

LSE Travel Plan

Report
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London School of Economics and Political Science
Our ref: 24465601

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London School of Economics and Political Science Travel Plan

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1 Introduction

Purpose for the Travel Plan

What is a Travel Plan?

- 1.1 A Travel Plan is a strategic and dynamic management tool designed to influence travel behaviour, encouraging the use of sustainable modes to access the University and halls of residence, to secure environmental benefits as well as improvements to health and wellbeing for staff and students.
- 1.2 The Travel Plan and the implementation of recommended actions will be managed through the Sustainable Leadership Board at the London School of Economics and Political Science (LSE). Further details on this are provided in Chapter 6.

Why do we need a Travel Plan?

- 1.3 This Travel Plan has been developed for LSE to:
 - Establish current mode share for journeys to and from the main campus, as well LSE-owned student halls of residence,
 - Use of onsite travel facilities, and where there are opportunities to improve existing facilities, and
 - Shift travel behaviours towards more sustainable modes.
- 1.4 Based on the results of the April 2023 Travel Survey, this document identifies clear actions and targets for improving facilities and achieving modal shift to support the University's target of achieving net zero carbon emissions by 2050.
- 1.5 While the University has previously undertaken travel surveys prior to the Covid-19 pandemic and already provides support to staff and students to travel sustainably, there is currently no up-to-date overarching Travel Plan or strategy in place. Travel and work patterns are likely to have changed since the Covid-19 pandemic, given the associated increase in remote work and study. LSE supports a flexible working culture for its staff, and this is outlined in the Flexible Working Policy and Procedure¹ (2022).
- 1.6 The Travel Plan is likewise required to ensure that there is a coordinated, strategic approach for existing and future development applications. This will be of particular importance where new development or refurbishment assumes introduction or changes to travel-related site facilities, and or is targeting development accreditations (e.g. BREEAM) where the presence of a Travel Plan is required.

¹ [fleWorPolPro.pdf \(lse.ac.uk\)](#)

How will the Travel Plan be used?

- 1.7 This Travel Plan will help to deliver the University's clear commitment to sustainability and minimising emissions from travel, contractors and deliveries, while providing facilities to enable students and staff to access sites by low-carbon means, as set out in the LSE Sustainability Policy (2023)².
- 1.8 The plan will be used by project teams for capital development projects and refurbishments, and to support BREEAM, WELL and SKA and other transport and sustainability assessments for University sites where applicable. These assessments have been made available separately.

Our approach to Sustainability and Travel

- 1.9 Sustainability is about "meeting the needs of the present without compromising the ability of future generations to meet their own needs"³. In the context of travel and movement, sustainability concerns reducing transport carbon emissions and managing travel facilities and provisions to ensure they meet the needs of staff and students and align with LSE's future plans for growth and expansion.

The University has set out its approach and commitment to responsible, sustainable action in the LSE 2030 Strategy and Sustainability Strategic Plan, as well as other relevant strategies and policy documents. These are considered below in terms of their relevance to the Travel Plan.

"The world faces unprecedented challenges to sustainable development, such as climate change, inequality, and political and social tensions. LSE will continue to work tirelessly to address these challenges through research, education, public engagement and our own campus operations"

- 1.10 The **LSE 2030 Strategy** outlines the University's guiding principles to building excellence from diversity and inclusion, achieve global impact and reach, and to ensuring a sustainable future. Focus is placed on sustainable campus operations, and the Strategy commits to championing sustainable design and practice, cutting carbon emissions and engaging with the LSE community on issues of sustainability.
- 1.11 The University's **Sustainability Strategic Plan** provides a framework to action the commitment of *Creating a Sustainable LSE* made in LSE's 2030 strategy. The Plan outlines the University's goal to reach net-zero emissions across all activities by 2050, and its adoption of a systematic approach to carbon management which measures, reduces and mitigates emissions. Since 2005, the University has already reduced the carbon emissions linked to their energy use by 44%. The Travel Plan must consider these emission reduction targets and will assist in informing the emissions trajectory for Scope 3 emissions (which include Transportation and distribution, business travel and employee commuting).
- 1.12 The **Sustainability Policy** builds on the measures outlined in the Sustainability Strategic Plan, and provides guiding aims and ambitions behind the six areas of focus as shown in Table 1.1.

² <https://info.lse.ac.uk/staff/divisions/estates-division/sustainable-lse/assets/documents/about/policies/LSE-Sustainability-Policy-1.pdf>

³ Brundtland Report (1987). United Nations.

Table 1.1: Sustainability Policy Focus Areas

Focus Area	Area Ambition
Education	Embedding sustainability across our teaching and learning experiences
Research	Shaping the global sustainability debate through our research
Our School: operations and estate	Becoming net-zero carbon and reducing our environmental impacts
Engagement and Leadership	Deepening public discussion on sustainability across the world
Investment	Making sustainability a key part of our investment decisions
Collaboration	Working in partnerships within LSE and externally

- 1.13 In regard to Operations, the policy aims for net zero emissions for energy use (scope 1 and 2) by 2030 and overall net zero for 2050 (scope 3), in alignment with the Strategic Plan. In particular, it identifies a need to “manage emissions from business travel, contractors and deliveries” while enabling students and staff “to access campus by low carbon means”. It likewise sets collaborative aims for improving local air quality, which would be aided by more sustainable transport being used in and around University sites. The focus on delivering these targets is taken into account during the development of the Travel Plan.

Broader Context

- 1.14 Being a predominantly central London University, the LSE main campus and the ways in which staff and students travel to it, is tightly integrated into the fabric and transport network of London as a whole. The transport and sustainability policy set by the Mayor of London and the actions taken by TfL can have a significant impact on the travel options available to campus and to the halls of residence.
- 1.15 The London **Mayor’s Transport Strategy** commits to increasing the mode share of trips made using sustainable transport to 80% by 2041, to achieve a 50% reduction in additional journey time of step-free routes compared to non-step-free routes, reducing all CO₂ emissions from London transport by 72%, among a series of other ambitious measures designed to improve sustainability, health and safety outcomes; these are likely to benefit staff and students travelling through London to the University.
- 1.16 The University can aim to ensure broad strategic alignment with the vision and goals of the Mayor’s Transport Strategy, and likewise look to leverage the opportunity to meet its own sustainability goals by exploring opportunities to work together with Transport for London and relevant local boroughs to improve transport provision and accessibility for its sites.

2 Vision, Objectives and Targets

Our Travel Plan Vision

2.1 The overarching vision for this Travel Plan is presented below:

“The London School of Economics will be a University that encourages and facilitates sustainable and accessible travel for all. Our goal is to cater to people’s specific travel needs where possible, and together with our staff and student community, deliver improvements that encourage healthier and greener journeys. We will maximise the benefits of our well-connected central London location to ensure that low carbon and sustainable transport is the preferred choice for travelling to our University.”

Travel Plan Objectives

2.2 A set of objectives have been designed to support the successful delivery of the vision. They help to focus the goals defined by the vision in a specific and pragmatic way. Objectives set out here link directly to actions and measures that are put forward later in this document.

Table 2.1: Travel Plan Objectives

	Description
Objective 1	Encourage active and sustainable travel for all by improving transport services and facilities across all sites.
Objective 2	Improve and maintain accessibility to support all users moving in and around our sites.
Objective 3	Maintain low private car and taxi mode shares for staff and students.
Objective 4	Encourage the use of low emission vehicles for deliveries, servicing and on-site management, to support the University’s mission towards net zero by 2050.
Objective 5	Enhance staff and student wellbeing by encouraging healthier and more active journeys.
Objective 6	Monitor the usage and experience of existing travel initiatives and facilities through ongoing engagement with staff and students.

Travel Plan Targets

- Maintain active travel (walking and cycling) main mode share above 27 per cent and reach 32 per cent by 2030.
- Increase staff walking main mode share to 10 per cent by 2030.
- Maintain low private car main mode share at under 1 per cent.
- At least 90 per cent of UK business trips are done using sustainable modes by 2027.
- Achieve and maintain staff and student satisfaction with on-site travel facilities above 60 per cent.

3 Our Sites and Travel Initiatives

Introduction

- 3.1 The University facilities are concentrated in one main campus in central London, while halls of residence for students are spread out more widely across inner London. This Travel Plan considers six halls of residence which are directly operated and managed by LSE. There are further halls of residence advertised by LSE that are managed by third parties; here the University has limited control over delivering changes to facilities.
- 3.2 The halls of residence considered in this Travel Plan are as follows:

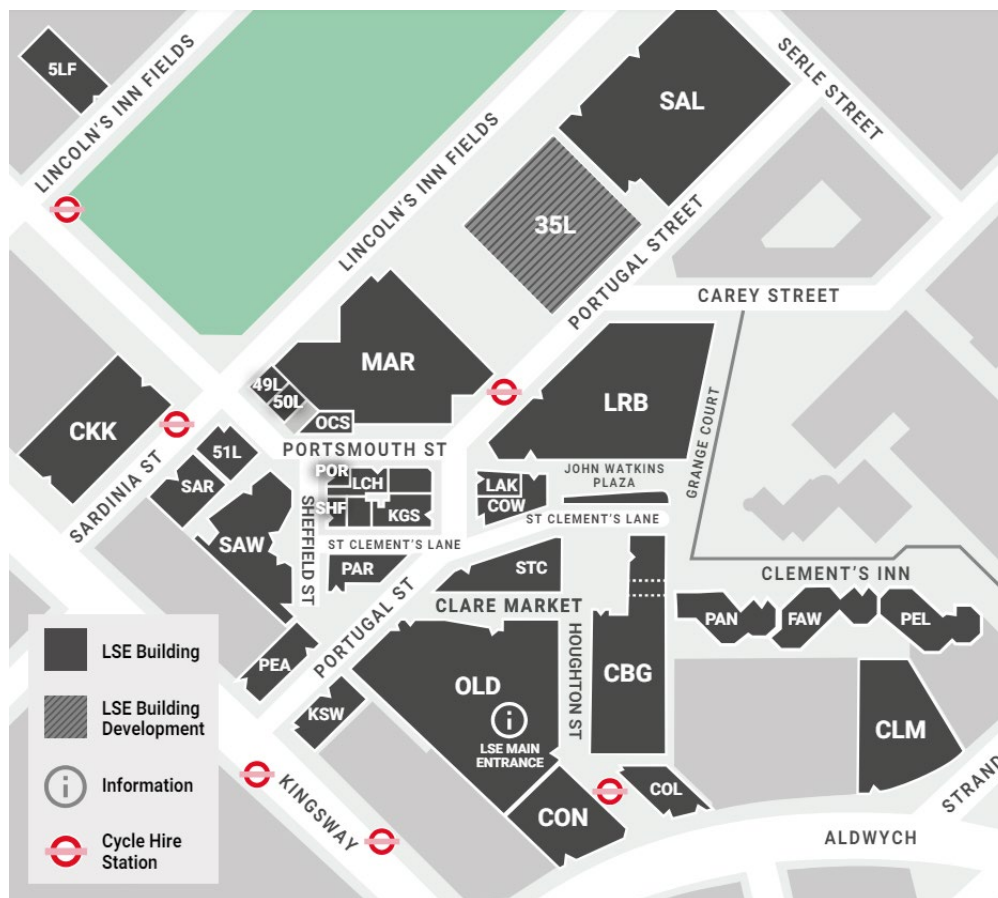
Table 3.1: Halls of residence

Site name	Address	Capacity (no. of students)
Bankside	24 Sumner St, London SE1 9JA	598
Butler’s Wharf	11 Gainsford St, London SE1 2NE	279
Carr Saunders	18-24 Fitzroy St, London W1T 4BN	160
Glengall Road	48 Glengall Road, London SE15, 6NF	676
High Holborn	178 High Holborn, London WC1V 7AA	432
Passfield	1-7 Endsleigh Pl, London WC1H 0PW	226
Rosebery (including Myddleton)	90 Rosebery Ave, London EC1R 4TY	339

Main Campus

- 3.3 The LSE main campus hosts all educational, research and administrative facilities for the University. The multi-building site is straddled by Kingsway to the west, Aldwych and the Strand to the south, Lincoln’s Inn Fields to the North and Serle Street to the east. The latest map of the main campus is shown in Figure 3.1 overleaf.
- 3.4 Most buildings on site are assigned a three-letter code for identification, which are used throughout Chapter 3. A full list of building acronyms and their corresponding names can be found in Appendix A.

