



Registers Direct - Land Register: View Title MID134048

Search Summary

Date:	28/03/2012	Time:	12:39:40
Search No.:	2012-00951985	User Reference:	
Sasine Search Sheet:	232454		

A. PROPERTY SECTION

Title Number:	MID134048	Date of First Registration:	22/03/2011
Date Title Sheet updated to:	22/03/2011	Date Land Certificate updated to:	22/03/2011
Hectarage Code:	20.4	Interest:	PROPRIETOR
Map Reference:	NT2370NW		

Description:

Subjects CRAIGHOUSE CAMPUS, EDINBURGH edged red on the Title Plan being 20.44 hectares in measurement on the Ordnance Map. Together with the rights specified and contained in the Diposition, Deed of Serrvitude abd Section 75 Agreement in Entries 6, 7 and 9 respectively of the Burdens Section.

Schedule of Leases

Entry No	No on Plan	Plot No	Subjects	Tenant	Date of Recording or Registration	Term	Rent
1			Sub-station Site at Napier University, Craighouse Road, Edinburgh	The Court of Napier University/Scottish Power PLC	G.R.S. (Midlothian) 23/10/1996	60 years from 7 AUG 1996	£1 per annum i(f asked)

This is a Quick Copy which reflects the position at the date the Title Sheet was last updated.

It does not have the evidential status of an Office Copy.

B. PROPRIETORSHIP SECTION

Title Number:	MID134048			
Entry Number	Date of Registration	Proprietor	Consideration	Date of Entry

1	22/03/2011	CRAIGHOUSE LIMITED a Company incorporated in the Isle of Man (Company Number 006516V), and having its Registered Office at Fort Anne, Douglas, IM1 5PD Isle Of Man.	£10600000	28/02/2011
---	------------	---	-----------	------------

This is a Quick Copy which reflects the position at the date the Title Sheet was last updated.

It does not have the evidential status of an Office Copy.

C. CHARGES SECTION

Title Number:	MID134048
----------------------	-----------

Entry Number	Specification	Date Of Registration
1	Standard Security by said CRAIGHOUSE LIMITED to THE COURT OF EDINBURGH NAPIER UNIVERSITYa Statutory Corporation constituted in terms of the Napier College of Commerce and Technology (No 2) Regulations as amended by the NAPIER UNIVERSITY (SCOTLAND) ORDER OF COUNCIL 1993 of 219 Colinton Road, Edinburgh.	22/03/2011

This is a Quick Copy which reflects the position at the date the Title Sheet was last updated.

It does not have the evidential status of an Office Copy.

D. BURDENS SECTION

Title Number:	MID134048	Number of Burdens:	10
----------------------	-----------	---------------------------	----

Entry Number	Burden Preamble
1	Feu Disposition by Trustees of John Gordon to Corporation of Royal Edinburgh Asylum for the Insane and their assignees, recorded G.R.S. (Edinburgh) 27 May 1878, of the lands of Craighouse (under reservation of 10.440 acres of the northmost field of said lands), contains the following burdens
2	Feu Disposition by Trustees of John Gordon to Corporation of the Royal Edinburgh Asylum for the Insane and their assignees, recorded G.R.S. (Edinburgh) 9 Jul. 1886, of 10.594 acres of the northmost field of the lands of Craighouse, contains no additional burdens.
3	Contract of Excambion between (On the first part) The Royal Edinburgh Asylum for the Insane and (On the second part) The Parochial Board of the City Parish of Edinburgh recorded GRS (Edinburgh) 18 APR 1890 of 9.583 acres of ground tinted pink on the Title Plan, is in the following terms
4	Deed of Servitude containing Disposition by Robert Rigg, proprietor of area of ground of which the subjects 1 to 14 (inclusive) Craighouse Road forms part to Corporation of the Royal Edinburgh Asylum for the Insane and its successors, proprietors of the estate of Craighouse, bounded on the east by said Road, recorded G.R.S. (Edinburgh) 10 Jul. 1890, of a right of servitude in order to protect the privacy of the said estate, in the following terms
5	Deed of Servitude, recorded G.R.S. (Edinburgh) 29 Sep. 1904, containing Disposition by James Anderson, Proprietor of ground bounded by Craighouse Avenue and Craighouse Road, Edinburgh to Corporation of the Royal Edinburgh

