage 7.7% of the respondents to use public transport to commute to work.

8.78 69.2% of respondents indicated cheap are fares and 61.5% indicated that a less crowded service would encourage public transport use. The respondents also indicated that increased frequency (15.4%), improved pedestrian links (7.7%), better waiting areas (7.7%) and interest free loans (7.7%) would encourage them to use public transport to commute to work.
8.0 Travel Surveys

Underground Users: Questions 29 – 34

Question 29 – Underground Routes

8.79 Respondents who indicated they use the underground to travel to the University were asked to specify the lines they use. The results of which are indicated in the graph below.

8.80 61.2% of the respondents travel on the northern line. The Hammersmith & City and Central lines are also heavily used with 24.9% and 23.6% of the respondents travel on these lines respectively.

8.81 The Circle, District, Jubilee, Metropolitan, Piccadilly and Victoria lines each carry between 9.9% and 18.1% of the respondent to the university.

8.82 1.9% of the respondents travel on the Bakerloo line while none of the respondents travel on the Waterloo and the City line to the University.
8.0 Travel Surveys

Question 30 – Underground Stations (Underground Users)

8.83 Respondents who indicated they use the underground were asked to specify where they alight at to travel to the University. The results of which are indicated in the graph below.

8.84 The most common station used to travel to the University by the respondents is Angel Underground Station (50%). Barbican and Farringdon accommodate 16.17% and 9.68% of the respondents travelling to the university. 9.97% use stations outside of those listed in the graph below.
8.0 Travel Surveys

Question 31 – Measures to Improve the Underground Experience (Underground Users)

8.85 Respondents who indicated they use the underground were asked to identify measures which would improve their journey while using the underground. The results of which are indicated in the graph below.

8.86 78.7% of respondents indicated that cheaper fares would improve their journey to the university.

8.87 The respondents also indicated that a less crowded service (56.2%), increased frequency (30.8%), improved pedestrian links (9.5%) and improved security on public transport (8%), improved security at waiting area (5.7%) and 16.7% of the respondents indicated that interest free loans would encourage them to use public transport to commute to work.

8.88 Some of the respondent’s provided comments on how they would like the underground service to be improved. The most common themes amongst these were:

- Cheaper fares for all students (including part-time student)
- Provision of additional Boris Bikes
- Later university start time to avoid crowded services
- Uninterrupted services.

When travelling via the Underground, at which station do you exit to access the University?

- Angel
- Barbican
- Old Street
- St Pauls
- Moorgate
- Liverpool Street
- Holborn
- Highbury & Islington
- Faringdon
- Chancery lane
- Other

The diagram shows the percentage of respondents choosing each station.

0.00% 10.00% 20.00% 30.00% 40.00% 50.00% 60.00%
8.0 Travel Surveys

What, if any measures, could be undertaken to improve your journey to the University via the Underground?

Question 32 – Respondents with Accessibility Requirements (Underground Users)

The graph below shows that the majority of respondents (96.3%) did not have a disability which affects their travel arrangements. 3.7% said that they did.
8.0 Travel Surveys

**Question 33 – Understanding Modal Choice (Underground Users)**

8.90 The graph below shows that 77.3% of respondents travel to the University using underground services due to convenience. 47.5% indicated that their modal choice was to save time.

8.91 Availability (40.6%), cost (18%) environmental reasons (4%), to satisfy work needs (19.5%) and personal safety (3.1%) were also considered to be contributing factors.
8.0 Travel Surveys

Question 34 – Other Transport Modes Used as Part of Commute
8.92 The graph below shows that 55.3% of the respondents to travel to the university using additional public transport services. 41.7% of the respondents solely use the underground while 3% cycle as part of their journey to the University.

As part of your journey to or from the University, do you use any of the additional modes of travel listed below?

Train Users: Questions 39 – 44

Question 35 – Exiting Stations
8.93 Respondents who indicated travel to the University by train were asked to specify the station they exit. The results of which are indicated in the graph below.

8.94 The most common station used to travel to the university by the respondents is Farringdon Station (19.7%). Angel (16.55%), Liverpool Street (10.15%), Barbican (7.65%) and Cannon Street (11.82%) accommodate 46.17% of the respondents travelling to the University.
8.0 Travel Surveys

When travelling to the University via train, what local Station do you exit at to access the site?

Question 36 – Measures to Improve the Train Experience

8.95 Respondents who indicated they travel by train were asked to identify measures which would improve their journey. The results of which are indicated in the graph below.

8.96 The majority (58.6%) of respondents indicated that a less crowded service would improve their journey to the University.

8.97 The respondents also indicated that improved cost associated with underground travel (44.4%), increased frequency (46%) and improved station facilities would encourage improve their while commuting to the University.

8.98 Some of the respondents provided comments on improvements they would like. The most common themes amongst these were:

- Cheaper fares for all students (including part-time students);
8.0 Travel Surveys

- Provision of additional TfL “Boris Bikes”
- Later improved bus services from mainline train stations
- Discounted fares for students during peak periods
- Uninterrupted services.

**What, if any measures, could be undertaken to improve your journey to the University via train?**

*Question 37 – Respondents with Accessibility Requirements (Train Users)*

8.99 The graph below shows that the majority of respondents (96%) did not have a disability which affects their travel arrangements. 4% said that they did.
8.0 Travel Surveys

8.100 The graph below shows that 62% of the respondents to travel to the university due to convenience. 41% indicated that their modal choice was availability.

8.101 Time saving (30.2%), cost (13.6%) environmental reasons (5%), to satisfy work needs (15%), other commitments (1.7%) and personal safety (1.1%) were also considered to be contributing factors.

Question 38 – Understanding Modal Choice (Train Users)
8.0 Travel Surveys

**Why do you use this mode of travel?**

![Graph showing reasons for travel choice]

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**Bus Users: Questions 39 – 44**

*Question 39 – Route Choice (Bus Users)*

8.102 In order to identify bus services used by both staff and students commuting to the university, they were asked to specify the main bus routes they use to travel to the university; the results of which can be seen in the graph below.

8.103 Bus route 43 (8.84%), 205 (8%), 73 (6.32%), 341 (6.95%) and 73 (6.32%) are the five most commonly used bus routes used by the respondents to travel to the university.
8.0 Travel Surveys

When using the bus as your primary mode of travel to the university which bus service do you use?

Question 40 – Route Choice (Bus Users)

8.104 In order to identify the street where both staff and students exit while commuting by bus to the University, they were asked to specify the street they exit while travelling to the University. The results of which can be seen in the graph below.

8.105 Upper Street (16.62%), Goswell Road (12%), Spencer Street (14.46%), City Road (10.46%) and St. John Street (10.15%) are the five most common streets which the respondents exit.

While using the bus to commute to the University, what Street/Road do you exit?
8.0 Travel Surveys

Question 41 – Measures to encourage the bus experience

8.106 Respondents who indicated they use the train were asked to identify measures which would improve their journey to the university. The results of which are indicated in the graph below.

8.107 The majority (52.8%) of the respondents indicated that increased frequency of services would improve their journey to the university.

8.108 The respondents also indicated that improved cost between bus services (51.9%), less crowded services (30.2%) and improved waiting facilities (17.1%) would improve their journey to the University.

8.109 Some of the respondent’s provided comments on measures to improve their journey. The most common themes amongst these were:

- Real time information at all bus stops
- “Boris Bikes” to be integrated with the TfL Oyster Card
- Improved lighting at bus stops
- Fewer road works
- Shuttle bus operating between university buildings
- Bus stop on Northampton Square.

What, if any, measures could be undertaken to improve your journey to the University by bus?
8.0 Travel Surveys

Question 42 – Respondents with Accessibility requirements

8.110 The graph below shows that the majority of respondents (96.9%) did not have a disability which affects their travel arrangements. 3.1% said that they did.

![Bar Graph](image)

**Do you have any disabilities that affect your preferred method of travel?**

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>0%</td>
<td>100%</td>
</tr>
</tbody>
</table>

Question 43 – Understanding Modal Choice (Bus Users)

8.111 The graph below shows that 72.3% of the respondents to travel to the university due to convenience and 60.7% indicated that their modal choice was based on cost.

8.112 Time saving (15.5%), availability (27.4%) environmental reasons (4%), to satisfy work needs (5.4%) and personal safety (3.1%) were also considered to be contributing factors.

8.113 Some of the respondent’s provided comments as to why they choose to travel to the University by bus. The two most prominent themes were inner city London’s Cycle Network is intimidating and their alternative is the underground which is congested in peak periods.
8.0 Travel Surveys

Question 44 – Other transport modes used as part of the university commute (Bus Users)

8.114 The graph below shows that 36.3% of the respondents to travel to the university using additional public transport services. 61% of the respondents solely use the bus while 8.1% cycle as part of their journey to the University.
8.0 Travel Surveys

Respondents Who Walk: Questions 45 – 47

Question 45 – Measures to encourage walking (Existing Pedestrians)

8.115 Respondents who indicated they walk to the University were asked to identify measures which would improve their journey. The results of which are indicated in the graph below.

8.116 The majority (52.8%) of the respondents indicated that better pedestrian facilities would improve their commute to the University.

8.117 The respondents also indicated that provision of lockers and changing facilities (40.9%), provision of showers (18.8%) and improved signage (15.6%) would encourage their mode choice.

8.118 Some of the respondents provided comments on measures they would like to improve their journey. The most common themes amongst these were:

- More formal crossing facilities
- Less congestion at Northampton Square main entrance
- Improved lighting
- More University entrances
- Clearer plans of the University Buildings.
8.0 Travel Surveys

Question 46 – Respondents with Accessibility requirements (Existing Pedestrians)
8.119 The graph below shows that the majority of respondents (96.6%) did not have a disability which affects their travel arrangements. 3.4% said that they did.

Question 47 – Understanding Modal Choice (Existing Pedestrians)
8.120 The graph below shows that 83.8% of the respondents walk to the University due to convenience and 65.75% due to cost. 60.7% indicated that their modal choice was based on cost.
8.0 Travel Surveys

8.121 Health and fitness (34%) time saving (21%), availability (17.6%), environmental reasons (18.8%), to satisfy their commitments (6.9%) and personal safety (1.7%) were also considered to be contributing factors.

8.122 Some of the respondents provided comments identifying measures they would like to improve their journey. The most prominent themes were:

- Improves their mood
- Lack of alternatives
- Cannot justify the cost of public transport due to the distance of their commute.

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**Why do you use this mode of travel?**

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**Respondents Who Cycle: Questions 48 – 52**

**Question 48 – Cycle Parking (Cyclists)**

8.123 In order to identify the parking arrangement of the respondent to travel to the University bicycle, the respondents who cycle to the University were asked where they park their bicycle. 76.9% of the respondents indicated that they use university cycle parking while 10% park on site in “informal” non-designated areas. 16.9% use off-site public cycle parking, while a negligible level of respondents park “informally” in non-designated locations off-site.
Question 49 – University Changing and Locker Facilities (Cyclists)

8.124 In order to identify the use of changing and locker facilities provide in the university, respondents who cycle to the University were asked whether or not they used the University facilities.

8.125 The graph below shows that the majority of respondents (82.2%) did not use these provisions, while 17.8% said that they did.
8.0 Travel Surveys

Question 50 – Measures to encourage Cycling (Cyclists)

8.126 Respondents who indicated they cycle to the university were asked to identify measures which would enhance their commute to the University. The results of which are indicated in the graph below.

8.127 The majority (55.8%) of the respondent indicated that they would like provision of lockers and changing facilities.

8.128 The respondents also indicated that they would like improvements in the local cycle network (50%) provision of showers (49.4%) additional cycle parking (48.7%) and more secure cycle parking (39%).

8.129 Some of the respondents provided comments on improvements they would like. The most common themes amongst these were:

- Information on existing showers, lockers and changing rooms to be publicised
- Increase frequency of bicycle maintenance
- Increase security
- Signage indicating showers lockers, changing rooms and bicycle sheds
- Removal of old bicycles from parking areas
- Alleviate flooding cause by gathered rain water in bike sheds
- Provision of a ventilated area to dry cycle wear
- Provision of facilities in all University Buildings.
8.0 Travel Surveys

**Question 51 – Respondents with Accessibility requirements (Cyclists)**

8.130 The graph below shows that the majority of respondents (94.4%) did not have a disability which affects their travel arrangements. 5.6% of respondents to this indicated that they did have a disability that affects their method of travel.

![Bar Graph](image)

**Question 52 – Understanding Modal Choice (Cyclists)**

8.131 The graph below shows that 85.6% of the respondents walk to the university due to cost and 81.3% due to convenience. 68.7% indicated that their modal choice was due to time saving.

![Bar Graph](image)
8.0 Travel Surveys

8.132 Health and fitness (62.5%) environmental reasons (50%), availability (14.4%) and to satisfy their commitments (10%) were also considered to be contributing factors.