Figure 3.1: LSE main campus map



Source: London School of Economics (2024)

Travelling to campus

- 3.5 The central location of the LSE main campus makes it a highly walkable and cyclable area. It is also well connected to other parts of central London and further afield by public transport.

Public transport

- 3.6 LSE can be easily accessed via the dense network of London Underground stations in central London. The nearest Underground stations are:
- Holborn (for the Piccadilly and Central lines) – approximately a five-minute walk away
 - Temple (for the District and Circle lines) – approximately a five-minute walk away
 - Charing Cross (for the Northern and Bakerloo lines) – approximately a ten-minute walk away
- 3.7 There are also a number of national rail stations nearby, offering good intercity and suburban connectivity for commuting staff and students. The nearest stations are:
- London Charing Cross (for Southeastern trains to south east London, Kent and East Sussex) – approximately a ten-minute walk away
 - London Blackfriars (for Thameslink and Southeastern trains to south London and towards Brighton, as well as Thameslink trains north towards Bedford, Peterborough and Cambridge) – approximately a fifteen-minute walk away

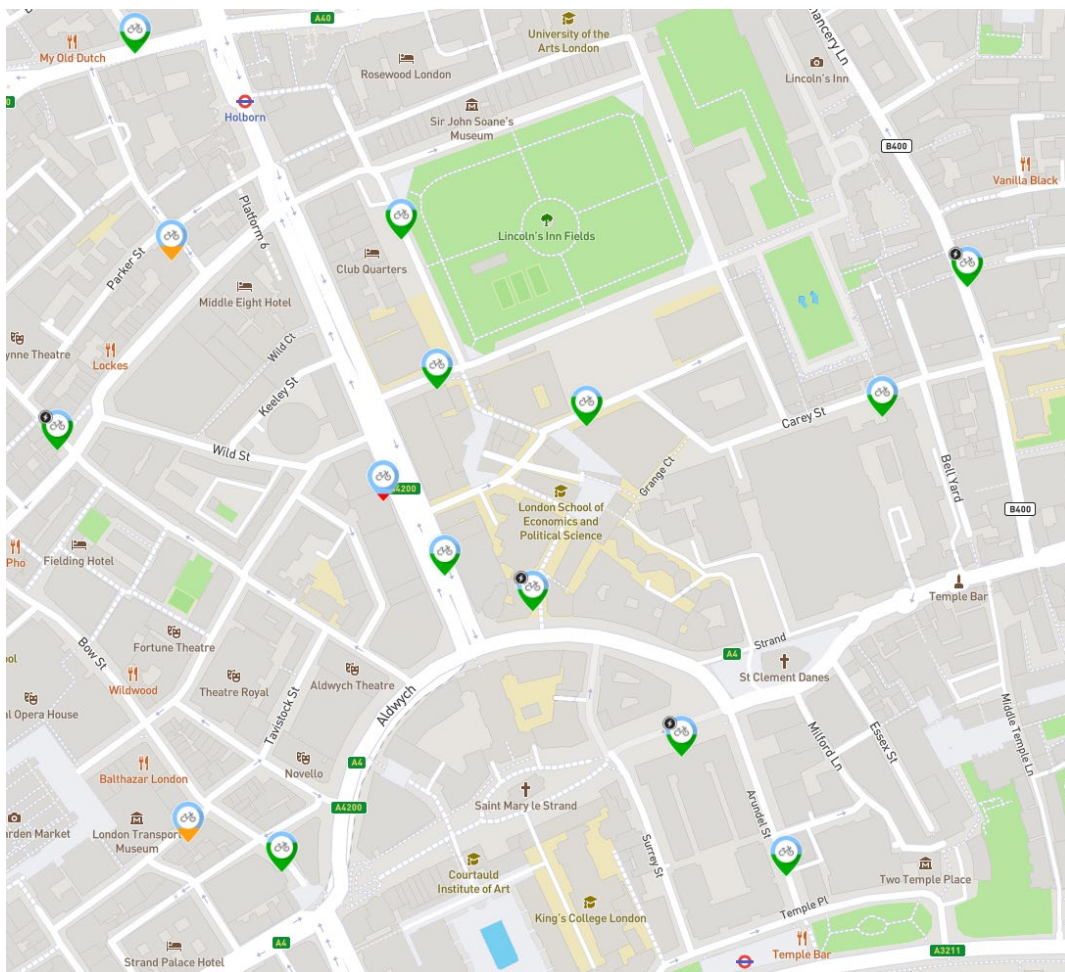
- City Thameslink (for the same Thameslink services as Blackfriars) – approximately a thirteen-minute walk, closed on weekends.

3.8 There is a dense network of high frequency bus routes serving the area, with access across Central London and further afield. The main campus area is served by the 1, 9, 11, 15, 23, 26, 59, 68, X68, 76, 87, 91, 139, 168, 172, 188, 243, and 341 bus services which all stop on or near Aldwych.

Active Travel

- 3.9 There are a number of TfL Santander Cycle stations in and around the main campus, including sites on Portugal Street (15 docks), Sardinia Street (22 docks), Houghton Street (15 docks) and Kingsway (48 docks including northbound and southbound locations). There are a number of additional sites within a five-minute walk of campus, with some sites accommodating electric Santander cycles; these provide added convenience and accessibility.
- 3.10 Moreover, various privately operated cycle and e-scooter hire schemes operate in the area, including Human Forest and Lime at the time of writing. These operators have looser restrictions on parking; therefore bikes and scooters may be found within a wider area along adjacent streets around the campus.

Figure 3.2: TfL Santander Cycle sites around the LSE main campus



Source: Santander Cycles TfL online map (2024)

Existing facilities on the main campus

Step-free access

- 3.11 All buildings on the main campus support complete step-free access, with the exception of the following:

Table 3.2: Main campus buildings without full step-free access

Location	Entrance	Access
KGS	Main Entrance	Stepped (all other entrances step-free)
POR	Main Entrance	Stepped (all other entrances step-free)
COW	Portugal Street	Stepped (all other entrances step-free)
KSW	Main Entrance	Stepped (portable ramp available from security, all other entrances step-free)
SHF	Main Entrance	Stepped (access via shop)

Facilities for cyclists

- 3.12 There are 540 open access cycle parking spaces available across campus; these are available for the general public as well as staff and students.
- 3.13 There are 503 cycle parking spaces available just for staff and students within LSE sites on the main campus; these include the following:

Table 3.3: Number of LSE owned cycle parking spaces on the main campus

Location	Number of stands
CKK	36
FAW	207
John Watkins Plaza	16
MAR G/B.1	244
Total	503

- 3.14 There is a significant number of personal lockers across the main campus, with a limited number of cycle lockers; these are present at the following locations:

Table 3.4: Number of personal lockers and cycle lockers on the main campus

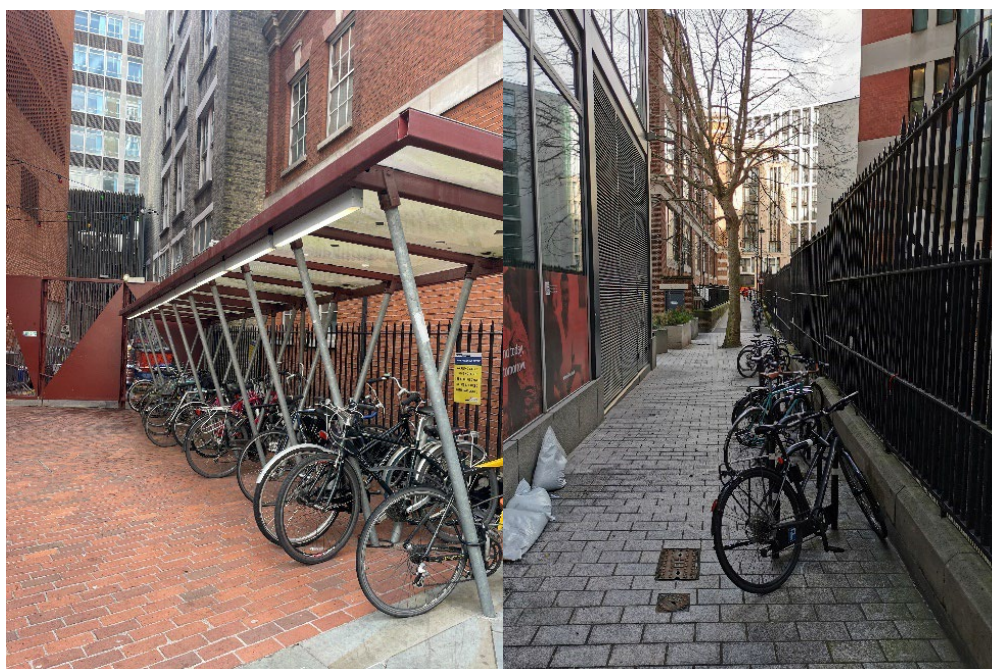
Location	Number of lockers
Personal lockers	
OLD B.27	1000
OLD B.10	140
SAW 2.05	90
CKK	40
Total	1270
Cycle lockers	
CKK B.05	In construction
MAR B1.04	10

- 3.15 There are 40 shower facilities across buildings on the main campus. In many instances, shower facilities can only be used by those staff and students who are assigned to work or study in that respective building. Facilities are located as follows:

Table 3.5: Number of shower facilities on the main campus

Location	Number of showers
CKK B.01	2
CKK B.03	2
FAW B.14-B.18a	5
CBG G.10	1
MAR B1.04	3
OLD B.15	2
OLDB.05	1
CLM B.02	1
LRB GF R.7	1
SAW 4.02A	7
SAW 4.02B	1
SAW 4.02C	7
LAK B.04	1
COW G.11	1
COW G.12	1
SAL B.35	2
SAL B.36	2
Total	40

Figure 3.3: Cycle Parking on site



Car parking provision

- 3.16 The University does not provide parking for staff and students at the main campus and car parking permits are not offered to staff or students at LSE. However, there are parking spaces in the area administered by Westminster City Council at the following location:

Table 3.6: On-street parking near the main campus

Location	Number of parking spaces
Lincoln's Inn Fields	57
Portugal Street	20
Kingsway	17
Carey Street	8
Serle Street	3
Sardinia Street	1

- 3.17 There is no surface parking provided for motorcycles by LSE, however a number of spaces are available for staff and contractors in the basement under Pankhurst House. These are managed by security through a formal reservation process. Parking sites outlined in Table 3.6 are also accessible to motorcycles.
- 3.18 There are currently four electric vehicle charging stations in proximity to the main campus, with two spaces at Lincoln's Inn Fields, and one space each at Sardinia Street and Carey Street.
- 3.19 There are seven Blue Badge holder spaces at the following locations:

Table 3.7: Blue badge holder parking spaces on the main campus

Location	Number of blue badge holder spaces
Portugal Street	3
Sheffield Street	1
Sardinia Street	1
Lincoln's Inn Field	2
Total	7

- 3.20 Car club facilities are present around the main campus area; however all are provided by third parties. The following car club sites are in place:
- Zip Car on Portugal Street (at campus) – hourly or daily fee;
 - Enterprise Car Club on 49 Bedford Row (0.5 miles away) – hourly, monthly, annual fee;
 - Enterprise Car Club in 20 Grenville Street (1 mile away) – hourly, monthly, annual fee.

Deliveries and servicing activity

- 3.21 While a full study of freight and servicing movements is outside of the scope of this Travel Plan, it is worth noting that a range of regular deliveries are made to buildings on the main campus.
- 3.22 The vast majority of delivery movements carried out using vans with capacity between 3.5 tons to 7.5 tons, however there are exceptions. There are eight regular daily catering deliveries to separate buildings on the main campus, all occurring between 04:00 and 16:00.

Postal deliveries also occur on a daily basis, with movements relating to cleaning and storage activities occurring on a weekly basis. Reprographics and the Library receive paper deliveries on average between five and ten times every month. The LSE General Store receives irregular deliveries of miscellaneous merchandise goods.

3.23 Across all campus buildings and waste types, there are 114.5 weekly collections which include dry and mixed recyclables, dry mixed glass, food waste, confidential paper, dry mixed cardboard and residual waste.

3.24 Key routes for delivery and servicing vehicles to enter and exit individual sites are shown below for each delivery destination on the main campus.

Table 3.8: Delivering and servicing entry and exit points at the main campus

Division	Location	Key routes
Reprographics (paper deliveries on pallets)	OLD G.28, Paper Room/ OLD G.29A Library Loading Bay	Enter and exit via Portugal Street or Houghton Street
Post room	OLD G.23	Enter and exit via Portugal Street or Clare Market
General waste collection/stores	Chen Kin KU	Enter and exit via Lincoln's Inn Fields
	Pethick-Lawrence House, Clement's Inn	Enter exit via Clement's Inn
	Gorger Alley, Portugal Streets	Enter and exit via Portugal Street
	Sir Arthur Lewis Building	Enter and exit via Lincoln's Inn Fields
	Saw Swee Hock Building	Enter and exit via Sheffield Street
	Centre Building	Enter and exit via Houghton Street
	The Marshall Building	Enter and exit via Lincoln's Inn Fields
Confidential Waste Collection	4 Portugal Street (OLD G.27)	Parking off street, or enter and exit via Portugal Street
Cleaning Services	3 Clements Inn (unmanned loading bay)	Enter and exit via 3 Clements Inn (PEL) via Aldwych
Catering	Garrick Restaurant (COL)	Enter and exit via Houghton Street
	Beveridge Café (CBG)	Enter and exit via Houghton Street or Portugal Street
	Plaza Café (John Watkins Plaza)	Enter and exit via Houghton Street or Portugal Street
	George IV Pub (28 Portugal Street)	Enter and exit via Portugal Street/or parking on Lincoln's Inn Fields and walk to Portsmouth Street
	Beavers Brew Café (MAR)	Enter and exit via Portugal Street
	Bean Counter (SAL)	Enter and exit via Portugal Street and Lincoln's Inn Fields
	LSE General Store (2-4 Portsmouth Street)	Enter and exit via Portugal Street
	Fourth Floor Restaurant (OLD)	Enter and exit via Portugal Street
	Staff Dining Room and Bar (5th floor, OLD)	Enter and exit via Portugal Street

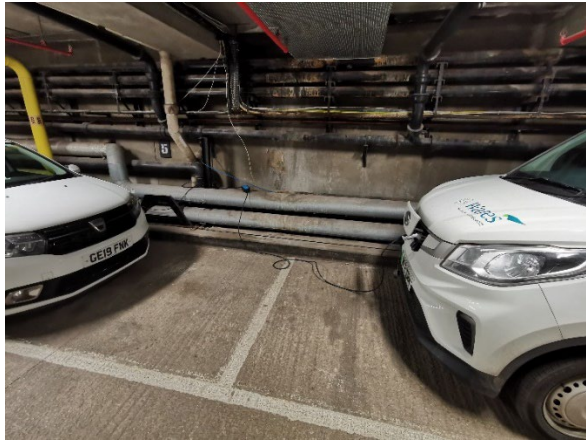
Further transport facilities and initiatives

- 3.25 A range of facilities and initiatives and shown within Table 3.9 overleaf. These include a high-level qualitative assessment of the strengths and weaknesses of current provision, and any opportunities identified for future improvements.

Table 3.9: Transport and Public Realm Initiatives

Facility	Strengths, weaknesses and future opportunities	Image / illustrative example
Wayfinding and Maps	• The presence of regular and clear maps across campus enhances the accessibility and ease of accessing the university. • Some wayfinding within buildings does not highlight shower, changing and drying facilities even though they exist. • Wayfinding towards gated cycle parking located on site of a particular building may not always be present or clear. • Advanced wayfinding can function alongside maps to further enhance the use of active travel from within the main campus.	
Cycle Parking	• Significant cycle parking capacity in a variety of locations across the main campus. • Many cycle parking locations are gated and not accessible to the general public, helping to reduce chance of bike theft. Some parking is sheltered. • As certain students/staff can only access certain buildings, other LSE cycle parking sites cannot function as 'overflow' if one building's cycle parking capacity has been met. • Opportunities for additional cycle parking to be installed to meet any increase in demand. It is recommended that any new cycle parking is both secure and sheltered.	

Facility	Strengths, weaknesses and future opportunities	Image / illustrative example
Cycle Repair Station	- Two bike maintenance locations exist on campus, one at the FAW/PAN basement, and another at the CKK basement, albeit the latter is currently in construction and therefore not accessible. - These facilities are weakened by their vulnerability to theft/stolen items. This could be addressed by implementing CCTV and/or placing maintenance stations in locations with more passive surveillance / movement of people. If provisions are reliable, repair stations across campus could encourage greater uptake of cycling and confidence in bike usage. - Bike maintenance stations are currently not present in wayfinding and bike users are unlikely to be aware unless they are informed directly or via comms.	

Facility	Strengths, weaknesses and future opportunities	Image / illustrative example
Public Realm Improvements	• There are current plans to redevelop the public realm and to pedestrianise Portugal Street. • The opportunity to pedestrianise roads near campus will create a reformed, safer and more accessible public realm. • Portugal Street is currently used as an entry and exit point for a large number of delivery and servicing movements. Any pedestrianisation would either need to carry over existing exceptions for deliveries or provide alternative access arrangements. If the former option is chosen, the public realm must be redesigned in such a way as to not impede access of goods vehicles along this street.	
EV charging	• There is limited capacity of electric vehicle charging at LSE, with some charging points located in basements. • While there is opportunity to increase provision and formalise some charging points, there is little demand from this perspective of staff and students due to the central London location. • However, this would be beneficial from the perspective of supporting a more electrified vehicle fleet for contractors and suppliers.	

Halls of Residence

3.26 Table 3.10 outlines the variety of facilities available at the six LSE-operated halls of residence, with the number of facilities and further detail provided where the information was available.

Table 3.10: Halls of Residence staff and student facilities

*Glengall Road is a new mixed-use site and hall of residence that is currently under construction.

Item	Bankside House	Butlers Wharf	Carr Saunders	High Holborn	Passfield Hall	Rosebery Hall
Student capacity	598	279	160	432	226	339
Staff capacity	9	4	3	4	4	4
Cycling						
University cycle parking provided on site	20	40	23 (only 5 in use currently)	7	8 for staff, 10 for students	20
Students per cycle parking space	1 space per 30 students	1 space per 7 students	1 space per 7 students (if all are in use)	1 space per 62 students	1 space per 23 students	1 space per 17 students
Cycle lockers	None	None	None	None	None	None
Personal lockers	29 (staff only)	Some for housekeeping and maintenance	None	None	None	None
Showers, changing and drying facilities	✓	✓	✓ (in rooms only)	✓ (in rooms only)	✓ (in rooms only)	✓ (residents only)
Bike maintenance facilities	1	1	None	None	None	None
Pavements on roads surrounding site	✓	✓	✓	✓	✓	✓
Formal pedestrian crossings near site entrance	None, however it is a quiet road	None, however it is a quite road	✓	✓	None	✓

Item	Bankside House	Butlers Wharf	Carr Saunders	High Holborn	Passfield Hall	Rosebery Hall
Obstacles for travelling with prams/young children	None identified	Narrow pavements especially when combined with street furniture can be difficult for prams	No step-free access from main entrance	None identified	None identified	None identified
Vehicle Parking						
Car parking provision	32	None	✓	3 spaces for contractors and staff	3 spaces for contractors and staff	Short stay for contractors (overlap with loading bays)
Student and staff registration for car parking permits	Short-term parking allowed with permission; student-only fee £10 for 24 hrs	None	None	None	None	None
Blue badge holder spaces	1	None	None	None	None	None
Electric vehicle charging	No official provision	None	None	None	None	None
Delivery and Servicing						
Loading bays	2	1	None	None		2
Presence of regular deliveries	Daily	Daily	Daily	Daily	Daily	Daily
Waste collection facilities	Waste stored in loading bay behind the restaurant. General waste	Waste bins stored in basement waste storage room and collected via site	External bins are located in the car park. General waste collected three times per	All bins are located in the car park. General Waste collected daily	External bins located adjacent to Taviton Street. General waste collected three	Waste bins stored in basement Waste storage room to be collected in site