Asylum for the Insane, Proprietors of the Lands of Craighouse, with manor place &c, in the Parish of St. Cuthberts of the subjects tinted green on the Title Plan, contains burdens in the following terms

- 6 Disposition by The Secretary of State for Scotland to Mohammed Khalid and his assignees recorded GRS (Midlothian) 1 NOV 1989 of 0.0267 ha of ground at Craiglea Place, Edinburgh (forming 17, Craiglea Place, Edinburgh), contains the following right which may affect the subjects in this Title
- 7 Disposition by the Secretary of State for Scotland to The Court of Napier University recorded GRS (Midlothian) 7 APR 1994 of the subjects in this Title, contains the following rights and burdens which affect the said subjects
- 8 Deed of Servitude containing Disposition by The City of Edinburgh District Council (proprietors of subjects hereinafter referred to as "the Servient tenement") to The Court of Napier University and its assignees (all hereinafter referred to either as "the Grantees" or " the Napier subjects") recorded GRS (Midlothian) 8 AUG 1995, is in the following terms
- 9 Lease referred to in the Property Section between (ON THE FIRST PART) The Court of Napier University (who and whose successors as proprietors of the subjects herein let and assignees whomsoever are hereinafter referred to as "the landlords") and (ON THE OTHER PART) Scottish Power PLC (who and whose successors are hereinafter referred to as "the Tenants"), recorded GRS (Midlothian) 23 OCT 1996 OF Substation Site at Napier University, Edinburgh, is in the following terms
- 10 Section 75 Agreement between THE CITY OF EDINBURGH COUNCIL the Local Authority for the said City in terms of the Local Government etc (Scotland) Act 1994 having their principal office at City Chambers, High Street, Edinburgh (who and whose successors as the Planning Authority and Roads Authority respectively are hereinafter referred to as the "Council"); And THE COURT OF NAPIER UNIVERSITY (successors to the Governors of Napier College of Commerce and Technology). a statutory corporation constituted in terms of The Napier College of Commerce and Technology Regulations 1985 as amended by The Napier University (Scotland) Order of Council 1993, of 219 Colinton Road, Edinburgh (who with their respective successors in ownership of the Agreement Subjects as hereinafter defined are hereinafter referred to as the "Proprietors"), is in the following terms

Entry Number

Burden Detail

- 1 Feu Disposition by Trustees of John Gordon to Corporation of Royal Edinburgh Asylum for the Insane and their assignees, recorded G.R.S. (Edinburgh) 27 May 1878, of the lands of Craighouse (under reservation of 10.440 acres of the northmost field of said lands), contains the following burdens: (First) That the part of the said northmost field hereby disposed being the part coloured yellow on the said plan hereto annexed shall be used by our said disponees and their foresaids as an access to the remainder of the lands above conveyed and for no other purpose and the same shall not be built upon in all time coming but used only for a road of access to the remainder of the feu with a strip on one or both sides of said road of access planted with shrubs or trees; (Second) That our said disponees and their foresaids shall be bound when required by us as Trustees foresaid or our successors to enclose that part of the said northmost field hereby disposed from the remainder of the said field by a wall of a height not less than eight and not more than ten feet unless by permission of us or our foresaids the said wall to be built wholly on the part disposed and to be maintained by our said disponees and their foresaids in all time thereafter; (Third) That our said disponees and their foresaids shall be bound if required by us or our foresaids to build a wall on the south boundary of the said northmost field reserved as aforesaid of such height as may be necessary to protect the said field from the inmates of the Asylum and that by raising the existing wall or fence or erecting a new wall on the site of the existing one should it not be sufficient to carry the additional height and such wall

shall be maintained by our said disponees and their foresaids so long as the said subjects hereby disposed are used as an Asylum but should they cease to be so used and the said wall be reduced to its present height of six feet the same shall thereafter be kept up at mutual expense by us and our foresaids on the one part and our said disponees and their foresaids on the other part; (Fourth) That we and our foresaids shall at any time we or they may think fit be entitled should we or they think it necessary or desirable for the amenity of the said reserved field or for any other reason to raise the said south boundary wall thereof to such height as we or they may think necessary not exceeding twelve feet from the base of the existing sunk wall or fence and that either by raising the present wall or increasing the height of any addition that may be made thereto by our said disponees or their foresaids or of any wall to be erected on the site thereof by our said disponees as abovementioned and in the event of us or our foresaids so raising the said wall the same shall thereafter be maintained at mutual expense by us and our foresaids on the one part and our said disponees and their foresaids on the other part. Note: The plan annexed to the above Feu Disposition has not been produced to the Keeper. The said part coloured yellow cannot therefore be determined in relation to the subjects in this Title.