8.133 Some of the respondent’s provided comments as to why they choose to cycle to the University. The most prominent theme regarding reasons for choosing to cycle was personal enjoyment.

Why do you use this mode of travel?

Other Modes of Travel: Question 53

Question 53 – Other transport modes used while travelling between university buildings

8.134 The graph below shows that 88.7% of the total staff and students walk between University Buildings, a total of 25.2% of the respondents use public transport services, and 5.1% cycle between University Buildings.
8.0 Travel Surveys

Summary of Survey Results

8.135 Curtins have been appointed on behalf of City University London to update the existing travel plan to include both students and staff attending the University.

8.136 In order to identify the travel behaviour of the staff and students attending the University Curtin conducted a survey which was distributed electronically which was approved by the University.

8.137 9% of the total staff and student population of the University completed the online travel survey, and the sample size exceeds the target set of a 5% margin of error with a 95% confidence interval.

8.138 The Northampton Square Campus has the largest student and staff population with 76% of the respondents indicating that their main building is within this campus.

8.139 Arrival and departure times are dispersed throughout the day. The peak two way trip generation of the University occurs between 08.00 and 09.00. This represents 18% of the total trip generated by the students and staff travelling to the University.

8.140 22.3% of the respondents walk or cycle and 72.8% use public transport to travel to the University. 23.75% of staff walked or cycled to the University in 2009. The 2010 workplace travel plan aimed to increase this to
8.0 Travel Surveys

31% by 2014. The 2013 survey indicated that there has been a reduction of staff walking and cycling to the university as 17.74% of the staff respondents now travel to the University by foot or bicycle.

8.141 The workplace travel plan also aimed to reduce public transport by 10%. Public transport has increased from 69% to 87% for staff travelling to the University.

8.142 Staff arriving by car has exceeded the 2010 workplace travel plans target.

8.143 19.4% of the students and staff live within two miles of the University. 74% of the respondents indicated that their commute to the University was less than one hour.

8.144 Angel and Farringdon Stations are the mostly heavily used station for train and underground uses. Upper Street, Goswell Road and Spencer Street are the most common street bus users exit while traveling to the University.

8.145 The respondents indicated that less congestion, uninterrupted services and cheaper fares would improve the journey to the University by public transport. More entry point, less congestion at the main entrance, increase shower, locker and changing room provisions and more formal crossing point would improve the journey of the respondents who walk to the university. Improved cycle routes, increase shower, locker and changing room provisions and more secure university cycle parking would improve cyclist’s journey to the University.

8.146 Comments provided by the respondents indicated that the circulation of information and signage indicating the location of existing showers, lockers, changing rooms and cycle parking is required.

8.147 Convenience, time saving and cost are the greatest contributing factors towards mode choice.
9.0 Travel Plan Objectives

Objectives

9.1 Setting clear objectives is considered to be essential to ensuring a successful Travel Plan. The DfT Good Practice Guidelines state that:

“It is important that all parties are clear from the outset as to the objectives being sought through the travel plan and the outcomes related to them.”

9.2 Objectives provide a clear context for the measures proposed within the Travel Plan, and allow an opportunity for measurable target-setting.

9.3 The 2010 TP adopted the following objectives relating to staff travel:

- Reduction in staff commuting as single occupancy car drivers ("primary" objective)
- Increase in staff commuting by cycle ("key" objective)
- Increase in staff commuting on foot ("key" objective)
- Reduction in staff travelling on public transport (supporting the "key" objectives)
- Reduction in the frequency of business travel ("secondary" objective)
- Increase the levels of walking and cycling trips and reducing the levels of public transport trips ("secondary" objective).

9.4 As described in Section 8, the 2013 Travel Survey indicated the following trends:

- The proportion of staff driving to work by single occupancy car has reduced from 1.61% to 0.29%
- The proportion of staff arriving by single or multiple occupancy car has reduced from 1.76% to 0.43%
- The proportion of staff arriving by public transport has increased from 68.62% to 80.94%
- The proportion of staff walking has reduced from 13.34% to 8.45%
- The proportion of staff cycling has reduced from 10.41% to 9.31%
- Motorcycle use has reduced from 0.88% to 0.72%.

9.5 These results indicate that the measures implemented since 2010 have been successful in achieving the "primary" objective of reducing staff commuting trips as single occupancy car drivers. However, the 2010 TP has been less successful in achieving the "secondary" objectives of increasing the levels of walking and cycling trips and reducing the levels of public transport trips. Therefore, it is considered that increasing the levels of walking and cycling trips should form the new "primary" objectives of the TP, while reducing single occupancy car use can now form a "secondary" objective.
9.0 Travel Plan Objectives

9.6 Furthermore, a review of the 2010 Travel Plan measures and of Government policy and guidance has also been used to inform broader objectives for the TP. The new TP objectives are set out in Table 9.1 below.

<table>
<thead>
<tr>
<th>Objective</th>
<th>Objective Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Increase the proportion of trips to and within the University on foot.</td>
</tr>
<tr>
<td>B</td>
<td>Increase the proportion of trips to and within the University by cycle.</td>
</tr>
<tr>
<td>C</td>
<td>Reduce the proportion of trips to and within the University by public transport.</td>
</tr>
<tr>
<td>D</td>
<td>Reduce the number of single occupancy car trips by staff and students.</td>
</tr>
<tr>
<td>E</td>
<td>Build on the successes of the initiatives since and adoption of the 2010 Travel Plan.</td>
</tr>
<tr>
<td>F</td>
<td>Reduce unnecessary travel.</td>
</tr>
<tr>
<td>G</td>
<td>Reduce the University’s impact on climate change, per HEFCE Scope 3 guidance.</td>
</tr>
<tr>
<td>H</td>
<td>Encourage staff and students to live a healthier and more active lifestyle.</td>
</tr>
</tbody>
</table>

9.7 The measures contained in this TP are designed to achieve the above objectives.
10.0 Measures to Encourage Sustainable Travel

Introduction

10.1 This section is intended to draw together the potential measures identified as a result of the individual site audits and City staff and student surveys.

10.2 DfT Good Practice Guidelines suggest that Travel Plans (TPs) should:

“…consider both ‘stick and carrot’ measures” and “…ensure that the outcomes are stretching but realistic and the measures are deliverable.”

10.3 Therefore, a series of measures have been devised which encourage travel behaviours away from single occupancy car use (“stick” measures) and towards more sustainable modes (“carrot” measures). These measures are based upon those measures proposed, but not fully implemented, since the 2010 Travel Plan; the results of the 2013 Travel Survey; and a review of the Site Audits.

10.4 The measures proposed have been considered separately by mode, and are aimed at:

- Encouraging Walking
- Encouraging Cycling
- Encouraging Public Transport Use
- Encouraging Car Sharing
- Other Measures.

10.5 Each measure has also been considered in relation to which of the TP objectives in Section 2 the measure is intended to satisfy.

Encouraging Walking

10.6 The 2013 travel survey indicated that, across all City sites, 8.5% staff and 18.5% students travelled to the sites by foot.

10.7 Table 10.1 below summarises the proposed measures designed to encourage walking across the City sites and which of the objectives outlined in the previous section would be satisfied:
## 10.0 Measures to Encourage Sustainable Travel

### Table 10.1: Proposed Measures to Encourage Walking

<table>
<thead>
<tr>
<th>Measure</th>
<th>Description</th>
<th>Objectives Satisfied</th>
</tr>
</thead>
<tbody>
<tr>
<td>Review of Pedestrian Facilities</td>
<td>Review of the existing pedestrian infrastructure across City campuses and publish suitable routes to the University sites.</td>
<td>A, C, D, G, H</td>
</tr>
<tr>
<td>Promotion of Showers and Locker Facilities</td>
<td>Promote cycle showers for use by those travelling on foot</td>
<td>A, C, D, E, G, H</td>
</tr>
<tr>
<td>Promoting Benefits of Walking</td>
<td>Marketing the benefits of walking, focussing on most popular reasons in Travel Surveys</td>
<td>A, C, D, G, E, H</td>
</tr>
<tr>
<td>Improved Lighting</td>
<td>Providing improved lighting at City campuses to enhance the feeling of security to pedestrians</td>
<td>A, C, D, G, H</td>
</tr>
<tr>
<td>Personal Security Measures</td>
<td>Provision of personal security alarms and offering self-defence training to staff</td>
<td>A, C, D, G, E, H</td>
</tr>
<tr>
<td>Walking Buddy Scheme</td>
<td>Buddy scheme where walkers can meet up and arrange to walk to and from work together</td>
<td>A, C, D, G, H</td>
</tr>
</tbody>
</table>

### Review of Pedestrian Facilities

10.8 In the 2013 Travel Surveys, 52.8% of respondents who currently walk indicated that better pedestrian facilities would improve their commute to the University. Similarly, 19% of current car drivers indicated that improved facilities would encourage them to walk.

10.9 In the detailed comments section of the survey results, “more formal crossing facilities”, “more University entrances” and “less congestion at the Northampton Square Main Entrance” were given as measures that would encourage walking. It is considered that the current proposals to remodel pedestrian access arrangements, including the Main Entrance at Northampton Square will address these concerns directly. However, based upon the site audits, it is considered that the following additional pedestrian infrastructure improvements could be investigated:

- **Northampton Square Campus**
  - Trim trees on Sebastian Street to allow the street light to increase effectiveness
  - Make the raised footway into the site on the northern side of Ashby Street accessible to wheelchair users
  - Upgrade footway at northern side of Ashby Street at the Goswell Road Junction, with consideration for the following:
10.0 Measures to Encourage Sustainable Travel

- Tactile paving at crossing points
- New level paving slabs.

• Upgrade footway at Goswell Road Dallington Street junction, with consideration for the following:
  - Tactile paving at crossing points
  - New level paving slabs.

• Upgrade the footway at the Sebastian Street/ Berry Place junction, with consideration for the following:
  - Dropped kerbs at crossing points
  - Tactile paving at crossing points.

• West Smithfield Campus
  - Provide additional street lighting on eastern side of Montague Street
  - Upgrade footways at the two vehicle cross overs on the eastern side of Albion Way, with consideration for the following:
    - Tactile paving at crossing points
    - Dropped kerbs at crossing points.
  - Provide accessible route information to staff and student to inform wheel chair users’ that Bartholomew Close is not an accessible route; and
  - Sign a route to the West Smithfield main entrance to avoid areas such as the northeast corner of Albion Way as the footway narrows and pedestrians cross at a “blind” corner.

• Grays Inn Campus
  - Provide tactile paving on the eastern side on the carriageway at Red Lion Street/ High Holborn Junction
  - Remove Bollard at the end of Warwick Court
  - Align street furniture on Warwick Street to allow pedestrians to continue straight.

• 41 – 53 Goswell Road.
  - Upgrade footways at the St Johns Street/Berry Street junction, with consideration for the following:
    - Tactile paving at crossing points
    - Dropped kerbs
    - New level paving slabs.
10.0 Measures to Encourage Sustainable Travel

- Upgrade footways at the St Johns Street/Great Sutton Street junction, with consideration for the following:
  - Tactile paving
  - New level paving slabs.

Promotion of Showers and Locker Facilities

10.10 In the 2013 Travel Survey, 40.9% of respondents indicated that the provision of additional lockers and changing facilities would improve their commute to the University. While lockers are currently available, these are located at cycle storage areas and are therefore primarily promoted for use by cyclists. It is considered that, in tandem with potentially providing additional facilities to satisfy cyclists as discussed below, all changing and locker facilities should be marketed for the use of pedestrians given the proportion of current pedestrian commuters who would prefer more facilities.

10.11 In the 2013 Travel Survey, 18.8% of respondents indicated that the provision of showers would improve their commute to the University. As with changing and locker facilities, these are currently provided, but are predominantly for the benefit of cyclists. Therefore, it is considered that additional showers should be provided, which should be promoted for the benefit of both users, for example on walking maps or walking pages of the City website.

Promotion of Benefits of Walking

10.12 It has been noted that, since the 2010 Travel Plan, communications have taken place with staff regarding the benefits of walking, through Staff Wellbeing Day, newsletters and emails. It is considered that this measure could be built upon, to include students as well as staff, based upon the findings of the 2013 Travel Survey.

10.13 The 2013 survey indicated that 83.8% of those who currently walk to University do so due to convenience, with cost (65.8%) and health/fitness (34%) being the next most popular reasons, while “improved mood/mindset” was a common theme among the additional comments received. It is considered that these benefits could be made the focus of an advertising campaign to promote walking, which could potentially cite the results of the survey as evidence.