Item	Bankside House	Butlers Wharf	Carr Saunders	High Holborn	Passfield Hall	Rosebery Hall
	collected via skip twice per week, food waste collected three times per week and recycling collected once a week. Permanent skip located on site for bulky waste and collected on fortnightly schedule.	loading bay. General waste collected twice a week. Food waste and recycling once a week.	week. Recycling and food waste once per week. .	Monday – Friday. Recycling collected twice per week and food waste collected once per week.	times per week. Recycling and food waste once per week.	loading bay. General waste collected twice per week, recycling collected three times per week and food waste collected one per week.
Key freight vehicle routes to and from site	Freight vehicles enter the site via Southwark Street, then Great Guildford Street (on the east side of the building) and turn left down Zoar Street (behind the building).	Through barrier at back of the building		The car park gate is at the front of the building by the main entrance.		
Accessibility⁴						
Ramps	3	1	2	None	1	1

⁴ Further details on accessibility at each site are provided in the access guides by AccessAble at: https://www.accessable.co.uk/organisations/london-school-of-economics/access_guides?vtag=false

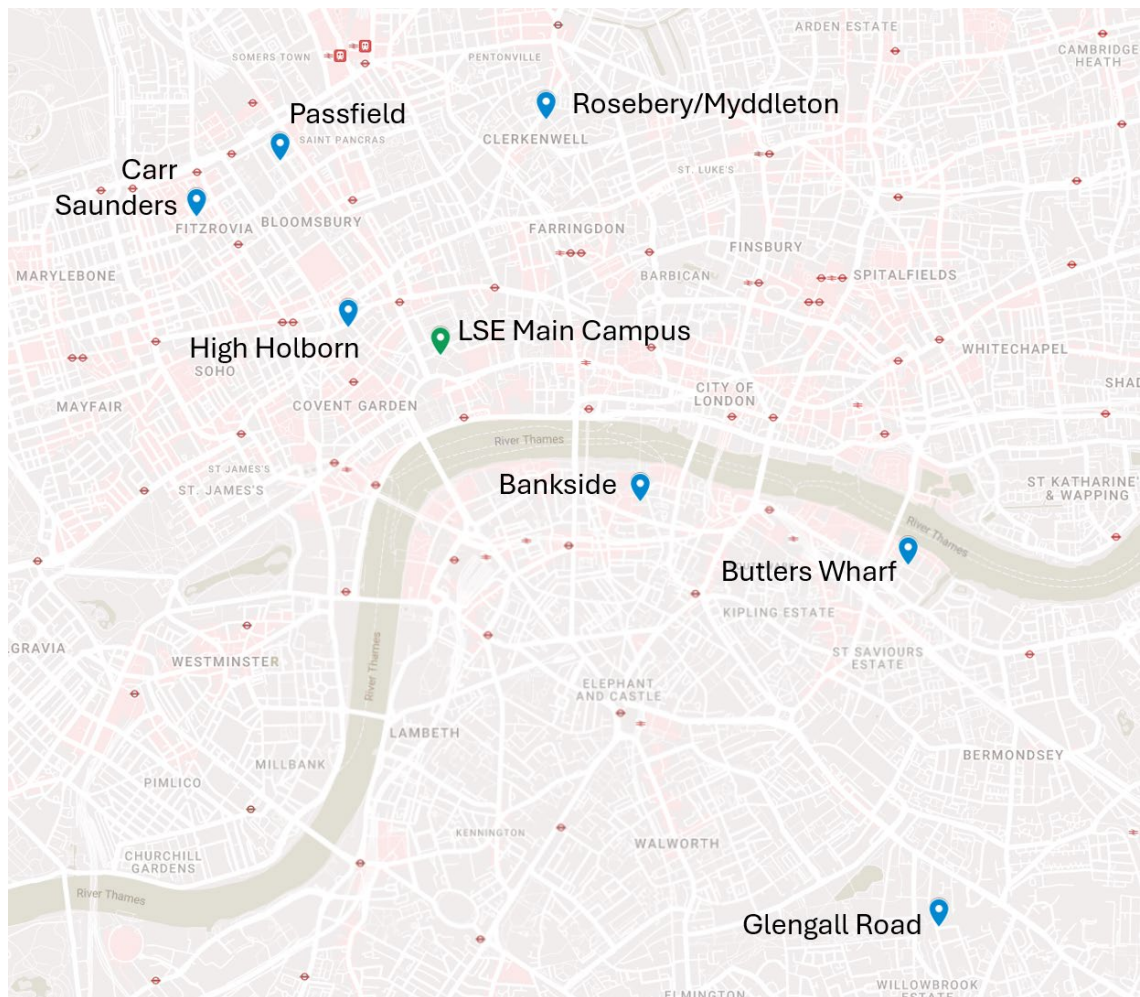
Item	Bankside House	Butlers Wharf	Carr Saunders	High Holborn	Passfield Hall	Rosebery Hall
Lifts	6 passenger, 1 goods and 1 scissor	4	2	3	1 lift to the 2 nd floor only	4
Step-free access to site	✓	✓	✓	✓	✓	✓
Facilities for those who are visually impaired	High colour contrast between walls and floor in all corridors. Lift does not have Braille provision. Lift does have tactile markings.	High colour contrast between walls and floor in all corridors. Lift does not have Braille provision. Lift does have tactile markings.	High colour contrast between walls and floor in all areas. Lift does not have Braille provision. Lift does have tactile markings.	High colour contrast between walls and floor in all areas. Both lifts do not have Braille provision but do have tactile markings.	High colour contrast between walls and floor in all corridors. Lift does not have Braille provision. Lift does have tactile markings.	High colour contrast between walls and floor in all corridors. The lifts in Rosebery and Myddleton wings have both Braille provision and tactile markings.
Wayfinding						
Wayfinding signs	✓	✓	✓	✓	✓	✓
Travel facilities shown in wayfinding	×	×	×	×	×	×
Step-free routes shown in wayfinding	Limited	Limited	Limited	Limited	Limited	Limited
Access by active travel and public transport						
Presence of Santander Cycle hire station within 5-minute walk	Yes (30 spaces)	Yes (20 spaces)	Yes (24 spaces)	Yes (18 spaces)	Yes (25 spaces)	Yes (28 spaces)

Item	Bankside House	Butlers Wharf	Carr Saunders	High Holborn	Passfield Hall	Rosebery Hall
Bus service within 5-minute walk	✓	✓	✓	✓	✓	✓
Nearest rail service provision	7-minute walk to Blackfriars (National Rail, District and Circle lines)	12-minute walk to London Bridge (National Rail, Jubilee and Northern lines)	5-minute walk to Warren Street (Northern and Victoria lines)	6-minute walk to Tottenham Court Road (Elizabeth, Central and Northern lines)	6-minute walk to Russell Square (Piccadilly line)	10-minute walk to Angel (Northern line)
Public Transport Accessibility Level (PTAL) ⁵	6b	2	6b	6b	6b	5

⁵ <https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat>

- 3.27 All six considered halls of residence are accessible from the LSE main campus by both active travel and public transport links in under 30 minutes. The geographic location of all six halls in relation to the main campus is shown below in Figure 3.4.

Figure 3.4: Location of halls of residence and main campus



Source: Google MyMaps

4 Our Travel Trends

The 2024 Travel Survey

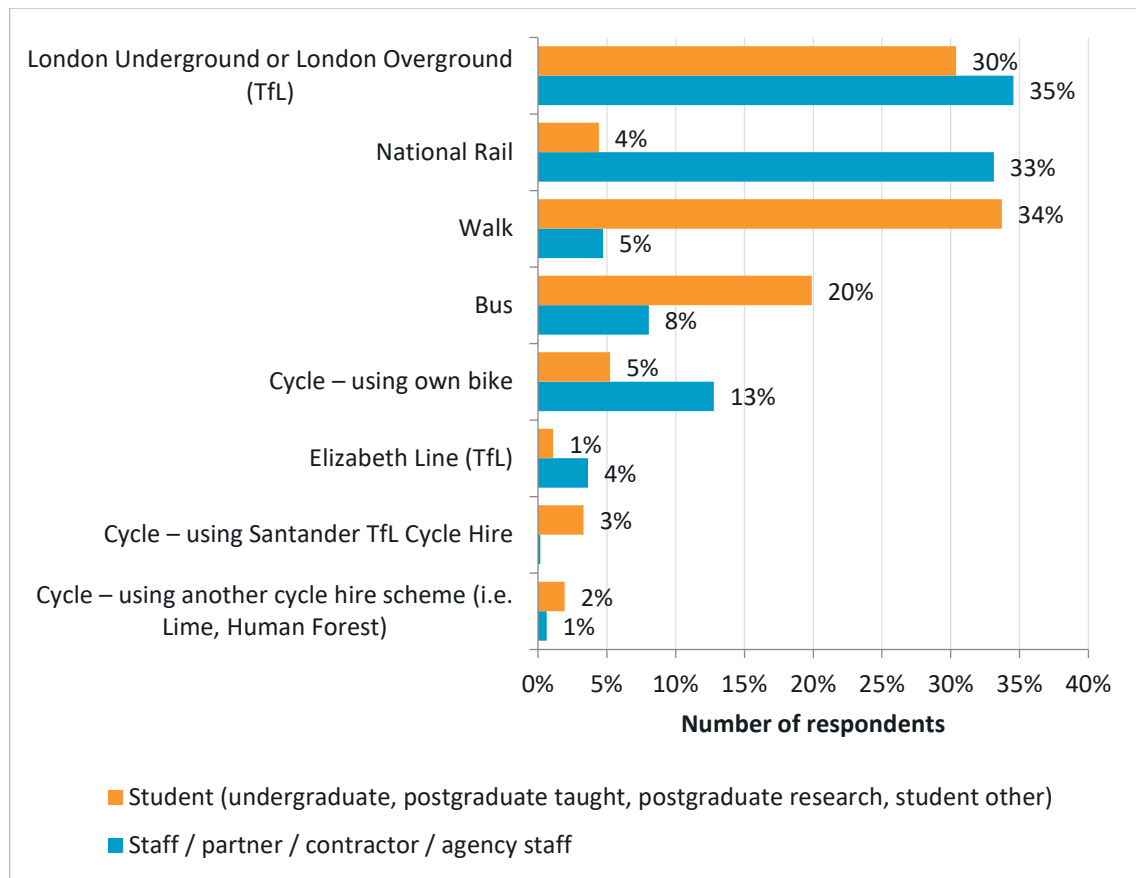
- 4.1 The 2024 LSE Travel Survey was delivered in support of this Travel Plan, to provide an up-to-date understanding of how students and staff travel to Campus and halls of residence. Crucially, this is the first LSE-wide travel survey delivered after the Covid-19 pandemic, and as such helps to capture how changing commuting patterns and the rise of working / studying from home are shaping travel to the University in a post-Covid world. Results of the survey help to inform measures put forward as part of this Travel Plan.
- 4.2 The 2024 survey took place between Friday 1st March and Wednesday 3rd April, and was hosted by Steer on behalf of LSE using the Survey Monkey online survey platform. Staff and students were given the opportunity to complete an online survey which sought to understand:
- Their travel patterns to/from the University,
 - Satisfaction with their journeys and University travel facilities, and
 - Perceptions of the travel options and facilities available to them.
- 4.3 The Travel Survey received 1,089 responses. Most questions were optional to answer, and some questions were shown or hidden depending on how respondents answered other questions, for example based on their main mode of travel or whether they were a staff member or a student.
- 4.4 Of the respondents, 403 identified as a student (37%) and 686 identified as a member of University staff or a partner, contractor or agency staff (63%).
- 4.5 Chapter 4 presents a high-level overview of findings from the Travel Survey. A more detailed analysis of this data is available in the Survey Results Technical Note, as part of Appendix B.