10.14 The health benefits of walking can be capitalised upon by supplementary measures such as the free provision or subsidised sale of pedometers. The “walking links” which are currently provided on the City website connecting to TfL’s walking pages and Islington LBC’s walking map could be supplemented by more health-focussed links, such as Walk4Life (www.walk4life.info). This is a UK government-funded website, which provides free progress and fitness trackers for everyday walking journeys, as well as information on
10.0 Measures to Encourage Sustainable Travel

walking events and a free walking smartphone application.

**Improved Lighting**

10.15 In the 2013 Travel Survey, 19% of current car users indicated that improved lighting and security would encourage them to walk to work more, and the desire for improved lighting was also a common theme noted in the “other” category from those respondents who walk already.

10.16 A detailed survey of all pedestrian routes during darkness should be used to inform locations of lighting improvements, which could be implemented alongside the pedestrian infrastructure improvements identified above.

**Personal Security Measures**

10.17 As indicated above, 19% of current car users indicated that improved lighting and security would encourage them to walk to the University. Potential measures to directly address personal security concerns could include the free provision of personal alarms, which can be purchased in bulk at a discount, to staff and/or students; and the promotion of self-defence classes. Self-defence classes could be offered as a free, targeted measure to all students and staff, or any existing classes already run by the University’s Sports Department could incorporate those wishing to walk to the University, for example, through the Walking Buddy Scheme below.

**Walking Buddy Scheme**

10.18 To supplement improved lighting and personal security measures, it is considered that a Walking Buddies Group can go some way to alleviating the security concerns demonstrated in the 2013 Travel Survey. A Walking Buddies Group should be open to all staff across the University, which would be a benefit for staff who may currently either be unsure of the best routes or may not feel safe walking alone (particularly in winter when it is dark on the way to and from work). Under the scheme, staff could put their names forward for the scheme, and they would be matched against others with a similar journey.

10.19 A free coffee or lunch could be organised on a quarterly basis so that walkers can meet, and form new buddy partnerships, and could be tied into a “Walk to Work Week” scheme.

**Encouraging Cycling**

10.20 The 2013 Travel Survey indicated that, across the University, 9.3% of staff travelled to the sites by cycle, and 5.5% of students.
10.0 Measures to Encourage Sustainable Travel

10.21 Table 10.2 below summarises the proposed initiatives designed to encourage cycling across the City sites and which of the objectives outlined in the previous section would be satisfied:

Table 10.2: Proposed Measures to Encourage Cycling

<table>
<thead>
<tr>
<th>Measure</th>
<th>Description</th>
<th>Objectives Satisfied</th>
</tr>
</thead>
<tbody>
<tr>
<td>Financial Incentives</td>
<td>Cycle discounts: negotiate discounts with local cycle retailers so that staff can easily access cycle accessories</td>
<td>B, C, D, E, G, H</td>
</tr>
<tr>
<td></td>
<td>Business mileage: encourage cycling for business trips getting agreement to cycle mileage payment, and publicising this to staff</td>
<td></td>
</tr>
<tr>
<td>Cycle Buddy Scheme</td>
<td>Buddy scheme where cyclists can meet up and arrange to cycle to and from work together.</td>
<td>B, C, D, G, H</td>
</tr>
<tr>
<td>Off-site Infrastructure</td>
<td>Working with the Borough Councils to seek improvements to offsite cycle routes/lanes</td>
<td>B, C, D, G, H</td>
</tr>
<tr>
<td>Improvements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Additional Cycle Storage</td>
<td>Improvements to current cycle parking where shelters can be erected and additional parking provided</td>
<td>B, C, D, E, G, H</td>
</tr>
<tr>
<td>Promotion of Changing and</td>
<td>Maximise usage of existing facilities by promoting awareness of their locations</td>
<td>B, C, D, E, G, H</td>
</tr>
<tr>
<td>Locker Facilities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Additional Showers</td>
<td>Identify areas where new showers can be provided</td>
<td>B, C, D, E, G, H</td>
</tr>
</tbody>
</table>

Financial Incentives

10.22 In the 2013 Travel Survey, respondents indicated that “cost” was the primary motive for choosing to cycle, with 85.6% of respondents indicating this reason. Therefore, it is considered that measures which focus on the financial benefits of cycling versus car, motorcycle, or public transport use, can provide a strong motivation for non-cyclists to change their travel habits. While these measures offer a saving to individuals, they do not necessarily incur a significant cost to the University.

10.23 Some potential financial incentives are as follows:

- Negotiate Cycle Discounts: experience with other Travel Plans suggests that cycle retailers, particularly independent stores, are often able to provide a discount to large organisations where a significant number of individuals are referred regularly. Clearly the high student roll number at the University would provide significant negotiating opportunity.
10.0 Measures to Encourage Sustainable Travel

- Business mileage: in a similar way as staff are typically reimbursed for using their own car for business purposes, a compensatory payment can be made to staff for choosing to cycle.

Cycle Buddy Scheme

10.24 While a Bicycle User Group (BUG) already exists at City, it is considered that this could be supplemented by an organised Cycle Buddy Scheme. Individuals would put their names forward for the scheme, and matched against others with a similar journey.

10.25 Members would be persuaded to meet each other at a mutually convenient time before they cycle together to avoid any complications. A free coffee or lunch could then be organised on a quarterly basis so that cyclists can meet, and form new buddy partnerships. This can be timed to coincide with BUG meetings, ensuring more involvement.

Off-site Infrastructure Improvements

10.26 In the 2013 Travel Survey, 50% of respondents indicated that improvements to the local cycle network would enhance their cycle commute to the University. The 2010 Travel Plan also identified the possibility of working with Borough Councils to seek improvements; however, no action has subsequently been undertaken in this regard. It is therefore considered that discussions should be instigated regarding targeted improvements which would enhance existing local provision. Based on the site audits, the following locations could be considered in the first instance:

- Provide cycle signage on the public highway running through all sites and campuses to connect with the TfL cycle routes in the vicinity
- Additional on-street cycle parking provision on Goswell Road
- Provide stands adjacent to the existing on-street provision at the Bunhill Row/ Lambs Passage junction near The Cass Business School
- Provide cycle parking at Bath Street building – potentially in place of existing on-street car parking bays.

Additional On-Site Cycle Storage

10.27 In the 2013 Travel Survey, while the majority of respondents indicated that they park at designated on-site or off-site cycle storage areas, 10% of respondents indicated that they park at “informal” non-designated areas, located on-site or close by. Furthermore, 47.8% of staff indicated that additional cycle parking would encourage them to cycle more, while 39.0% indicated that more secure cycle parking would encourage them to cycle more. Therefore, there is a demonstrable demand for additional cycle storage at the City Sites.
10.0 Measures to Encourage Sustainable Travel

10.28 Following the 2010 Travel Plan, a new covered shelter was installed at Northampton Square Campus; however, other existing facilities have not been expanded upon.

10.29 The site audits have identified that there is the potential to create additional cycle storage by using two-tiered cycle racks at the Northampton Square site, where there is already covered cycle storage parking provided in an underpass, located close to the main covered cycle store.

10.30 Based on the site audits, the following locations could also be considered for additional storage:

- Double-stacking existing provision at all existing locations at Northampton Square
- Provide new stands in Goswell Place
- At the West Smithfield campus, provide additional cycle parking in City car park alongside the existing 10 stands
- Double stack existing provision at rear of the Cass Building
- Provide additional cycle parking alongside the existing stands at Grays Inn
- Provide cycle parking at Goswell Road, potentially by renting space in the car park adjacent to the site.

Promotion of Changing and Locker Facilities

10.31 In the 2013 Travel Survey, 55.8% of respondents who cycle to the University indicated that the provision of additional lockers and changing facilities would enhance their cycle commute to the University. However, the results also indicated that only 17.8% of respondents use the facilities already provided. These results suggest a lack of awareness of the existing facilities, or potentially a quality issue with the existing facilities that discourage their use. Furthermore, a common theme in the additional comments provided by respondents was that information on the location of the existing showers, lockers and changing rooms should be provided.

10.32 Therefore, in the first instance, it is recommended that existing facilities should be promoted to all current cyclists, which can be done through the BUG, and via signage at cycle storage facilities. The BUG should also be consulted as to whether there are any aspects of existing facilities which currently discourage their use, and follow-up measures such as the siting of new lockers/changing rooms or the upgrading of existing ones should then be considered.

Promotion of Shower Facilities

10.33 Since the 2010 Travel Plan, a number of new showers have been provided, and some improvement of
10.0 Measures to Encourage Sustainable Travel

others has been undertaken. However, in the 2013 Travel Survey, 49.4% of staff indicated that additional showers would enhance their cycle commute to the University. Comments within the survey also indicated a desire for additional signage highlighting the locations of existing showers.

10.34 Therefore, the TPC should liaise with the University’s facilities team to identify additional locations where showers can be provided, which should ideally be within proximity of existing and new cycle storage.

Improving Public Transport Use

10.35 The 2013 Travel Survey indicated that, across the University, 80.9% of staff travelled to the sites by bus, tube, or train; and 74.7% of students.

10.36 Of the public transport modes, the tube was the most popular mode (26.2% staff, 37.6% students), followed by train (44% staff, 21.9% students), and bus (10.7% staff, 15.3% students).

10.37 Walking and cycling should be considered the “preferred” modes of travel due to their minimal environmental impact and the health benefits associated with these modes, and therefore it is recommended that the measures which are intended to encourage the use of these modes should be prioritised in this Travel Plan.

10.38 Notwithstanding the above, public transport is preferred over single or multiple occupancy car use, taxis or powered two wheelers, and therefore public transport is recognised as an important mode of travel particularly for longer journeys and journeys outside of peak times, when other vehicle-based modes may be attractive. Therefore, a number of measures have been proposed which will encourage public transport use, for appropriate journeys.

10.39 Table 10.3 below summarises the proposed public transport use initiatives designed to satisfy the objectives outlined in the section above.
10.0 Measures to Encourage Sustainable Travel

Table 10.3 Proposed Measures to Encourage Public Transport Use

<table>
<thead>
<tr>
<th>Measure</th>
<th>Description</th>
<th>Objectives Satisfied</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improved Bus Facilities</td>
<td>Liaise with TfL to provide improved waiting facilities at nearest bus stops, in view of popular services</td>
<td>D</td>
</tr>
<tr>
<td>Signage</td>
<td>Provide signage showing distance and time to the nearest bus, underground and rail stops</td>
<td>D</td>
</tr>
<tr>
<td>Promote National Rail and Eurostar Travel</td>
<td>Encourage staff to book trips on Eurostar for continental travel where this is appropriate</td>
<td>D, G</td>
</tr>
<tr>
<td>Visitor Ticketing</td>
<td>Investigate a Visitor Oyster card policy</td>
<td>D</td>
</tr>
</tbody>
</table>

Improved Bus Facilities

10.40 The 2013 Travel Survey indicates that 17.1% of respondents who currently travel by bus would have their journey improved by improved waiting facilities. For current car users, 15% of respondents indicated that improved waiting areas would encourage them to travel by public transport.

10.41 To this end, it is considered that there may be scope for upgrading existing infrastructure near to the City campuses should be investigated, which would require liaison with TfL. In particular, the Site Audits suggest the following specific areas could be considered:

- Provide real time information on the bus stops on Goswell Road (bus stops UN and US), City Road (bus stops UW and UV) and St Johns Street (bus stops UK and UF)
- Provide real time information, shelter and seating at bus stop UV on Little Britain
- Provide bus stop shelter, seating and real time information at bus stop BM, S and R on Chiswell Street and bus stop D and G on Finsbury Square.

Visitor Ticketing

10.42 In order to reduce the number of people travelling to City by car, visitors could be encouraged to purchase a ‘Visitor Oyster Card’ before they travel to the University. Visitor Oyster Cards work in a similar way as standard Oyster Cards, but are instead purchased for £18 in advance with £15 of pre-loaded credit. This means that visitors to the University can use their Oyster Card on arrival, and do not have the inconvenience of purchasing one upon arriving in London.
10.0 Measures to Encourage Sustainable Travel

10.43 Visitor Oyster Cards can be bought in bulk for a corporate discount which includes free worldwide delivery. The University could distribute these to visitors in order to encourage them to travel to City via public transport as opposed to the car. Alternatively, 'Visit Britain' in association with TfL, runs an online affiliate scheme whereby a link embedded on City University London’s website or via email could take the visitor to TfL’s online visitor shop to purchase a Visitor Oyster Card. After a designated number of sales, the University could receive a small amount of commission, which could be reinvested into continuing to promote sustainable modes.

**Signage**

10.44 Signage between the University sites and local Underground and train stations was proposed as a measure in 2010 Travel Plan, but has not subsequently been attempted.

10.45 The 2013 Travel Survey indicates that 50% of underground users currently use Angel Station, with the remaining usage spread across a number of stations. Similarly, 61.2% of respondents who travel by tube stated that they use the Northern Line. Therefore, signage directing staff and students to Angel station alone could capture a significant proportion of potential London Underground users.

**Eurostar Travel**

10.46 In view of the proximity of St Pancras International railway station, and in line with the University's desire to reduce carbon emissions under HEFCE Scope 3 guidance, it is proposed that Eurostar services should be promoted for all national and continental travel where possible.

10.47 Similarly, in light of the significant differences in CO2 emissions, staff could be encouraged to choose rail services over domestic air services, where possible. These measures could be reinforced by calculating an internal “carbon tax”, to represent the environmental cost of choosing to travel by air.

**Encouraging Car Sharing**

10.48 The 2013 Travel Survey indicated that, of the respondents who arrive at the University by car, 30% are dropped off. It is considered that there may be scope for increasing car sharing further, to a point where all cars travelling to the site are occupied by multiple people. It is noted that 33.3% of those who currently drive indicated that they did so due to a disability which affected their preferred method of travel. Therefore, it is considered that there is a quantum of respondents who may always need the use of a car. The impact of such car trips can be mitigated by the promotion of car sharing where possible.
10.0 Measures to Encourage Sustainable Travel

10.49 Furthermore, business travel, which was not captured by the survey, may offer additional opportunities for car sharing, in cases where public transport is not an option. Therefore, Table 10.4 below summarises the proposed car share initiatives designed to satisfy the objectives outlined in this TP.

**Table 10.4: Proposed Measure to Encourage Car Sharing**

<table>
<thead>
<tr>
<th>Measure</th>
<th>Description</th>
<th>Objectives Satisfied</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car Sharing Database</td>
<td>Promote internal scheme and/or “London liftshare” scheme.</td>
<td>D, G</td>
</tr>
<tr>
<td>Emergency Ride Home</td>
<td>Provide a guaranteed free emergency taxi ride home to car sharers who are let down by their sharing partner.</td>
<td>D, G</td>
</tr>
<tr>
<td>Sustainable Business Travel</td>
<td>Provide incentives to encourage staff to car share when travelling on business</td>
<td>D, G</td>
</tr>
</tbody>
</table>

**Car Sharing Database**

10.50 In order to co-ordinate car sharing, an electronic database can be used which can match up travellers planning the same or similar journeys, who would otherwise not know each other. Companies such as Lift Share Network specialise in working with large organisations to develop bespoke database systems.

10.51 Alternatively, an existing publicly-accessible car share database exists for Greater London, entitled “London liftshare” which is free to use. The service allows visitors to register their journey start and end points and find others with similar journeys. The site also includes a free cost calculator, to demonstrate the savings possible by car sharing. This service could be promoted at no capital cost, and could, for example, be easily included within the “Car” tab of the “Visit” pages on the City website. The site could also be promoted internally through the staff intranet.

**Emergency Ride Home**

10.52 In order to improve confidence in joining a car share arrangement, a free emergency ride home could be made available to staff who are let down by their regular car share partner. While there would be a cost to the University where this service is used, this may be offset in part by the reduction in car parking spaces required if car sharing proves to be popular.

**Sustainable Business Travel**

10.53 In order to encourage car sharing for business travel, staff should be encouraged to communicate business trips to relevant colleagues, with an incentive provided for staff sharing. This could include, for example, allowing both staff to claim business mileage, despite only one staff member driving.
10.0 Measures to Encourage Sustainable Travel

Other Measures

10.54 Table 10.5 below identifies any other generic initiatives which do not specifically fit into any previous category, or apply to multiple modes of transport:

Table 10.5: Other Proposed Measures

<table>
<thead>
<tr>
<th>Measure</th>
<th>Description</th>
<th>Objectives Satisfied</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport Awareness Week</td>
<td>A week aimed at promoting cycling, walking, and public transport across the University.</td>
<td>A, B, C, D, E, F, G, H</td>
</tr>
<tr>
<td>Transport Newsletter</td>
<td>Newsletter detailing all the relevant transport information to staff and students</td>
<td>A, B, C, D, E, F, G, H</td>
</tr>
<tr>
<td>Green Taxis</td>
<td>Make the selection of “green taxi” providers mandatory</td>
<td>D, E, G</td>
</tr>
<tr>
<td>Personalised Journey Planning (PJP)</td>
<td>Adjustments to existing PJP services available through the City website</td>
<td>A, B, C, G, H</td>
</tr>
</tbody>
</table>

Transport Awareness Week

10.55 In order to raise awareness of sustainable modes of travel, it is suggested that the University organises a ‘Transport Awareness Week’ aimed at promoting cycling, walking, and public transport. This could contain the following initiatives for each transport mode:

Walking
- Posters advertising the week
- Posters detailing the health and economic benefits associated with walking in comparison to private car use
- Posters detailing the threats of climate change, and transport’s contribution towards climate change.

Cycling
- Posters advertising the week
- Maps showing cycle routes
- Posters detailing the health and economic benefits associated with cycling in comparison to private car use
- Posters detailing the threats of climate change, and transport’s contribution towards climate change.
10.0 Measures to Encourage Sustainable Travel

Public Transport

- Posters detailing the health and economic benefits associated with public transport in comparison to private car use; and
- Posters detailing the threats of climate change, and transport's contribution towards climate change.

10.56 It is beneficial for the TP to encourage more cyclists and pedestrians to travel to and from the sites, but not at the cost of increased accidents. As part of Transport Awareness Week, staff could be encouraged to attend a cycle/pedestrian safety training session. This should be open to all employees.

10.57 In order to obtain maximum participants, the Transport Awareness Week should be held in the late spring/early summer time, when the weather is preferable and before the examination period.

Transport Newsletter

10.58 While it is acknowledged that communications have been good in respect of using existing newsletter, it is proposed that, in order to maintain engagement with the TP process, a University-wide newsletter or e-newsletter could be brought out every quarter, focusing specifically on transport.

10.59 The newsletter could include, but not necessarily be limited to;

- Infrastructure improvements: both recently completed and future
- TP monitoring updates
- Buddy Scheme event dates
- Any relevant public transport service information
- Stories of those who have changed their travel habits published to inspire others.

Green Taxis

10.60 It is acknowledged that "green taxis" are currently available at City University London sites, but their use is only optional. While taxi travel in general should be discouraged in favour of walking, cycling and public transport, it is proposed that the use of green taxi providers should be made mandatory, so as to minimise the CO2 impact of any residual taxi travel.

Personalised Journey Planning

10.61 Personalised Journey Planning is a service which provides information directly to those travelling on the options available for their individual journey. In general terms, this can include providing information on local...
10.0 Measures to Encourage Sustainable Travel

bus routes, directions to railway stations, and information on local walking and cycling routes, many of which are covered in the measures discussed above.

10.62 A further aspect of Personalised Journey Planning involves the use of IT systems to generate highly specific route maps and travel options for any given journey. It is noted that the existing City “Campus Map”/“Visit” webpage has tabs beneath the campus maps, with links to journey planning resources for different modes, including an integrated TfL tube journey planner. The full version of this tool is available at:

http://journeyplanner.tfl.gov.uk

10.63 The above tool is currently only shown under the “Tube” tab of the Campus Map web page; however, the full version of the tool allows users to select walking and cycling options, if short routes are available. This is a useful way of encouraging users to consider walking and cycling as options for a journey they might otherwise have only considered by public transport. To this end, it is proposed that the TfL tool should be supplemented with text encouraging users to select the “walking” and “cycling” options, to show routes by these modes.

10.64 Similarly, the “Plane” tab of the Campus Map page could be reworded to “international travel” and could include links to Eurostar information in addition to air travel information. This change of emphasis would be intended promote this mode as the preferred option, due to the environmental benefits over air travel, in line with HEFCE Scope 3 CO2 monitoring objectives.
11.0 Travel Plan Management Strategy

Introduction

11.1 DfT Good Practice Guidelines (“Delivering Travel Plans though the Planning Process, 2009), outlines six key messages regarding implementation and management, as follows:

- “Travel plans are living documents that need to be updated in the light of experience and sustained throughout the life of a development.
- At all times a named individual needs to be responsible for leading the delivery of the travel plan.
- The developer/occupier should take the lead in respect of delivering the site-specific elements of the travel plan.
- Local authorities need to establish robust databases of all travel plans in their areas.
- Post-implementation management arrangements must be identified and included in the travel plan.
- Transport Management Associations may be an appropriate mechanism for assisting with the

11.2 It is clear from the above that a Travel Plan (TP) document should be considered as merely the starting point of the TP process. The implementation of a TP is an on-going requirement and will require support and leadership in achieving its objectives.

Travel Plan Coordinator

11.3 The primary support and leadership for implanting a TP should come from an individual with a specific remit for delivering the measures proposed within the TP: the Travel Plan Coordinator (TPC).

11.4 Duties of the TPC include:

- Looking after the day to day operation of the plan
- Keeping all relevant databases, information, and administration up to date
- Liaising with appropriate partners
- Leading on the delivery of the TP
- Representing the human face of the TP
- Promoting the TP by explaining its purpose and opportunities
- Promoting individual measures in the TP
- Monitoring the TP
- Reviewing the TP using regular surveys.
11.5 Since 2004, City has had a TPC in place, under the title of “Environmental Officer”, whose contact details are as follows:

Dawn White
Environmental Officer
Property and Facilities
City University London
Northampton Square
London, EC1V 0HB
dawn.white.1@city.ac.uk
Telephone: 020 7040 8053

11.6 The current TPC has been responsible for implementing the previous measures described in Section 3, and it is considered that the TPC should continue to be responsible for implementing the additional measures proposed in this TP.

11.7 The existing TPC dedicates one day per week to TP duties, which is considered to be sufficient to continue to implement the measures proposed.

Steering Groups
11.8 The DfT Good Practice Guidelines also note the utility of “steering groups” which can be comprised of a range of stakeholders to input into either the Travel Plan as a whole, or specific areas. A Steering Group can, for example, include representatives from human resources, facilities, staffing committees, operations teams, communications teams, the Students’ Union, as well as the TPC. The advantage of a Steering Group is that opinions from a range of stakeholders can be obtained, and “buy in” across the organisation can be improved, particularly in contentious areas.

11.9 It is considered that there may be benefit in establishing Steering Groups to assist implementation in specific areas, such as cycling and public transport. This would potentially allow the inclusion of external stakeholders, such as service operators, into the process and would offer the potential for joint delivery where appropriate.
12.0 Delivery Management Plan

12.1 While the focus of a Travel Plan (TP) is on influencing the travel habits of individuals, it is recognised that there is scope to deliver benefits to a site through the effective management of delivery movements. Indeed, TfL’s “Travel Planning for New Developments in London” guidance was updated in 2011 to with the subheading “Incorporating Deliveries and Servicing”.

12.2 The benefits of effective delivery and servicing management include:

- Minimised impact on the local highway network at peak times
- Minimised delivery costs
- Minimised vehicle emissions
- Minimised conflict between road users within the site.

12.3 Generic measures which can achieve the above benefits include:

- Scheduling deliveries outside of peak hours
- Rationalising suppliers so that orders may be delivered together
- Promoting defined delivery routes and loading areas within the site.

12.4 In order to gain an understanding of current delivery operations, discussions were undertaken with the site managers at the individual University campuses. The following points were noted in relation to existing delivery management:

- The main Northampton Square Campus operates approximately 70 deliveries per week to the post room, plus seven refuse collections per week
- The Cass Business School and The City Law School operate ten refuse collections and three refuse collections each respectively, in addition to numerous individual deliveries
- Orders from suppliers are dealt with individually by different schools, who have a range of needs
- Deliveries generally occur between 7am and 5pm, and deliveries outside of these times are discouraged
- Access to the servicing/delivery ramp/bay at Northampton Square can cause delay to other deliveries during busy times
- There is no formal pre-booking system in place for the Northampton Square loading bay
12.0 Delivery Management Plan

- Access to the loading bay road at the Cass Business School is constrained, and large vehicles occasionally block access to adjacent buildings, resulting in a need to ask neighbours to move vehicles where there are multiple deliveries or contractors on site
- There are no services provided at present to direct deliveries to the correct City campus locations
- Most deliveries are delivered centrally to the post room (Northampton Square) or reception (Cass Business School; The City Law School) at each main site and redistributed, minimising the number of total deliveries to individual buildings
- There is no formal monitoring system in place to indicate whether couriers used are registered under FORS (the Freight Operator Recognition Scheme).