How staff and students travel

- 4.6 Sustainable modes including public transport and active travel make up for the majority of journeys to campus at LSE. This is a positive picture with regard to sustainability and is characteristic of the central London location that main campus and LSE-operated halls of residence occupy.
- 4.7 A breakdown of main modes of travel by staff and students is presented below in Figure 4.1. London Underground and Overground services are used as the main mode by 33% of all respondents, however this is slightly higher for staff (35%) than for students (30%). Students are much more likely to walk (34%) than staff (5%), while staff are much more likely to take National Rail (33%) than students (4%).
- 4.8 Most people who cycled did so using their own bike (10%), followed by those using Santander TfL cycle hire (1%) and another cycle hire scheme (1%).

4.9 Less than 1% of respondents selected the car, motorbike or taxi as their main mode.

Figure 4.1: Staff and Students main mode of travel



NB – Modes which received less than 1% of responses are not shown in Figure 4.1.

4.10 Respondents were also asked to select all of the other modes that they have taken to travel to University. The comparison between main mode selection and other mode selection is presented in Figure 4.3. Notably, some road vehicle-based modes are used significantly more as ‘other modes’, rather than ‘main modes’. For example, while less than 1% said they use a car as their main mode, 2% said they use it sometimes as a passenger and 3% sometimes as a driver. Similarly, while no one selected taxi hailing apps as for their main mode, 6% chose this for other modes.

4.11 The number of days a week that staff and students spend working or studying on campus is shown in Figure 4.2.

Figure 4.2: Days per week spent working or studying on campus

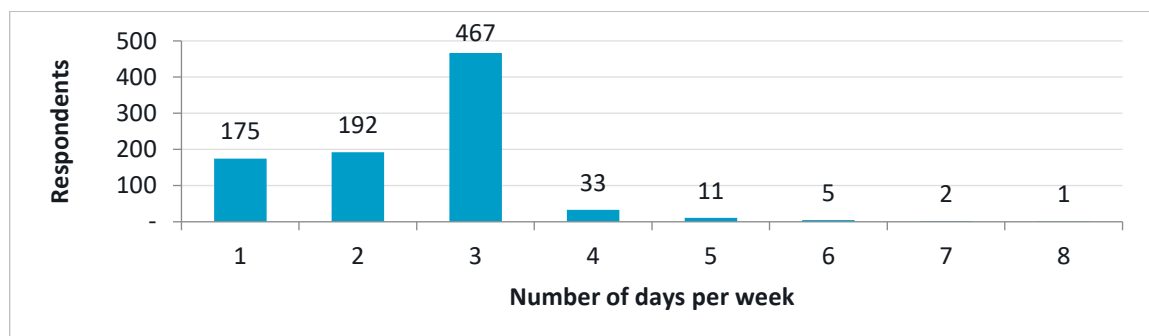
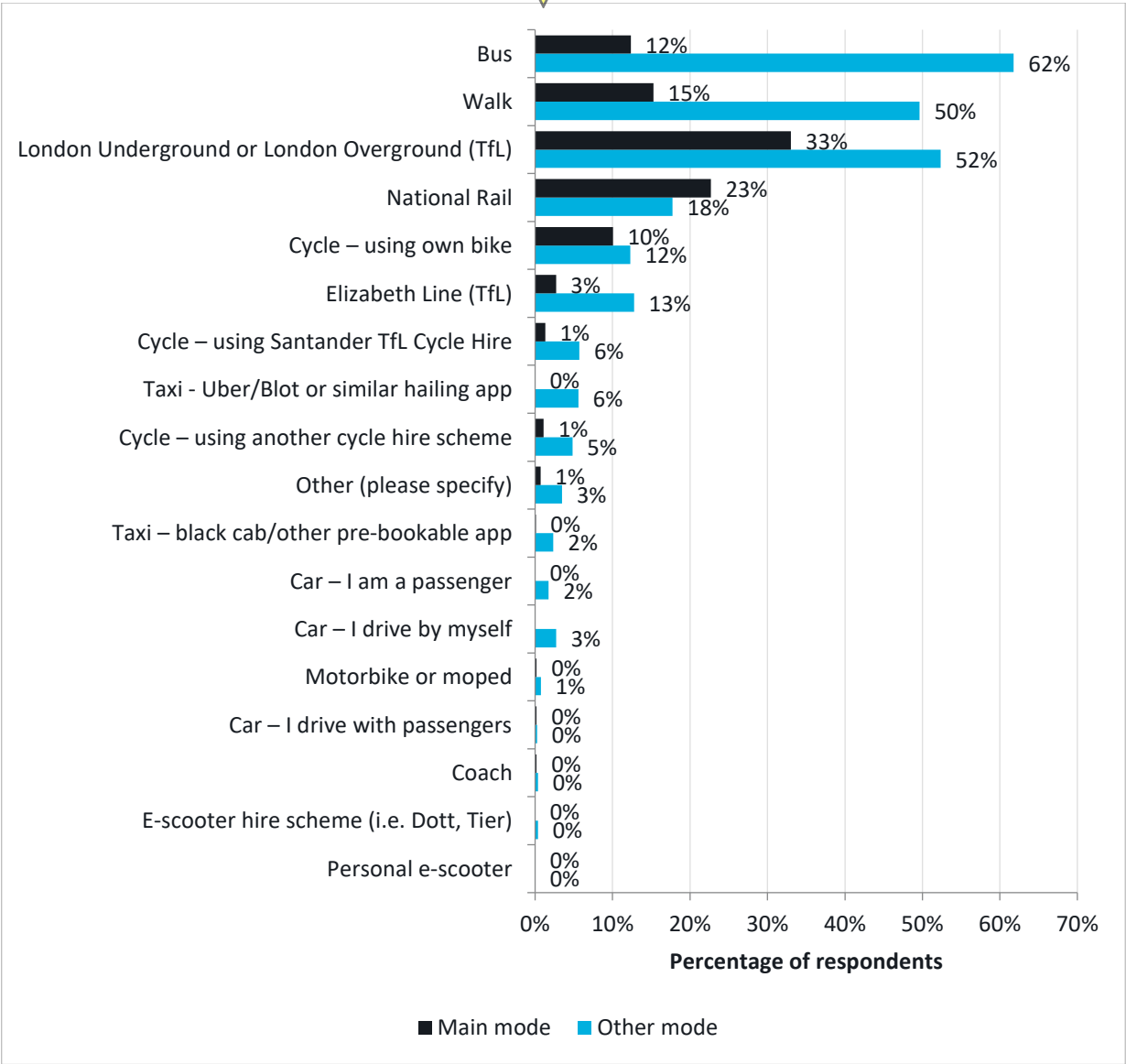


Figure 4.3: Main mode choices compared to other modes taken



NB – Percentages for ‘other mode’ do not add to 100% as respondents could select more than one answer.

Mode shares for halls of residence

4.12 A total of 135 students living in halls of residence responded to the Travel Survey. While response rates for each individual hall of residence were relatively low (Appendix B), combined mode shares for students in halls of residence provides a broader estimate of how they usually travel to campus.

4.13 Mode shares of students living in halls of residence are provided below in Table 4.1:

Table 4.1: Combined mode shares for halls of residence (students only)

Mode	Respondents	Percentage
Walk	82	61%
Bus	25	19%
London Underground or London Overground (TfL)	17	13%
Cycle – using own bike	4	3%
Cycle – using Santander TfL Cycle Hire	4	3%
Cycle – using another cycle hire scheme	3	2%

NB – Data is included both for LSE-operated halls and those operated by third parties.

4.14 Individual mode shares for LSE-operated only halls of residence based on survey results are provided below in Table 4.2:

Table 4.2: Mode shares for individual halls of residence (students only)

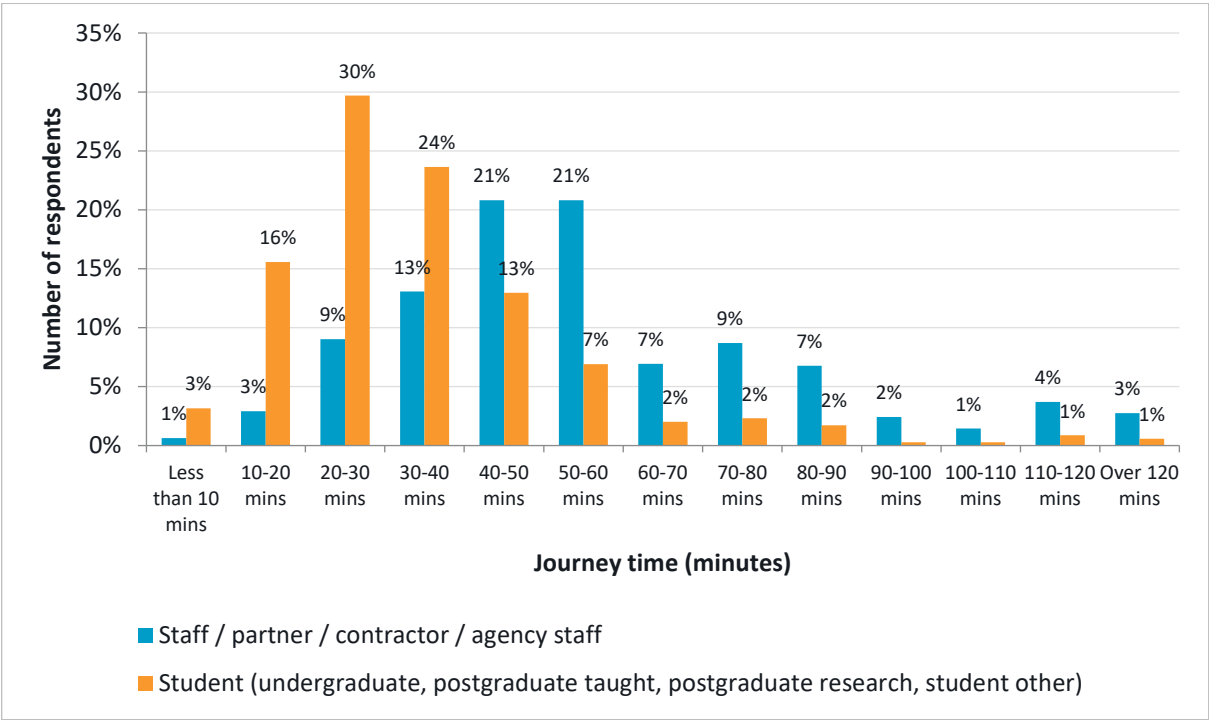
Hall	Mode	Respondents	Percentage
Bankside	Walk	11	79%
	Cycle – using another cycle hire scheme	2	15%
	Cycle – using Santander TfL Cycle Hire	1	7%
Butlers Wharf	Walk	10	43%
	London Underground or London Overground (TfL)	7	30%
	Bus	3	13%
	Cycle – using Santander TfL Cycle Hire	2	9%
	Cycle – using own bike	1	4%
Carr Saunders	Walk	2	66%
	Cycle – using another cycle hire scheme	1	34%
High Holborn	Walk	11	92%
	London Underground or London Overground (TfL)	1	8%
Passfield	Walk	9	90%
	Bus	1	10%
Rosebery (inc. Myddleton)	Walk	6	60%
	Bus	3	30%
	Cycle – using own bike	1	10%