12.5 Deliveries should continue to be managed sensitively in respect of the surrounding area and pedestrian movements on site, particularly where changes to access arrangements may be proposed in future. In light of the above, the following specific measures should be considered:

- A booking system for deliveries to the Northampton Square loading area should be investigated
- A “one-stop” ordering system, such as supply chain could be used for all consumables throughout the University, minimising delivery numbers, and therefore vehicle movements, CO2 emissions and network impacts
- Deliveries should be scheduled to occur outside of peak network times (07:00 – 10:00 and 16:00 – 1900) wherever possible
- An “information for couriers” page should be provided within the University website travel pages, with locations of loading bays and recommended delivery times; all existing and new suppliers should be directed to this page on University stationary
- FORS (the Freight Operator Recognition Scheme) is a benchmarking scheme aimed at ensuring that fleet operators work lawfully and to best practice, including environmental practice. In line with TfL Travel Planning guidance, a target should be set for the percentage of delivery companies used which are members of FORS.
13.0 Communications Strategy

Introduction

13.1 The measures proposed in Section 10 of this TP consist of a mix of “stick” measures, where use of the private car is made less attractive, and “carrot” measures, where alternatives to the private car are made more attractive.

13.2 A clear and effective communication strategy can encourage the acceptance any “stick” measures, and can also promote awareness of “carrot” measures, and is therefore considered to be a vital step in ensuring the success of any TP.

Promotion of the TP

13.3 Promotion of the TP around the University should take the following forms:

- Produce TP information leaflet to promote the new TP
- Produce regular TP newsletter every six months
- Publicise the TP with posters in canteens and common areas
- Provide information on the TP to new staff and students
- Promote the TP in student/visitor “Getting Here” leaflets
- Produce a TP summary/information page on the University website.

13.4 It is noted that the University already provides links to a range of useful online travel tools located at the bottom of the “Campus Map” page of the City website. It is considered that these tools could be made more prominent as part of a broader “Travel” page on the website. This would provide a logical location for a hyperlink to the Travel Plan document.

Document Distribution

13.5 A version of this TP document and any subsequent TP review documents should be made readily accessible to staff, patients and visitors of the sites. In order to ensure this, the following strategy will be undertaken:

- Online publication of the document on City’s website
- Directions on how to access an online version of the TP sent as part of the staff induction/student welcoming process
- An email sent to staff with a link to the TP on the staff intranet.
14.0 Monitoring and Review

Introduction

14.1 Monitoring and review is of central importance to the progression of the TP. Good Practice Guidelines from the DfT state that:

“Monitoring and review are essential to ensure Travel Plan objectives are being achieved.”

14.2 However, too much monitoring and review of TPs is thought to be sub-standard and damaging to the overall effectiveness and impact of the document.

Targets

14.3 After reviewing the data from the travel survey results in Section 8, a series of targets can be established in order to encourage the overall modal shift to more sustainable forms of travel. These should consist of short, medium and long term modal shift goals. Table 14.1 below details the City TP staff travel targets:

Table 14.1 – City University London Staff Modal Shift Targets

<table>
<thead>
<tr>
<th>Travel Mode</th>
<th>Existing Modal Split Percentage</th>
<th>Short Term Target Modal Shift Change</th>
<th>Medium Term Target Modal Shift Change</th>
<th>Long Term Target Modal Shift Change</th>
<th>Total Target Modal Shift Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Occupancy Car</td>
<td>0.29%</td>
<td>+/-0%</td>
<td>+/-0%</td>
<td>+/-0%</td>
<td>+/-0%</td>
</tr>
<tr>
<td>Taxi</td>
<td>0.14%</td>
<td>+/-0%</td>
<td>+/-0%</td>
<td>+/-0%</td>
<td>+/-0%</td>
</tr>
<tr>
<td>Car Share</td>
<td>0.14%</td>
<td>+/-0%</td>
<td>+/-0%</td>
<td>+/-0%</td>
<td>+/-0%</td>
</tr>
<tr>
<td>Bus</td>
<td>10.74%</td>
<td>-1%</td>
<td>-2%</td>
<td>-2%</td>
<td>-5%</td>
</tr>
<tr>
<td>Underground</td>
<td>26.22%</td>
<td>-5%</td>
<td>-5%</td>
<td>-5%</td>
<td>-15%</td>
</tr>
<tr>
<td>Train</td>
<td>43.98%</td>
<td>-5%</td>
<td>-5%</td>
<td>-10%</td>
<td>-20%</td>
</tr>
<tr>
<td>Public Transport Total</td>
<td>80.94%</td>
<td>-11%</td>
<td>-12%</td>
<td>-17%</td>
<td>-40%</td>
</tr>
<tr>
<td>Walk</td>
<td>8.45%</td>
<td>+5%</td>
<td>+5%</td>
<td>+10%</td>
<td>+20%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>9.31%</td>
<td>+5%</td>
<td>+5%</td>
<td>+10%</td>
<td>+20%</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>0.72%</td>
<td>+1%</td>
<td>+1%</td>
<td>+1%</td>
<td>+/-0%</td>
</tr>
<tr>
<td>Other</td>
<td>-</td>
<td>+/-0%</td>
<td>+/-0%</td>
<td>+/-0%</td>
<td>+/-0%</td>
</tr>
</tbody>
</table>
14.0 Monitoring and Review

14.4 Table 14.2 below details the City TP student travel targets:

<table>
<thead>
<tr>
<th>Travel Mode</th>
<th>Existing Modal Split Percentage</th>
<th>Short Term Target Modal Shift Change</th>
<th>Medium Term Target Modal Shift Change</th>
<th>Long Term Target Modal Shift Change</th>
<th>Total Target Modal Shift Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Occupancy Car</td>
<td>0.53%</td>
<td>+/-0%</td>
<td>+/-0%</td>
<td>+/-0%</td>
<td>+/-0%</td>
</tr>
<tr>
<td>Taxi</td>
<td>0.32%</td>
<td>+/-0%</td>
<td>+/-0%</td>
<td>+/-0%</td>
<td>+/-0%</td>
</tr>
<tr>
<td>Car Share</td>
<td>0.10%</td>
<td>+/-0%</td>
<td>+/-0%</td>
<td>+/-0%</td>
<td>+/-0%</td>
</tr>
<tr>
<td>Bus</td>
<td>15.25%</td>
<td>-1%</td>
<td>-2%</td>
<td>-2%</td>
<td>-5%</td>
</tr>
<tr>
<td>Underground</td>
<td>37.59%</td>
<td>-5%</td>
<td>-5%</td>
<td>-5%</td>
<td>-15%</td>
</tr>
<tr>
<td>Train</td>
<td>21.87%</td>
<td>-5%</td>
<td>-5%</td>
<td>-10%</td>
<td>-20%</td>
</tr>
<tr>
<td>Public Transport Total</td>
<td>74.71%</td>
<td>-11%</td>
<td>-12%</td>
<td>-17%</td>
<td>-40%</td>
</tr>
<tr>
<td>Walk</td>
<td>18.5%</td>
<td>+5%</td>
<td>+5%</td>
<td>+10%</td>
<td>+20%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>5.52%</td>
<td>+5%</td>
<td>+5%</td>
<td>+10%</td>
<td>+20%</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>0.42%</td>
<td>+1%</td>
<td>+1%</td>
<td>+1%</td>
<td>+/-0%</td>
</tr>
<tr>
<td>Other</td>
<td>-</td>
<td>+/-0%</td>
<td>+/-0%</td>
<td>+/-0%</td>
<td>+/-0%</td>
</tr>
</tbody>
</table>

14.5 The travel surveys indicated that car use for both staff and students can be considered to be low, with a high proportion of public transport use demonstrated for both categories of respondent. While public transport provides a more sustainable alternative to private car use, within Central London there are capacity restraints on public transport provision, particularly London Underground services. To this end, the focus of the above targets is to increase the proportion of the most sustainable modes: walking and cycling, while reducing public transport usage correspondingly.

14.6 The targets for each public transport mode have been weighted according to the capacity constraints on each mode. In addition, it is recognised that there will remain a demand for public transport usage, particularly for staff, who travel to the area from a wide catchment, as demonstrated by the GIS postcode plotting detailed in Section 8. To this end, the targets for reducing travel by Underground are greatest, while the targets for reducing travel by bus are more modest.
14.0 Monitoring and Review

Monitoring

14.7 The monitoring of travel behaviour is essential to measure progress towards the objectives outlined in the Introduction. Therefore an annual travel survey should be scheduled in order to effectively monitor the traffic impact of the developments. The TPC would arrange for travel surveys at each site commencing one year after the initial surveys and at 12 month intervals thereafter.

14.8 On-going travel surveys can be based upon the surveys designed for inclusion within this TP. However, it may be appropriate to tailor surveys to ascertain views on specific proposed policies or the use of specific new measures. As a minimum, surveys should include a question concerning mode of travel, to allow progress against mode share targets in the following Section to be measured.

Annual Review

14.9 In order to record and communicate the progression of the TP, the TPC should produce an annual review report, which should, as a minimum, include the following:

- Reporting of progress against the targets set out Table 14.1 and Table 14.2
- Provision of information relating to new initiatives introduced
- Provision of information on proposed initiatives due for implementation
- Details of relevant external transport-related news (e.g. new local bus services, new local cycle infrastructure).
**15.0 Action Plan and Budget**

**Introduction**

15.1 In order to maximise the value of the TP measures and to achieve the targets set out in the previous section, it is important to establish a clear timetabled Action Plan. This is intended to ensure that the steps to implementing each measure are thought thorough in detail.

15.2 It is also important to ensure that appropriate funding is made available to ensure that the TP can continue to be implemented on the same basis in future, particularly as there may be a capital cost associated with some measures.

15.3 The proposed Action Plan is set out in Table 15.1 on the following page.

**Timescales**

15.4 In respect of timescales “short-term” has been used to refer to measures to be implemented within 12 months of the TP being adopted; “medium-term” refers to the next two to five years; and “long term” refers to the period beyond the next five years. “On-going” measures are expected to need constant support and input from the TPC during the course of their implementation.

**Budget**

15.5 The anticipated relative cost of each TP measure has been set out in Table 15.1. Those categorised as “low” primarily involve only stationary costs and the cost of staff time. Those categorised as “medium” would be expected to cost under approximately £10,000. Costs categorised as “high” would be expected to cost £10,000 or more to implement.

15.6 Funding should continue to be made available not only for the implementation of the measures proposed in this TP, but also for their management and communication. As identified in Sections 13 and 14, the communication and management of a TP is best undertaken by a TPC, and funding should continue to be made available for the provision of this role.

15.7 In addition to freeing up finance for health care spending, one of the justifications for introducing parking charges is that the resulting revenue should be spent on providing alternatives to the private car. Therefore, if parking charges are increased to such a level as to generate a surplus (i.e. a “profit”), this should be allocated in the first instance to funding some of the measures proposed in this TP.
## 15.0 Action Plan and Budget

### Table 16.1: Action Plan

<table>
<thead>
<tr>
<th>Measure</th>
<th>Reference Number</th>
<th>Actions</th>
<th>Benefit</th>
<th>Timescale</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Obtain detailed cost estimates for the following improvements:</td>
<td></td>
<td></td>
<td>Medium-High (Depending on number of improvements implemented)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Trim trees on Sebastian Street to allow the street light to increase effectiveness.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Make the raised footway into the site on the northern side of Ashby Street accessible to wheelchair users.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Upgrade footway at northern side of Ashby Street at the Goswell Road Junction, with consideration for the following:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Tactile paving at crossing points; and</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>New level paving slabs.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Upgrade footway at Goswell Road Dallington Street junction, with consideration for the following:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Tactile paving at crossing points; and</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>New level paving slabs.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Upgrade the footway at the Sebastian Street/ Berry Place junction, with consideration for the following:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Dropped kerbs at crossing points; and</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Tactile paving at crossing points.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A1</td>
<td>1</td>
<td>Assess deliverability of above, based on detailed cost estimates</td>
<td>Improve the attractiveness of walking routes, and the accessibility of the site on foot to all staff, students and visitors</td>
<td>Long-term</td>
<td>Medium-High (Depending on number of improvements implemented)</td>
</tr>
<tr>
<td>A2</td>
<td>2</td>
<td>Liaise with Local Authority regarding feasibility of deliverable improvements</td>
<td>Improve the attractiveness of walking routes, and the accessibility of the site on foot to all staff, students and visitors</td>
<td>Medium-High (Depending on number of improvements implemented)</td>
<td></td>
</tr>
<tr>
<td>A3</td>
<td>3</td>
<td>Appoint highway consultant or local authority to design and implement improvements, as necessary</td>
<td>Improve the attractiveness of walking routes, and the accessibility of the site on foot to all staff, students and visitors</td>
<td>Medium-High (Depending on number of improvements implemented)</td>
<td></td>
</tr>
<tr>
<td>A4</td>
<td>4</td>
<td>Obtain detailed cost estimates for the following improvements:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A5</td>
<td>1</td>
<td>Provide additional street lighting on eastern side of Montague Street.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Upgrade footways at the two vehicle cross overs on the eastern side of Albion Way, with consideration for the following:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Tactile paving at crossing points; and</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## 15.0 Action Plan and Budget

| A6  | 2 | Assess deliverability of above, based on detailed cost estimates |
| A7  | 3 | Liaise with Local Authority regarding feasibility of deliverable improvements |
| A8  | 4 | Appoint highway consultant or local authority to design and implement improvements, as necessary |

### Review of Pedestrian Facilities: Grays Inn Campus

| A9  | 1 | Obtain detailed cost estimates for the following improvements: |
|     |   | • Provide tactile paving on the eastern side on the carriageway at Red Lion Street/ High Holborn Junction; |
|     |   | • Remove Bollard at the end of Warwick Court; |
|     |   | • Align street furniture on Warwick Street to allow pedestrians to continue straight. |

**Improve the attractiveness of walking routes, and the accessibility of the site on foot to all staff, students and visitors**

Long-term

Medium-High (Depending on number of improvements implemented)

| A10 | 2 | Assess deliverability of above, based on detailed cost estimates |
| A11 | 3 | Liaise with Local Authority regarding feasibility of deliverable improvements |
| A12 | 4 | Appoint highway consultant or local authority to design and implement improvements, as necessary |

### Review of Pedestrian Facilities: 41 – 53 Goswell Road

| A13 | 1 | Obtain detailed cost estimates for the following improvements: |
|     |   | • Upgrade footways at the St Johns Street/Berry Street junction, with consideration for the following: |
|     |   | • Tactile paving at crossing points; |
|     |   | • Dropped kerbs; and |
|     |   | • New level paving slabs. |
|     |   | • Upgrade footways at the St John Street/Great Sutton Street junction, with consideration for the following: |
|     |   | • Tactile paving; and |
|     |   | • New level paving slabs. |

**Improve the attractiveness of walking routes, and the accessibility of the site on foot to all staff, students and visitors**

Long-term

Medium-High (Depending on number of improvements implemented)
## 15.0 Action Plan and Budget

<p>| | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A14</td>
<td>2</td>
<td>Assess deliverability of above, based on detailed cost estimates</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A15</td>
<td>3</td>
<td>Liaise with Local Authority regarding feasibility of deliverable improvements</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A16</td>
<td>4</td>
<td>Appoint highway consultant or local authority to design and implement improvements, as necessary</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A17</td>
<td>1</td>
<td>Give locations of existing showers and lockers on the walking pages of City website</td>
<td></td>
<td>Improve attractiveness of walking to University, especially over long distances</td>
<td>Short-Term</td>
</tr>
<tr>
<td>A18</td>
<td>2</td>
<td>Include lockers locations on updated walking maps for visitors and new staff/students</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A19</td>
<td>3</td>
<td>Promote walking as an option for long-distance journeys in the Transport Newsletter and during Transport Awareness week; with details of lockers locations</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A20</td>
<td>4</td>
<td>Review benefit of the improvements through a targeted question in future annual travel surveys</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A21</td>
<td>5</td>
<td>Respond to demand through subsequent measures such as providing further showers and lockers; restricting usage to registered long-distance walkers; or restricting usage to cyclists</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A22</td>
<td>1</td>
<td>Identify locations for new lighting on main pedestrian routes, based on an after-dusk site survey</td>
<td></td>
<td>Improve feeling of security across University. Reduced risk of accidents caused by slipping on ice or snow</td>
<td>On-going</td>
</tr>
<tr>
<td>A23</td>
<td>2</td>
<td>Highlight these improvements within Transport Newsletter and on website, citing the Travel Plan survey results suggesting that 19% of car users said this would encourage them to walk</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A24</td>
<td>3</td>
<td>Review benefit of the improvements through a targeted question in future annual travel surveys</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A25</td>
<td>4</td>
<td>If necessary, respond to survey results by discussing potential additional locations with Property and Facilities Department</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A26</td>
<td>1</td>
<td>Research cost of bulk purchase of personal security alarms; should be below £3 per unit</td>
<td></td>
<td>Improve feeling of security across University.</td>
<td>On-going</td>
</tr>
<tr>
<td>A27</td>
<td>2</td>
<td>Promote availability of alarms on website, in Welcome Packs, in Transport Newsletter, and during Transport Awareness Week. Other measures such as improved lighting can be mentioned alongside</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A28</td>
<td>3</td>
<td>Make personal alarms available in communal areas, e.g. reception desks, during Freshers’ Week</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A29</td>
<td>4</td>
<td>Investigate existing self-defence classes that may be available from City’s Sports Department; if no classes exist, investigate the costs of operating a programme</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A30</td>
<td>5</td>
<td>Provide opportunity for free classes to staff wishing to join, and market classes for students at lowest price possible (i.e. to cover costs only). Market on notice boards, on website travel pages, and in Welcome Packs.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A31</td>
<td>6</td>
<td>Review awareness and success of the alarms and classes through a targeted question in future annual travel surveys</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A32</td>
<td>7</td>
<td>Continue to provide/promote classes or explore alternatives as necessary following survey results</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Travel Plan
City University London
## 15.0 Action Plan and Budget

<p>| | | | | | |</p>
<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>Walking Buddy Scheme and Cycle Buddy Scheme</strong></td>
<td>A33</td>
<td>1</td>
<td>Advertise &quot;Walking Buddy Scheme&quot; and &quot;Cycle Buddy Scheme&quot; throughout University (on posters, emails, and walking pages of website)</td>
<td>Improve feeling of safety to those who walk; provide social opportunities to staff and students; improve integration between groups who would otherwise not mix</td>
<td>On-going</td>
</tr>
<tr>
<td></td>
<td>A34</td>
<td>2</td>
<td>Establish free coffee mornings during first week of scheme launch, book appropriate rooms in main campuses (i.e. Northampton Square, Cass Business School, Grays Inn Campus).</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>A35</td>
<td>3</td>
<td>Maintain database of registered walking and cycling buddies</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>A36</td>
<td>4</td>
<td>Provide on-going support for schemes, with mini &quot;relaunch&quot; every semester, including free coffee morning</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>A37</td>
<td>5</td>
<td>Establish opinions and awareness of the schemes in on-going annual travel surveys</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>A38</td>
<td>6</td>
<td>Amend promotion of the schemes as identified in the surveys</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Financial Incentives to Cycle</strong></td>
<td>A39</td>
<td>1</td>
<td>Contact a number of retailers, quoting the number of total students and staff at the University, and establish scope for discount on cycle sales</td>
<td>Reduce demand for parking, improve health and fitness of staff and students, potential cost savings of cycle mileage vs business mileage</td>
<td>On-going</td>
</tr>
<tr>
<td></td>
<td>A40</td>
<td>2</td>
<td>Agree full terms of any discounts available from retailers; publish summary list of discounts on City website travel pages and on flyers around University. Make full terms of any discounts available if requested</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>A41</td>
<td>3</td>
<td>Investigate Cycle Business Mileage Scheme by investigating examples of &quot;good practice&quot;, e.g. Lancaster University; and using free resources, e.g. chestercyclecity.org has cost calculators available which can be applied across the UK</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>A42</td>
<td>4</td>
<td>Draft Cycle Business Mileage Use policy and agree internally</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>A43</td>
<td>5</td>
<td>Promote Cycle Business Mileage scheme to all staff via flyers, welcome packs and on website. Include information on cycle scheme alongside any information given on car mileage policy, to encourage existing drivers to switch modes</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>A44</td>
<td>6</td>
<td>Monitor usage of the schemes and views in annual travel survey</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>A45</td>
<td>7</td>
<td>Amend payment levels, policy and promotion of Cycle Discounts and Cycle Business Mileage Scheme as necessary.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| **Off-Site Cycle Infrastructure Improvements** | A46 | 1 | Obtain detailed cost estimates for the following improvements:  
- Provide cycle signage on the public highway running through all sites and campuses to connect with the TfL cycle routes in the vicinity;  
- Additional on-street cycle parking provision on Goswell Road;  
- Provide stands adjacent to the existing on-street provision at the Bunhill Row/Lambs Passage junction near The Cass Business School; and  
- Provide cycle parking at Bath Street building – potentially in place of existing on-street car parking bays. | Improve the attractiveness, and potentially improve the safety of cycling routes | Medium-term | Medium-High (Depending on number of improvements implemented) |
## 15.0 Action Plan and Budget

<table>
<thead>
<tr>
<th>Action Number</th>
<th>Task Description</th>
<th>Medium-term</th>
<th>Medium-High (Depending on number of improvements implemented)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A47</td>
<td>Assess deliverability of above, based on detailed cost estimates</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A48</td>
<td>Liaise with Local Authority and TfL regarding feasibility of deliverable improvements, and potential locations for new signage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A49</td>
<td>Appoint highway consultant or local authority to design and implement improvements, as necessary</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Additional On-Site Cycle Storage

<table>
<thead>
<tr>
<th>Action Number</th>
<th>Task Description</th>
<th>Improvement</th>
<th>Medium-term</th>
<th>Medium-High (Depending on number of improvements implemented)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A50</td>
<td>Obtain quotations/feasibility assessments from cycle storage suppliers in the following areas:</td>
<td>Improve the attractiveness of cycling; alleviate demonstrable undersupply for cycle parking.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1. Double-stacking existing provision at all existing locations at Northampton Square;</td>
<td></td>
<td>Medium-term</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2. Provide new stands in Goswell Place;</td>
<td></td>
<td>Medium-High (Depending on number of improvements implemented)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3. At the West Smithfield campus, provide additional cycle parking in City car park alongside the existing 10 stands;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>4. Double stack existing provision at rear of the Cass building;</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>5. Provide additional cycle parking alongside the existing stands at Greys Inn; and Provide cycle parking at Goswell Road, potentially by renting space in car park adjacent to the site.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A51</td>
<td>Assess deliverability of above, based on detailed cost estimates</td>
<td></td>
<td>Medium-term</td>
<td></td>
</tr>
<tr>
<td>A52</td>
<td>Liaise with Local Authority and TfL regarding feasibility of deliverable improvements, and with landowners at Goswell Road car park.</td>
<td></td>
<td>Medium-High (Depending on number of improvements implemented)</td>
<td></td>
</tr>
<tr>
<td>A53</td>
<td>Appoint highway consultant or local authority to design and implement improvements, as necessary</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Promotion of Showers and Locker Facilities

<table>
<thead>
<tr>
<th>Action Number</th>
<th>Task Description</th>
<th>Improvement</th>
<th>Medium-term</th>
<th>Medium</th>
</tr>
</thead>
<tbody>
<tr>
<td>A54</td>
<td>Give locations of existing showers and lockers on the cycling pages of City website</td>
<td>Improve the attractiveness of cycling; provide for demonstrable demand for additional facilities.</td>
<td></td>
<td>Medium</td>
</tr>
<tr>
<td>A55</td>
<td>Include shower locations on updated walking maps for visitors and new staff/students</td>
<td></td>
<td>Medium-term</td>
<td></td>
</tr>
<tr>
<td>A56</td>
<td>Investigate usage of school-specific lockers for all students</td>
<td></td>
<td>Medium</td>
<td></td>
</tr>
<tr>
<td>A57</td>
<td>Review usage through a targeted question in future annual travel surveys</td>
<td></td>
<td>Medium-term</td>
<td></td>
</tr>
<tr>
<td>A58</td>
<td>Respond to demand through provision of additional lockers and showers, as necessary</td>
<td></td>
<td>Medium</td>
<td></td>
</tr>
</tbody>
</table>

### Improved Bus Facilities

<table>
<thead>
<tr>
<th>Action Number</th>
<th>Task Description</th>
<th>Improvement</th>
<th>Medium-term</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>A59</td>
<td>Implement improved bus facilities within the following areas:</td>
<td>Improve attractiveness of public transport usage to University, reduce demand for cycling.</td>
<td>Medium-term</td>
<td></td>
</tr>
</tbody>
</table>
## 15.0 Action Plan and Budget

<table>
<thead>
<tr>
<th>Action Code</th>
<th>Action</th>
</tr>
</thead>
</table>
| A60 2       | Highlight these improvements within Transport Newsletter and on website, citing the Travel Plan survey results suggesting that 15% of car users said that improved bus waiting facilities would encourage them to use public transport.  
- Provide real time information, shelter and seating at bus stop UV on Little Britain; and  
- Provide bus stop shelter, seating and real time information at bus stop BM, S and R on Chiswell Street and bus stop D and G on Finsbury Square. |
| A61 3       | Review benefit of the improvements through a targeted question in future annual travel surveys.  
- Provide bus stop shelter, seating and real time information at bus stop BM, S and R on Chiswell Street and bus stop D and G on Finsbury Square. |
| A62 4       | If necessary, respond to future survey results by discussing potential additional locations with TfL. |