4.15 Noting low response rates to individual halls, the Action Plan in Chapter 5 identifies a measure to carry out further site-specific travel surveys in order to increase response rates and improve mode share data available for each site. This will help to better inform future monitoring and to support any forthcoming redevelopments.

Journey characteristics

- 4.16 Considering arrival and departure from campus, survey results show that staff arrive earlier on average. Of 632 staff respondents, 65% arrive between 6:30am and 9:30am. The majority of students, 81% of 359 respondents, arrive after the morning peak, between 09:30am and 4:00pm. In contrast, most staff (68%) and half of student respondents (50%) leave campus between 4:00pm and 7:00pm. The hours when all groups leave campus is more dispersed than when they arrive to campus. A notable share of students stay late on campus (17%) and leave only after 7:00pm, compared to just 7% of staff.
- 4.17 Stated journey times for staff and students from their usual term time address are shown in Figure 4.4 overleaf. It is clear that the range of student journey times is less dispersed than those of staff and is shorter on average.
- 4.18 The average journey time of all staff respondents taken together was 61 minutes, while the average for students was 38 minutes.
- 4.19 The most common journey time range for students is between 20 and 30 minutes (30%), and for staff equal shares of respondents stated journey times of 40 to 50 minutes (21%) and 50 to 60 minutes (21%). A third of staff (33%) have journey times of over 1 hour, compared to only 9% of students.

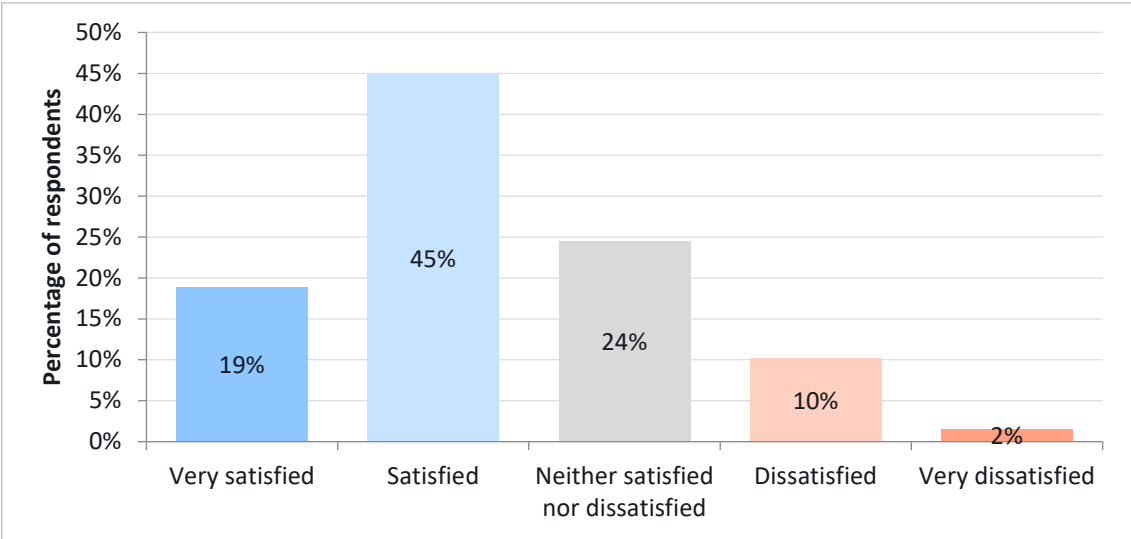
Figure 4.4: Journey times for staff and students



Journey satisfaction and use of on-site facilities

4.20 Respondents were asked about their overall satisfaction with travel to campus. Over half of respondents (59%) said they are either satisfied or very satisfied, while only 12% said they are dissatisfied or very dissatisfied.

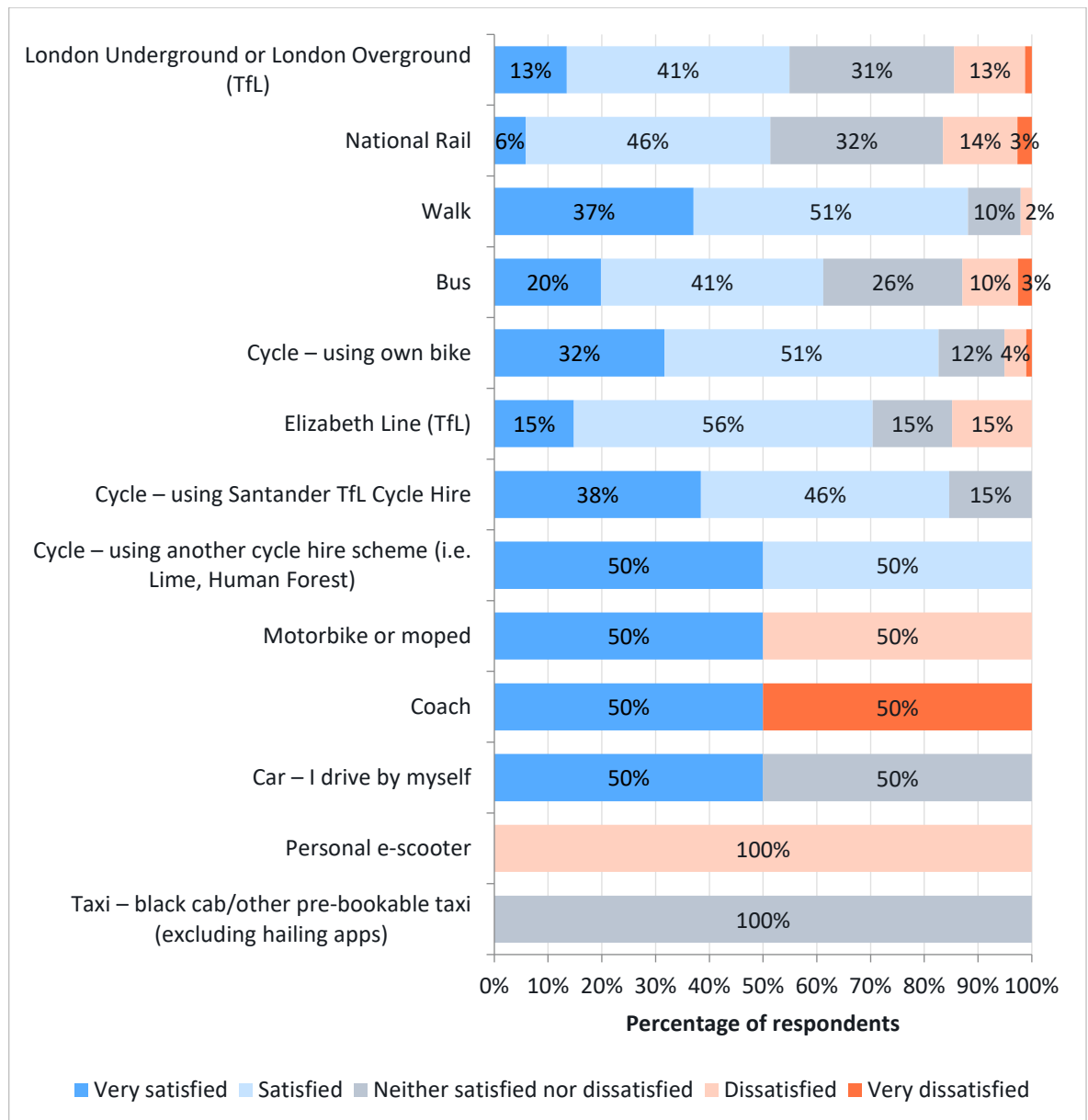
Figure 4.5: Overall satisfaction with travel



Journey satisfaction to campus varied by mode.

- 4.21 Figure 4.6 displays the results of analysing the main mode of travel in conjunction with overall satisfaction with the current journey to LSE.
- 4.22 Those travelling by rail and light rail (National rail and London Underground/Overground) expressed the largest proportions of dissatisfaction with their journey with 37 respondents expressing a form of dissatisfaction with National Rail, and 47 for the London Overground/Underground. The largest proportion of satisfaction was expressed by walkers, with 126 respondents expressing a form of satisfaction.