### Visitor Ticketing

<table>
<thead>
<tr>
<th>Action Code</th>
<th>Action</th>
</tr>
</thead>
</table>
| A63 1       | Investigate Visitor Oyster Card affiliate scheme and corporate bulk purchase rates by contacting Visit Britain and TIL.  
- Improve attractiveness of public transport usage to University, reduce demand for parking. |
| A64 2       | Implement preferred Visitor Oyster Card scheme.  
- Review benefit of improvements through a targeted question in future annual travel surveys. |
| A65 3       | Review the take-up of the scheme in future monitoring reports by analysing online sales in the case of the affiliate scheme, or by analysing feedback from visitors in the case of a corporate bulk buy.  
- Review benefit of improvements through a targeted question in future annual travel surveys. |

### Public Transport Signage

<table>
<thead>
<tr>
<th>Action Code</th>
<th>Action</th>
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</thead>
</table>
| A66 1       | Identify locations for new signage towards Underground stations at all campuses, with particular reference to Angel Station as the survey indicated 50% of underground users used Angel Station, with 61% using the Northern Line.  
- Improve awareness of public transport, promote the University externally. |
| A67 2       | Obtain cost estimates for provision of signage.  
- Liaise with TfL for potential locations of signage at Underground stations, with particular emphasis on Angel station. |
| A68 3       | Obtain cost estimates for provision of signage.  
- Liaise with TfL for potential locations of signage at Underground stations, with particular emphasis on Angel station. |
| A69 4       | Appoint contractor to design and install signage, ideally with consistent “branding”.  
- Obtain cost estimates for provision of signage. |

### Promote National Rail and Eurostar Travel

<table>
<thead>
<tr>
<th>Action Code</th>
<th>Action</th>
</tr>
</thead>
</table>
| A70 1       | Advertise the proximity of London St Pancras station to the University, outlining the convenience and benefits of rail travel from major UK cities such as Glasgow and Manchester, and from Major European cities such as Brussels and Paris  
- Improve attractiveness of public transport usage to University, help reduce carbon emissions under the HEFCE Scope 3 guidance. |
| A71 2       | Actively promote the use of long distance train travel to the University rather than air travel via City University London’s website and email signatures to all visitors.  
- Actively promote the use of long distance train travel to the University rather than air travel via City University London’s website and email signatures to all visitors. |
| A72 3       | In future monitoring reports, investigate the viability of providing Visitor Oyster Cards to overseas visitors arriving into London via the Eurostar for free as an incentive.  
- Actively promote the use of long distance train travel to the University rather than air travel via City University London’s website and email signatures to all visitors. |

### Car Sharing Database

<table>
<thead>
<tr>
<th>Action Code</th>
<th>Action</th>
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</thead>
</table>
| A73 1       | Investigate the viability of providing an internal car-sharing database.  
- Reduce the demand for car parking spaces. |
## 15.0 Action Plan and Budget

<p>| | | | |</p>
<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td><strong>Emergency Ride Home</strong></td>
<td><strong>A74</strong></td>
<td>2</td>
<td>Following a review either provide and promote a private car-share scheme run by City University London or promote the existing popular scheme, London 'liftshare' across the university, improve integration between groups who would otherwise not mix</td>
</tr>
<tr>
<td></td>
<td><strong>A75</strong></td>
<td>3</td>
<td>Review the take-up and success of the chosen scheme through travel questions analysed in future monitoring reports</td>
</tr>
<tr>
<td></td>
<td><strong>A76</strong></td>
<td>1</td>
<td>Following the implementation of the preferred car sharing arrangement, arrange for a free emergency ride home for staff let down by their regular car share partner. Reduce the demand for car parking spaces across the university</td>
</tr>
<tr>
<td></td>
<td><strong>A77</strong></td>
<td>2</td>
<td>Review the effectiveness of the emergency ride home in encouraging lift shares through questions in future travel questionnaires</td>
</tr>
<tr>
<td><strong>Sustainable Business Travel</strong></td>
<td><strong>A78</strong></td>
<td>1</td>
<td>Advertise the importance of communication between staff in order to encourage lift shares when appropriate Reduce the demand for car parking spaces across the university</td>
</tr>
<tr>
<td></td>
<td><strong>A79</strong></td>
<td>2</td>
<td>Encourage the use of the car sharing database for business travel</td>
</tr>
<tr>
<td></td>
<td><strong>A80</strong></td>
<td>3</td>
<td>Review usage through a targeted question in future annual travel surveys</td>
</tr>
<tr>
<td><strong>Transport Awareness Week</strong></td>
<td><strong>A81</strong></td>
<td>1</td>
<td>Identify an appropriate date during spring/summer (before the examination period) for Transport Awareness Week Reduce demand for parking, improve health and fitness of staff and students, increase levels of safety, and increase the attractiveness of sustainable transport modes</td>
</tr>
<tr>
<td></td>
<td><strong>A82</strong></td>
<td>2</td>
<td>Produce promotional posters and maps</td>
</tr>
<tr>
<td></td>
<td><strong>A83</strong></td>
<td>3</td>
<td>Hold cycle/pedestrian awareness courses during the week</td>
</tr>
<tr>
<td></td>
<td><strong>A84</strong></td>
<td>4</td>
<td>Review the effectiveness of the week home in encouraging pedestrian and cyclist trips through questions in future travel questionnaires</td>
</tr>
<tr>
<td><strong>Transport Newsletter</strong></td>
<td><strong>A85</strong></td>
<td>1</td>
<td>Appoint a person to take ownership of a transport newsletter Increase the awareness of sustainable transport modes</td>
</tr>
<tr>
<td></td>
<td><strong>A86</strong></td>
<td>2</td>
<td>Build on the existing newsletter and establish a University-wide regular transport newsletter On-going</td>
</tr>
<tr>
<td></td>
<td><strong>A87</strong></td>
<td>3</td>
<td>Detail past and future events such as Transport Awareness Week, update travel surveys and provide real life inspirational stories</td>
</tr>
<tr>
<td><strong>Green Taxis</strong></td>
<td><strong>A88</strong></td>
<td>1</td>
<td>Investigate the usage of green taxis across the University Reduce the impact on the local environment and reduce carbon emissions, in line with HEFCE Scope 3 guidance</td>
</tr>
<tr>
<td></td>
<td><strong>A89</strong></td>
<td>2</td>
<td>If deemed appropriate, implement a green taxi scheme which encourages staff, visitors and students to travel via a green taxi instead of a regular one</td>
</tr>
<tr>
<td><strong>Review of University Website</strong></td>
<td><strong>A90</strong></td>
<td>1</td>
<td>Methodically review of City's website regarding journey advice. Increase awareness of sustainable transport modes</td>
</tr>
</tbody>
</table>

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### 15.0 Action Plan and Budget

<table>
<thead>
<tr>
<th>Action</th>
<th>Number</th>
<th>Description</th>
<th>Time Frame</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personalised Journey Planning</td>
<td>A91</td>
<td>Thoroughly review the University’s journey planning web pages</td>
<td>Short-Term</td>
<td>Low</td>
</tr>
<tr>
<td></td>
<td>A92</td>
<td>Implement changes to the website including adding walking and cycling options to the website via the outlined TFL tool, and changing the &quot;plane&quot; journey planning tab to an &quot;international&quot; journey planning tab to facilitate ferry and Eurostar links</td>
<td>Increase awareness of sustainable transport modes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A93</td>
<td>Promote the new changes on the website and through the newsletter</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Here, if you go to 'maps' in the top right hand corner you are given a 'plan your journey to City' option. The 'for Walking' option leads to the same page as the 'for cycling' and only contains cycle related information. Distance between campuses and length of journey should also be included, when direct in the walking or cycling option, to inform user of the proximity between sites.
## ATTrBuTe

<table>
<thead>
<tr>
<th>Travel plan name</th>
<th>City University London - 2013 Travel Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning application reference number</td>
<td>N/A</td>
</tr>
<tr>
<td>Name of travel plan author</td>
<td>Daniel Bimpson</td>
</tr>
<tr>
<td>Email address of travel plan author</td>
<td><a href="mailto:daniel.bimpson@curtins.com">daniel.bimpson@curtins.com</a></td>
</tr>
<tr>
<td>Telephone number of travel plan author</td>
<td>01612362394</td>
</tr>
<tr>
<td>Name of travel plan assessor</td>
<td>Daniel Bimpson</td>
</tr>
<tr>
<td>Job title/role of travel plan assessor</td>
<td></td>
</tr>
<tr>
<td>Plan Type</td>
<td></td>
</tr>
</tbody>
</table>

### The development

<table>
<thead>
<tr>
<th>Does the travel plan include details of the number of users expected on site (including employees, residents, deliveries and visitors)?</th>
<th>Section 8 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Does the travel plan include... a) full address of the development? b) contact details for the person responsible for preparing the travel plan?</td>
<td>Front cover and Section 13 2</td>
</tr>
</tbody>
</table>

### Policy

| Does the travel plan include reference to relevant national, regional and local / borough... a) transport and spatial policy? b) travel planning guidance? | Section 3 2 |

### Site assessment

| To what extent does the travel plan clearly describe the accessibility and quality of... a) existing transport networks? b) existing travel initiatives available to all users? | Sections 4 to 7 5 |

### Surveys

| Does the travel plan propose the following? a) TRAVL compliant site user travel and freight surveys? b) an agreed date with the borough for the surveys to take place? | Section 14 1 |
| Is a baseline modal split (actual trip numbers and percentage of all trips) estimated for the site? | Section 8 1 |

### Objectives

| Does the travel plan include objectives which reflect... a) Mayoral policy & strategic guidance? b) local / borough policy and guidance? c) the challenges and opportunities specific to the site? | Section 9 3 |

### Targets

<p>| Are there targets linking directly to each objective? | Section 14 1 |</p>
<table>
<thead>
<tr>
<th>Topic</th>
<th>Details</th>
<th>Section(s)</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Have targets been set for three and five years after occupation?</td>
<td>Section 11 and Section 14</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>TP Co-ordinator</td>
<td></td>
<td>3/3</td>
<td></td>
</tr>
<tr>
<td>Has a travel plan co-ordinator been identified or is there agreement upon when a co-ordinator will be in place?</td>
<td>Section 11</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Have the travel plan co-ordinator roles and responsibilities been made clear; and is the amount of time they will spend on the plan sufficient?</td>
<td>Section 11</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Measures</td>
<td>To what extent do the measures...</td>
<td>Section 10 - each measure related back to the TP objectives</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>a) support the objectives of the travel plan?</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>b) reflect the context of the site?</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Is an action plan provided which includes...</td>
<td>Section 15</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>a) short / medium / long term actions?</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>b) timescales and responsibilities?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Monitoring</td>
<td>Is a clear monitoring programme that adheres to the standardised approach included?</td>
<td>Section 14</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Is it clear who is responsible for monitoring?</td>
<td>Section 14</td>
<td>1</td>
</tr>
<tr>
<td>Securing and enforcement</td>
<td>Is it clear how the travel plan will be secured?</td>
<td>Section 15. NB that TP is already “in force” and already has funding</td>
<td>1</td>
</tr>
<tr>
<td>Funding</td>
<td>Has a sufficient budget been set for the...</td>
<td>NONE</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>a) travel plan co-ordinator post?</td>
<td></td>
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<td></td>
<td>b) measures?</td>
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<td></td>
<td>c) monitoring programme?</td>
<td></td>
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<tr>
<td></td>
<td>Have funding streams been identified for the...</td>
<td>NONE</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>a) travel plan co-ordinator post?</td>
<td></td>
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<td></td>
<td>b) measures?</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>c) monitoring programme?</td>
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<td></td>
</tr>
<tr>
<td>Total - PASS</td>
<td></td>
<td>37</td>
<td></td>
</tr>
</tbody>
</table>
This survey has been produced to obtain information on how staff and students currently travel to the University.

The information will be collated and used to update the University’s Travel Plan which aims to encourage sustainable travel while looking to improve journeys to and from the site.

At the end of the survey you will be able to submit your staff/student number to be entered into a prize draw to win a mini ipad. Only completed surveys will be accepted for the draw.

All comments will be treated confidentially. If you require any additional information or have any questions in relation to the survey please contact:

Dawn White
Environmental Officer
Property and Facilities Department
City University London
T: +44 (0)20 7040 8053
E: dawn.white.1@city.ac.uk

Section 1 – About You

Question 1).
Are you a member of University staff or a student? Please tick one box.

Staff [ ]
Student [ ]

Question 2).
What is your sex? Please tick one box.

Male [ ]
Female [ ]

Question 3).
What is your term-time postcode? Please enter in the boxes below.

Question 4).
Do you work/study at the University full-time or part-time? Please tick one box.

Full-time [ ]
Part-time [ ]
Question 5).

Typically how often do you travel to the University? Please tick one box.

- 1-3 days a week
- 4-7 days a week
- Once a fortnight
- Once a month
- Less frequently

Question 6).

Which University building do you mainly work/study at? Please tick one box only.

<table>
<thead>
<tr>
<th>Northampton Square</th>
<th>Cass</th>
<th>Grays Inn/Holborn</th>
<th>West Smithfield</th>
<th>Bath Street</th>
<th>Goswell Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Centenary</td>
<td>Bunhill Row</td>
<td>Atkin Building</td>
<td>Bartholomew Close</td>
<td>Fight for Sight Optometry Clinic</td>
<td>41-53 Goswell Road</td>
</tr>
<tr>
<td>College</td>
<td>24 Chiswell Street</td>
<td>Princeton Street</td>
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<tr>
<td>Drysdale</td>
<td>Longbow House (14-20 Chiswell Street)</td>
<td>Gray’s Inn Place</td>
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</tbody>
</table>
Question 7).

Are you required to travel to other University buildings during the course of a typical day? If yes, which one(s)? Please tick relevant boxes below.

<table>
<thead>
<tr>
<th>Northampton Square</th>
<th>Cass</th>
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</thead>
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<td>☐ Saddlers Bar</td>
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<tr>
<td>☐ University</td>
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</tbody>
</table>

Question 8).

What is your typical time of arrival at University? Please tick one box.

- Before 7am □
- 7-8am □
- 8-9am □
- 9-10am □
- 10-11am □
- After 11am □

Question 9).

What is your typical time of departure from University? Please tick one box.

- Before 3pm □
- 3-4pm □
- 4-5pm □
- 5-6pm □
- After 6pm □
Question 10).

What is the approximate distance between your term-time residence and the University? Please tick one box.

- Less than 1 mile
- 1-2 miles
- 3-5 miles
- 6-10 miles
- 11-15 miles
- Over 15 miles

Question 11).

During a typical day what is the approximate travel time between your term-time residence and the University? Please tick one box.

- Under 10 minutes
- 10-20 minutes
- 20-30 minutes
- 30-40 minutes
- 40-50 minutes
- 50-60 minutes
- Over 60 minutes

Section 2 – Your Travel Behaviour

Question 12).

On a typical day, what is your main mode of travel to access the site? i.e. the greatest distance covered. Please tick one box.

- Car Driver
- Car Passenger (with somebody else from the University)
- Car Passenger (with somebody outside of the University)
- Taxi
- Motorcycle / Moped
- Underground
- Train
- Bus
- Walk
- Cycle

[Go to Question 13]
[Go to Question 13]
[Go to Question 13]
[Go to Question 13]
[Go to Question 13]
[Go to Question 13]
[Go to Question 20]
[Go to Question 26]
[Go to Question 36]
[Go to Question 42]
[Go to Question 45]
Car Driver section

Question 13).

When you drive or car-share to the University where do you park? Please tick one box.

- On-site car park
- Public car park
- On-street parking
- Park and ride
- Dropped-off
- Other (please specify)

Please provide any additional information you think is relevant

Question 14).

Do you have any disabilities that affect your preferred method of travel? Please tick one box.

- No
- Yes

(Please provide any additional information you think is relevant)

Question 15).

Why do you use this mode of travel? Tick up to four boxes.

- Convenience
- Cost
- Satisfy work need/commitments
- Environmental reasons
- Other commitments
- Time saving
- Availability
- Personal Safety
- Health – Disability reasons
- Health – Fitness Reasons
- No access to public transport
- Other

Please provide any additional information you think is relevant
Question 16).

Which of the following changes would most encourage you to cycle to work? Please tick up to four boxes.

- Reduced travel distance
- Provision of Secure bike parking
- Safer route / roads
- Drying rooms and lockers at work
- Showers and changing rooms
- Advice or training on riding skills
- On-site cycle repair facilities
- Information on local cycle routes and infrastructure
- Another cyclist to show you a good cycling route to work
- Discounts/loans for purchase of cycle equipment
- Nothing would encourage me
- Other

Please provide any additional information you think is relevant

Question 17).

Which of the following changes would most encourage you to walk to work? Please tick up to four boxes.

- Reduced travel distance
- Safer crossing facilities on route
- Improved lighting/security
- Availability of storage lockers
- Improved shower and changing facilities
- Nothing would encourage me
- Other

Please provide any additional information you think is relevant

Question 18).

Which of the following changes would most encourage you to use public transport to or from work? Please tick up to four boxes.

- Subsidised/cheaper fares
- Interest free loans for season ticket purchase
- Up to date travel information available across the University
- More secure/better quality waiting areas
- Improved pedestrian links to station/bus stop
- Improved security on public transport
- More frequent and reliable services

Please provide any additional information you think is relevant
Less crowded services
Nothing would encourage me
Other

Please provide any additional information you think is relevant

Question 19).

As part of your journey to or from the University, do you use any of the additional modes of travel listed below? Please tick one box.

Bus
Train
Underground
None

[Go to Question 50]
City University London
Travel Plan Questionnaire

Motorcycle / Moped section

Question 20). When travelling to the University via motorcycle/moped where do you park? Please tick one box.

- On-site car park
- Public car park
- On-street parking
- Park and ride
- Dropped-off
- Other

Please provide any additional information you think is relevant

Question 21). Do you have any disabilities that affect your preferred method of travel? Please tick one box.

- No
- Yes

Please provide any additional information you think is relevant

Question 22). Why do you use this mode of travel? Tick up to four boxes.

- Convenience
- Cost
- Satisfy work need/commitments
- Environmental reasons
- Other commitments
- Time saving
- Availability
- Personal Safety
- Health – Disability reasons
- Health – Fitness Reasons
- No access to public transport
- Other

Please provide any additional information you think is relevant
Question 23).

Which of the following changes would most encourage you to cycle to work? Please tick up to four boxes.

- Reduced travel distance
- Provision of secure bike parking
- Safer route / roads
- Drying rooms and lockers at work
- Showers and changing rooms
- Advice or training on riding skills
- On-site cycle repair facilities
- Information on local cycle routes and infrastructure
- Another cyclist to show you a good cycling route to work
- Discounts/loans for purchase of cycle equipment
- Nothing would encourage me
- Other

Please provide any additional information you think is relevant

Question 24).

Which of the following changes would most encourage you to walk to work? Please tick up to four boxes.

- Reduced travel distance
- Safer crossing facilities on route
- Improved lighting/security
- Availability of storage lockers
- Improved shower and changing facilities
- Nothing would encourage me
- Other

Please provide any additional information you think is relevant

Question 25).

Which of the following changes would most encourage you to use public transport to or from work? Please tick up to four boxes.

- Subsidised/cheaper fares
- Interest free loans for season ticket purchase
- More secure/better quality waiting areas
- Improved pedestrian links to station/bus stop
- Improved security on public transport
- More frequent and reliable services
- Less crowded services

Go to Question 50
Nothing would encourage me  
Other  

Please provide any additional information you think is relevant

[Go to Question 50]
Underground Section

Question 26).
When travelling to the University via the Underground, which lines do you use? Please tick all relevant lines.

- Bakerloo
- Central
- Circle
- District
- Hammersmith & City
- Jubilee
- Metropolitan
- Northern
- Piccadilly
- Victoria
- Waterloo & City

Question 27).
When travelling to the University via the Underground, at which local station do you exit in order to access the University?

Question 28).
What, if any measures, could be undertaken to improve your journey to the University via the Underground? Please tick up to four boxes.

- Subsidised/cheaper fares
- Interest free loans for season ticket purchase
- More secure/better quality waiting areas
- Improved pedestrian links to station/bus stop
- Improved security on public transport
- More frequent and reliable services
- Less crowded services
- Nothing would encourage me
- Other

Please provide any additional information you think is relevant

Question 29).
Do you have any disabilities that affect your preferred method of travel? Please tick one box.
No ☐ 
Yes ☐

Please provide any additional information you think is relevant

........................................................................................................................................

**Question 30).**

Why do you use this mode of travel? Please tick up to four boxes.

- Convenience ☐
- Cost ☐
- Satisfy work need/commitments ☐
- Environmental reasons ☐
- Other commitments ☐
- Time saving ☐
- Availability ☐
- Personal Safety ☐
- Health – Disability reasons ☐
- Health – Fitness Reasons ☐
- Other ☐

Please provide any additional information you think is relevant

........................................................................................................................................

**Question 31).**

As part of your journey to or from the University, do you use any of the additional modes of travel listed below? Please tick one box.

- Bus ☐
- Train ☐
- None ☐

[Go to Question 50]
Train Section

Question 32).
When travelling to the University via train, what local Station do you exit at to access the site?

Question 33).
What, if any measures, could be undertaken to improve your journey to the University via train? Please tick all relevant boxes.

- Improved station facilities
- Improved frequency of services
- Less crowded services
- Improved costs associated with Underground travel
- Other

Please provide any additional information you think is relevant

Question 34).
Do you have any disabilities that affect your preferred method of travel? Please tick one box.

No
Yes

Please provide any additional information you think is relevant

Question 35).
Why do you use this mode of travel? Please tick up to four boxes.

- Convenience
- Cost
- Satisfy work need/commitments
- Environmental reasons
- Other commitments
- Time saving
- Availability
- Personal Safety
- Health – Disability reasons
- Health – Fitness Reasons
- Other (please specify)

[Go to Question 50]
Question 36).
When using the bus as your primary mode of travel to the University which bus service (route number) do you use? (e.g. 153).

Question 37).
Typically, when visiting the site by bus which street/road do you exit to access the University?

Question 38).
What, if any, measures could be undertaken to improve your journey to the University by bus? Please tick all relevant boxes.

- Improved waiting facilities
- Improved frequency of services
- Less crowded services
- Improved costs associated with bus travel
- Other

Please provide any additional information you think is relevant

Question 39).
Do you have any disabilities that affect your preferred method of travel? Please tick one box.

- No
- Yes

Please provide any additional information you think is relevant

Question 40).
Why do you use this mode of travel? Please tick up to four boxes.

- Convenience
- Cost
- Satisfy work need/commitments
- Environmental reasons
Other commitments
Time saving
Availability
Personal Safety
Health – Disability reasons
Health – Fitness Reasons
Other

Please provide any additional information you think is relevant

Question 41).

As part of your journey to or from the University, do you use any of the additional modes of travel listed below? Please tick one box.

Underground
Train
None

[Go to Question 50]
Walk Section

Question 42).

When walking is your primary mode of travel to the University what could be done to improve your journey? Please tick all relevant boxes.

- Improved pedestrian facilities
- Improved signage
- Provision of showers
- Provision of lockers and changing facilities
- Other

Please provide any additional information you think is relevant

Question 43).

Do you have any disabilities that affect your preferred method of travel? Please tick one box.

- No
- Yes

Please provide any additional information you think is relevant

Question 44).

Why do you use this mode of travel? Please tick up to four box.

- Convenience
- Cost
- Satisfy work need/commitments
- Environmental reasons
- Other commitments
- Time saving
- Availability
- Personal Safety
- Health – Disability reasons
- Health – Fitness Reasons
- Other

Please provide any additional information you think is relevant

[Go to Question 50]
City University London
Travel Plan Questionnaire

Cycle Section

Question 45).
When you cycle to work where do you park? Please tick one box.

- On-site designated cycle parking facilities
- On-site non-designated areas
- Off-site designated public spaces
- Off-site non-designated areas

Question 46).
Do you use the on-site changing and locker facilities available for registered University cyclists? Please tick one box.

- No
- Yes

Question 47).
Which of the following improvements would you like to see? Please tick all relevant boxes.

- Improved local cycle routes
- Additional cycle parking
- More secure cycle parking
- Provision of showers
- Provision of lockers and changing facilities
- Other

Please provide any additional information you think is relevant

Question 48).
Do you have any disabilities that affect your preferred method of travel? Please tick one box.

- No
- Yes

Please provide any additional information you think is relevant

Question 49).
Why do you use this mode of travel? Please tick up to four box.

Convenience  □
Cost □
Satisfy work need/commitments □
Environmental reasons □
Other commitments □
Time saving □
Availability □
Personal Safety □
Health – Disability reasons □
Health – Fitness Reasons □
Other □

Please provide any additional information you think is relevant

..........................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................................
If you are required to travel between University sites (excluding halls of residents) during the day what mode of transport would you typically use? Please tick one box.

- Car Driver
- Car Passenger
- Motorcycle
- Train
- Public bus
- Taxi
- Underground
- Walk
- Cycle

Thank you for your time.

Please enter your staff/student number for the chance to enter a draw to win a mini ipad. Your staff/student number can be found on your Id card.

Staff/Student No:..................................