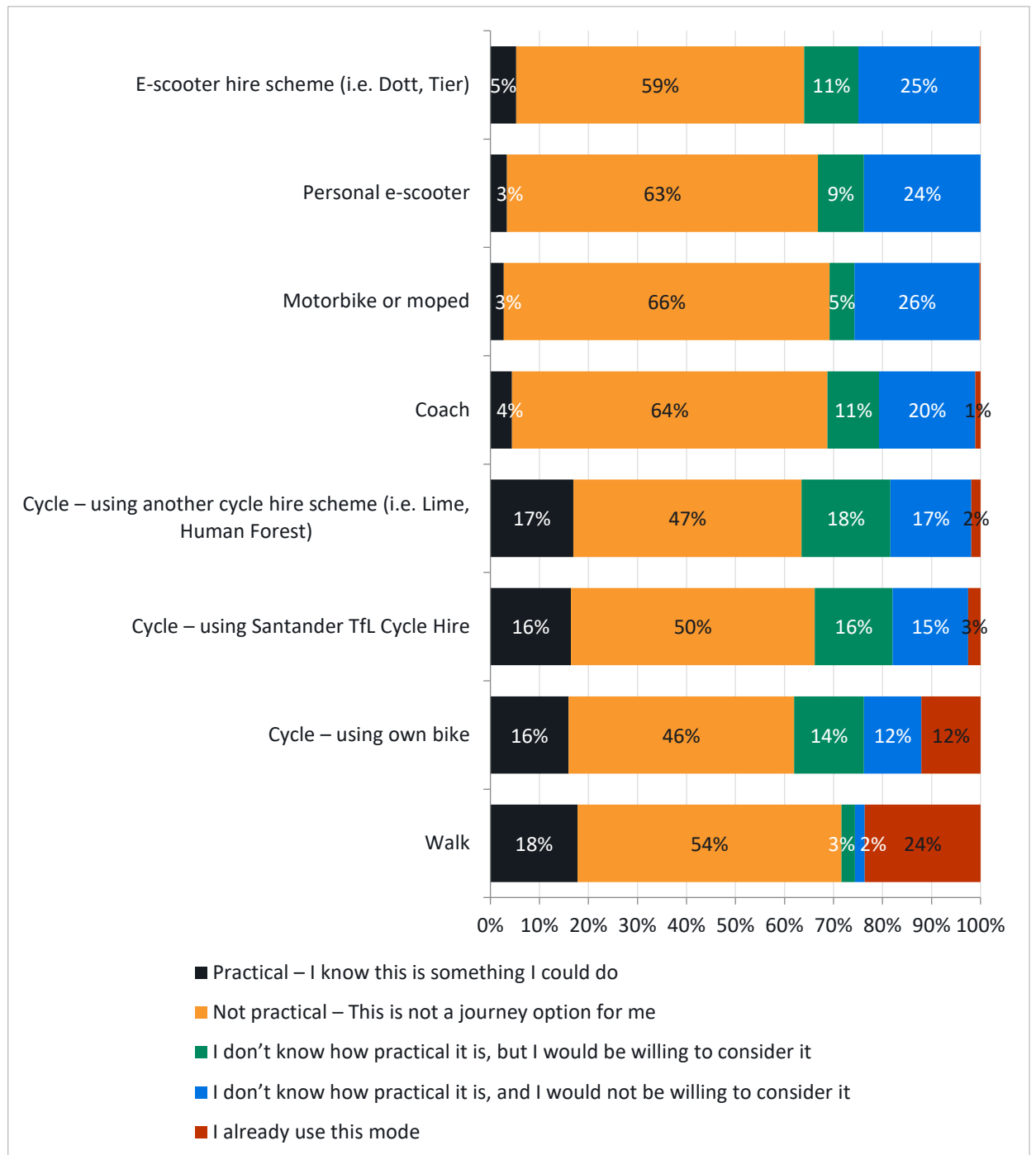
Figure 4.6: Main mode of travel by overall satisfaction



Perceptions of sustainable travel alternatives

4.23 Respondents were asked whether other modes were also practical for the usual journey they make to campus. Results by mode are shown in Figure 4.7, with a focus on sustainable and active modes.

Figure 4.7: How practical are alternative modes for travel to campus



Suggestions to improve on-site facilities

- 4.24 The final question in the survey asked respondents to indicate any further suggestions for improvements to facilities and services that could increase/incentivise sustainable travel. The full question is provided below.
- Please tell us if there are any other suggestions for improvements to facilities and services that could increase/incentivise sustainable travel.
- 4.25 Table 3 presents the most frequent comments from the response (top 10 codes) based on the views of 277 respondents.

Table 3: Top 10 codes (Q45)

Theme	Code	Number	Percentage (out of 277)
Public Transport	Suggestion for discounted public transport	52	19%
Cycling	Support for more secure cycle storage on campus	19	7%
Facilities	Suggestion to improve quality of shared shower facilities	17	6%
General	No alternative/ incentive would change travel mode	16	6%
Active Travel	Suggestion to reward those using active travel	15	5%
University	Suggestion for more flexible working hours/ working from home	15	5%
Cycling	Support for discounts for e-bikes /Santander bikes	12	4%
Cycling	Support for safer cycling around London	10	4%
Cycling	Suggestion for more bike maintenance across campus	10	4%
Cycling	Support for bike safety training	10	4%

- 4.26 As shown in Table 3, the top theme raised directly related to the question was raised by 52 respondents and was a suggestion for discounted public transport for staff and students (19%). The second most popular code expressed support for an increased volume of secure cycle storage across campus (7%), and a similar proportion also suggested an improvement to the quality of the shared shower facilities (6%). The same proportion (6%) of respondents commented that no incentive would influence or incentivise them to change their travel mode. The most common comment raised in reference to active travel incentives was a suggestion to reward those who use active travel (5%). The same proportion of respondents also suggested that more flexible working hours would allow them to travel more sustainably (5%).

How does LSE compare to other London Universities?

- 4.27 Mode share benchmarking has been carried out to compare LSE with two other universities based in Central London. Results from the respective latest travel surveys of those universities were used for this comparison. Main mode share results were used from the LSE travel survey and compared with main mode share results for University 1 and most recent trip mode share results for University 2. The two universities being benchmarked against are not named in this report for confidentiality purposes.
- 4.28 Comparative mode shares are presented in Figure 4.8 below. Colour shading in Table 4.4 indicates whether mode share is higher or lower than at LSE. It is clear that rail transport (London Underground, Overground and National Rail) mode shares are lower at LSE compared to the other universities, while mode shares for walking, cycling and bus use are higher at LSE. Recorded car use is also lower at LSE in comparison.

Figure 4.8: Mode share benchmarking against other London universities

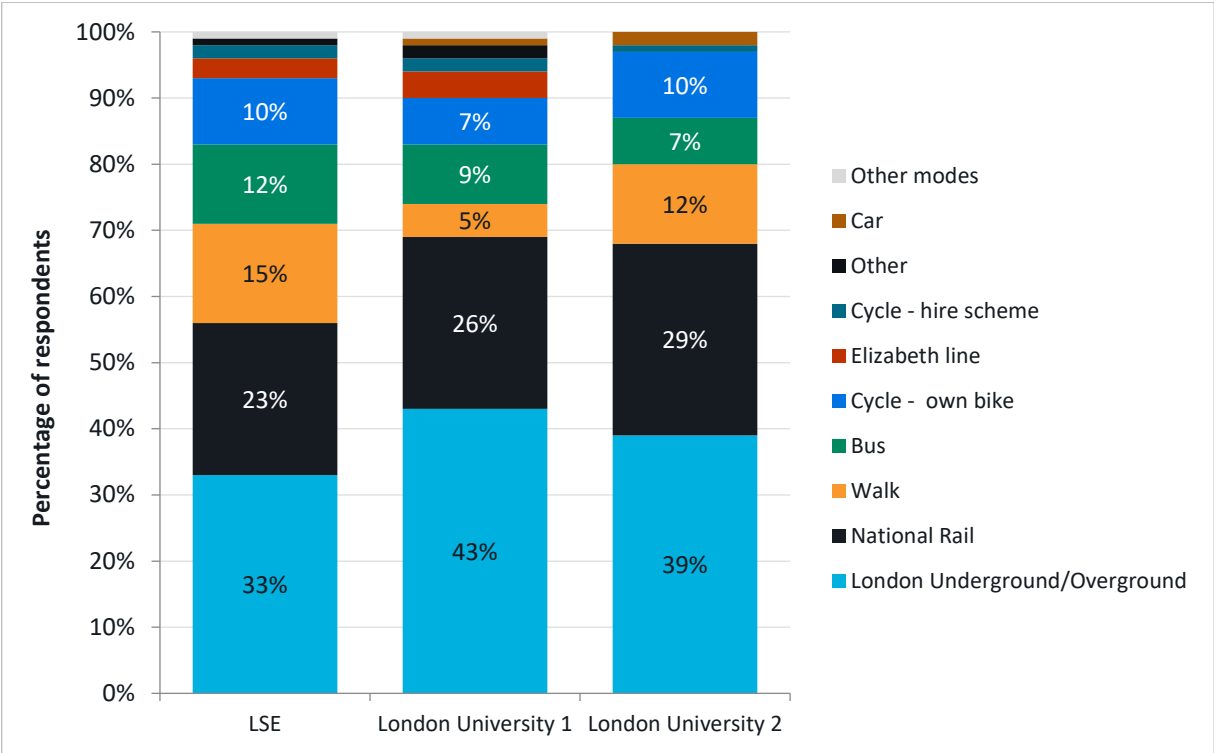


Table 4.4: Mode share benchmarking data table

Mode	LSE	University 1	University 2
London Underground/Overground	33%	43%	39%
National Rail	23%	26%	29%
Elizabeth line	3%	4%	N/A
Walk	15%	5%	12%
Bus	12%	9%	7%
Cycle - own bike	10%	7%	10%
Cycle - hire scheme	2%	2%	1%
Car	0%	1%	2%

NB – Data table does not include data for ‘other’ modes

5 Defining our Actions

Action Plan

- 5.1 We have developed an Action Plan that includes a variety of initiatives and measures for the University to progress over the coming years to 2030, in line with the timescales of the LSE 2030 Strategy.
- 5.2 These actions directly support the Travel Plan objectives and will support in achieving the vision for a University that encourages sustainable, accessible and healthy travel for its staff and students. The actions are informed by the results of the 2024 travel survey, site observations across the main campus and halls of residence and understanding of the broader trajectory that the University is on, and best practices for University travel planning approaches across the country.
- 5.3 The Action Plan acknowledges the existing successes of the University and recommends ways to further improve facilities and initiatives through close cooperation with staff and students.
- 5.4 A full list of proposed actions is set out overleaf, with defined alignment between each action and the six Travel Plan objectives, as well as delivery timescales, delivery lead and need for joint delivery with partners where applicable.

Action timescales

- 5.5 Indicative timescales for each action are presented in Table 5.1 and indicate deadlines for when a particular action should be delivered. Timescale bands indicate the following:
 - **Short term:** action to be delivered within 12 to 18 months.
 - **Medium term:** action to be delivered with one a half to two and a half years (2026–2027).
 - **Long term:** action to be delivered after 2027 and before 2030.
 - **On-going:** action implies an on-going or repeating process which does not have a set end date or delivery date.

Table 5.1: Action Plan

ID	Action	Alignment with Objectives	Timescales	Staff or students	Sites	Delivery Lead	Working with partners
	<i>What do we propose?</i>	<i>Which Objectives will this action help to deliver?</i>	<i>When will we deliver?</i>	<i>Who will be affected?</i>	<i>Where will be affected?</i>	<i>Who will deliver?</i>	<i>Who will we work with to deliver?</i>
Active Travel							
AT1	Increase the number of cycle lockers for foldable bikes at buildings on the main campus.	Objectives 1, 3, 5	Medium	Both	Main campus		
AT2	Ensure all LSE-owned cycle parking facilities are under CCTV surveillance.	Objectives 1, 5	Short	Both	All sites		
AT3	Create new bike maintenance station facilities to ensure that every LSE-operated hall of residence has access to this service.	Objectives 1, 5	Short	Both	Rosebery, Butlers Wharf, High Holborn, Carr Saunders, Passfield Hall, Bankside House and Glengall Road		
AT4	Conduct regular maintenance of bike maintenance stations to ensure they are fully equipped at all times.	Objectives 1, 5	On-going	Both	All sites (where applicable)		
AT5	Conduct an annual cycle parking occupancy survey at the main site to identify any locations that are at capacity. Based on survey results, deliver additional cycle parking where capacity is met, or provide access to other parking locations to act as overflow.	Objectives 1, 3, 5, 6	On-going	Both	Main campus		

ID	Action	Alignment with Objectives	Timescales	Staff or students	Sites	Delivery Lead	Working with partners
AT6	Add additional cycle parking capacity at High Holborn and Bankside House halls of residence.	Objectives 1, 3, 5	Medium	Students and halls staff	High Holborn and Bankside House		
AT7	Deliver communal showers in all LSE-operated halls of residence that are accessible to staff.	Objectives 1, 3, 5	Long	Students and halls staff	Halls of residence		
Wayfinding							
W1	Update wayfinding at all buildings on the main site to ensure that showers, lockers and drying facilities are clearly labelled.	Objectives 1, 2	Short	Both	All sites		
W2	Improve wayfinding towards LSE-owned cycle parking sites and bike maintenance facilities, where they are not visible from street level.	Objectives 1, 2	Short	Both	All sites		
W3	Review the campus-wide map and wayfinding on an annual basis to ensure that any changes to facilities are reflected.	Objectives 1, 2	On-going	Both	Main campus		
W4	Update wayfinding in all LSE-operated halls of residence to show directions to travel facilities	Objectives 1, 2	Short	Both	Rosebery, Butlers Wharf, High Holborn, Carr Saunders, Passfield Hall, Bankside House and Glengall Road		
W5	Provide TfL rail service updates and nearest bus stop departures on screens at building lobbies on the main site, and at receptions within LSE-owned halls of residence.	Objectives 1, 2	Medium	Both	All sites		Cooperation with TfL may be required to install this wayfinding.

ID	Action	Alignment with Objectives	Timescales	Staff or students	Sites	Delivery Lead	Working with partners
Accessibility							
A1	Ensure that accessible routes and facilities are well maintained at the main site and all LSE-operated halls of residence.	Objective 2	On-going	Students and halls staff	All sites		
A2	Ensure all main site buildings have Braille integrated into wayfinding and hearing loop provision	Objectives 2, 5	Medium	Both	Main campus		
Promotion and Engagement							
PE1	Deliver cycle training and confidence skills sessions to encourage staff and students to cycle in London, including to campus.	Objectives 1, 2, 3, 5	Medium	Both	Not linked to site		Cooperation with external cycle training delivery group may be required.
PE2	Offer a free trial of Santander Cycles, Lime or Human Forest e-bikes to staff and students by expensing 60-minutes of ride time, to encourage cycling in London.	Objectives 1, 2, 3, 5	On-going	Both	Not linked to site		Cooperation with TfL and e-bike operators may be required.
PE3	Produce regular communications and awareness materials about the University's sustainable travel facilities and initiatives and how to access them.	Objectives 1, 3, 5, 6	On-going	Both	Not linked to site		
PE4	Provide information about sustainable travel facilities and initiatives to all staff new starters, as well as to students during Fresher's Week.	Objectives 1, 3, 5, 6	On-going	Both	Not linked to site		
Delivery and Servicing							
DS1	Undertake an impact assessment on delivery and servicing movements before implementing any changes to the public realm, vehicle access and circulation at the main campus.	Objectives 4, 6	On-going	Both	Main campus		

ID	Action	Alignment with Objectives	Timescales	Staff or students	Sites	Delivery Lead	Working with partners
DS2	Assess use of low or zero emission vehicles by existing delivery and servicing contractors and identify opportunities where LSE can switch towards lower emission vehicles.	Objectives 1, 4	Medium	Both	All sites		Cooperation with new and existing delivery and servicing contractors may be required.
DS3	Engage with the Council and local BIDs to understand if any existing delivery and servicing contractors and suppliers can be consolidated to reduce the number of vehicle trips to the area.	Objectives 1, 4	Medium	Both	All sites		Cooperation with local Council (depending on site) and BIDs required.
Parking and Infrastructure							
PI1	Install additional electric vehicle chargers on the main campus for use by contractors and suppliers.	Objectives 1, 4	Medium/Long	Staff	Main campus		
PI2	Regularly review demand for blue badge holder spaces on the main site to understand if a chance in capacity provision becomes required in the future.	Objective 2	On-going	Both	Main campus		
PI3	Review the need for student parking at Bankside House hall of residence and assess value of alternative uses, such as for cycle parking or delivery bays.	Objectives 1, 2, 5	Medium	Students	Bankside House		
Business travel							
BT1	Implement a School travel policy to prioritise travel by train, coach and bus over airplanes for any business travel in the United Kingdom, with possible limited exceptions.	Objectives 1, 4	On-going	Staff	Not linked to site		
Management and Monitoring							

ID	Action	Alignment with Objectives	Timescales	Staff or students	Sites	Delivery Lead	Working with partners
M1	Review internal LSE resourcing with view to introduce a new Travel and Transport Lead position, to manage and coordinate maintenance of facilities and provision of services for commuters, contractors and delivery and servicing providers. This role can likewise take the lead on travel-related promotion and engagement activities, co-ordinating the delivery of the School Travel Policy and behaviour change.	All Objectives	Medium	Both	Not linked to site		
M2	Undertake bi-annual travel surveys to establish change in mode shares over time and to understand up take and use of initiatives and facilities.	Objective 6	On-going	Both	Not linked to site		
M3	Assign resource and responsibility to deliver the Travel Plan.	Objective 6	As soon as possible	Both	Not linked to site	Capital Development, Maintenance, Facilities Management, Residence and Sustainability teams as appropriate	
M4	Undertake hall-specific travel surveys in order to better establish travel mode shares and travel patterns for these buildings, and to compensate for relatively low response rates on the LSE-wide travel survey	Objective 6	Short	Both	Rosebery, Butlers Wharf, High Holborn, Carr Saunders, Passfield Hall, Bankside and Glengall Road		
M5	Keep this Travel Plan under regular review, as set out in the Monitoring chapter. Assess whether new survey data or other changing circumstances necessitate changes to targets, actions or timescales.	Objective 6	On-going	Both	Not linked to site		

6 Delivering the Travel Plan

Moving forwards

- 6.1 The Travel Plan and the implementation of recommended actions will be managed by the Estates Division (campus) and Residence Division (Halls) at the London School of Economics and Political Science (LSE).
- 6.2 Responsibility will be assigned between Capital Development, Maintenance, Facilities Management, Residence and Sustainability teams as appropriate. This will cover proposed action plan measure M3.
- 6.3 Where wider support and/or resources are required for initiatives, this will be escalated to the Sustainability Leadership Board. The purpose of the Board is to oversee and monitor the delivery of the School's **Sustainability Strategic Plan** and report to the School Management Committee (SMC) progress towards its objectives and implementation. Part of the Board's responsibility is to make recommendations to School Management Committee (SMC) on the resources and mechanisms required to deliver required actions effectively and embed continuous improvement in sustainability across the School's activities.

Monitoring and evaluation

- 6.4 Actions for monitoring and evaluation of the Travel Plan, and performance against Travel Plan targets are set out below.

Further surveys

- 6.5 In order to determine the impacts of this Travel Plan and to monitor trajectories towards targets, LSE will carry out a full travel survey on a bi-annual basis in order to monitor mode shares and journey satisfaction over time, this will be compared to the 2024 Travel Survey which is considered to be a baseline. To help ensure comparability and consistency in responses, future travel surveys should implement the same key questions and phrasing on mode share and journey satisfaction as in the 2024 Travel Survey.
- 6.6 Where changes to any sites occur during the 'off years' (i.e when the main travel survey is not scheduled to take place), it is recommended that site specific travel surveys are undertaken to establish new baselines for mode shares and travel satisfaction at these sites. This includes opening of any new sites or extensions to existing sites, as well as changes in use at existing sites.
- 6.7 Results of the surveys will be used to assess progress towards the targets and objectives of the Travel Plan. Where it is deemed that insufficient progress has been made towards achieving targets, a review of the Travel Plan and associated measures will take place. The review will

seek to identify new action plan measures, or changes to existing measures that would help ensure the University remains on track to achieving its targets.

Business travel

- 6.8 To monitor progress towards the target for more sustainable business travel, records of all official staff business trips and associated modes are to be recorded and collected by LSE. This data will be analysed and compared to targets when the Travel Plan undergoes review.

Comprehensive review of the Travel Plan

- 6.9 It is suggested that the Travel Plan will next under-go a full, comprehensive strategic review in 2027 and subsequently in 2030.
- 6.10 The actions for monitoring and evaluation and associated timescales are set out in Table 6.1.

Table 6.1: Travel Plan monitoring actions

Action	Timescale
Bi-annual LSE-wide travel survey	Every 24 months, with the next survey taking place in 2026.
Site-specific travel surveys	Undertaken when necessary, depending on changes to sites. To be considered in every ‘off-year’ when the LSE-wide travel survey does not take place.
Business travel modal records	Recording modes used for official business travel on an on-going basis.
Comprehensive strategy review of all aspects of the Travel Plan	Every 3 years.

Appendices

A Site Acronyms

Table 6.2: LSE Campus Building Names

Acronym	Building Name
CBG	Centre Building
CKK	Cheng Kin Ku Building, Lincoln's Inn Fields (formerly New Academic Building)
CLM	Clement House, Aldwych
COL	Columbia House, Aldwych
CON	Connaught House, Aldwych
COW	Cowdray House, Portugal Street
FAW	Fawcett House (entry through Pankhurst House)
KGS	King's Chambers, Portugal Street
KSW	20 Kingsway
LAK	Lakatos Building, Portugal Street
LCH	Lincoln Chambers, Portsmouth Street
5LF	5 Lincoln's Inn Fields
35L	35 Lincoln's Inn Fields (under construction)
49L	Lincoln's Inn Fields
50L	50 Lincoln's Inn Fields, Portsmouth Street
LRB	Lionel Robbins Building, Library
MAR	The Marshall Building, 44 Lincoln's Inn Fields
OLD	Old Building, Houghton Street
OCS	Old Curiosity Shop, Portsmouth Street
PAN	Pankhurst House, Clement's Inn
PAR	Parish Hall, Sheffield Street
PEA	Peacock Theatre, Portugal Street
PEL	Pethick-Lawrence House
POR	1 Portsmouth Street
SAL	Sir Arthur Lewis Building (formerly 32 Lincoln's Inn Fields)
SAR	Sardinia House, Sardinia Street
SAW	Saw Swee Hock Student Centre, Sheffield Street
SHF	Sheffield Street
STC	St Clement's, Clare Market

B Travel Survey Results

Control Information

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