**Entry
Number** **Burden Detail**

2 Feu Disposition by Trustees of John Gordon to Corporation of the Royal Edinburgh Asylum for the Insane and their assignees, recorded G.R.S. (Edinburgh) 9 Jul. 1886, of 10.594 acres of the northmost field of the lands of Craighouse, contains no additional burdens.

**Entry
Number** **Burden Detail**

3 Contract of Excambion between (On the first part) The Royal Edinburgh Asylum for the Insane and (On the second part) The Parochial Board of the City Parish of Edinburgh recorded GRS (Edinburgh) 18 APR 1890 of 9.583 acres of ground tinted pink on the Title Plan, is in the following terms: (First) the parties of the first and second parts bind and oblige themselves to free and relieve the lands disposed and conveyed by the parties of the first part and by us as trust disponees foresaid respectively of and from all feu duties, conditions and casualties due not only at and prior to Candlemas 1890 but in all time coming there after and in particular without prejudice to the above generality the parties of the first part shall within one on month of 7 APRIL 1890 to obtain and record a deed or deeds freeing and disburdening the said lands conveyed by them to the parties of the second part of and from all liability for the feuduty of Five hundred pounds per annum payable by the first party to the trustees of the said deceased John Gordon of Cluny under the Feu Disposition in Entry 1 for any portion of the said feu duty and of and from all liability for the casualties corresponding thereto and that by either redemption by the proportion of said feuduty effeiring to the said lands corresponding to the acreage thereof if the Superiors will agree thereto or by charging the said feu duty and casualties upon the remainder of the said lands of Craighouse belonging to the parties of the first part and (Second) so long as the said lands and estate of Craighouse shall be used as an asylum for the treatment and cure of insane persons Primo no manufactures of any sort shall be carried on on either portion of land hereby excambed nor shall the same be used or occupied for public works or in any way that would cause a nuisance to the neighbourhood nor shall excisable liquors be sold or stored in any part of the said subjects Secundo No buildings other than dwellinghouses and shops shall be erected on either portion of land hereby excambed Tertio No buildings of any description whatever shall be erected within fifty feet of the northern boundary of the said subjects and the northern walls of the houses to be erected nearest to the said northern boundary shall not exceed two storeys in height and there shall be no shops erected or allowed in said buildings Quarto No part or portion of either of the subjects hereby excambed shall be sold or feued by the parties hereto or their foresaids except by public roup after

advertisement in one or more newspapers published in Edinburgh at least once a week for three consecutive weeks, and Quinto The parties of the first part shall at their own expense erect malleable iron fences of not less than five and a half feet in height either secured to a sufficient stone foundation or stone base or with stone pillars between the ground conveyed by the said parties of the first part to the parties of the second part and the remainder of the ground belonging to the parties of the second part, and said fences when erected shall be mutual fences but shall be maintained solely at the expense of the parties of the first part in all time coming; Declaring always that the restrictions and provisions specified under head "second" shall cease and determine on the said lands of Craighouse ceasing to be used as an asylum for the treatment and cure of the insane. Note: The feuduty payable under the above Contract of Excambion was allocated on the subjects in this Title and has been redeemed.

**Entry
Number**

Burden Detail

4 Deed of Servitude containing Disposition by Robert Rigg, proprietor of area of ground of which the subjects 1 to 14 (inclusive) Craighouse Road forms part to Corporation of the Royal Edinburgh Asylum for the Insane and its successors, proprietors of the estate of Craighouse, bounded on the east by said Road, recorded G.R.S. (Edinburgh) 10 Jul. 1890, of a right of servitude in order to protect the privacy of the said estate, in the following terms: For the space of one hundred yards along the frontage of Craighouse Road from the point marked A to the point marked B on the plan annexed and signed as relative hereto and for fifty feet eastward from a line drawn between said two points no houses or buildings of any kind shall be erected of a height exceeding thirty five feet measuring from the level of the street as shewn on the level marked on said plan as the kerb stone of Craighouse Road to the ridge of the roof. Note: The location of the points marked A and B are indicated by blue letters A and B on the Title Plan.

**Entry
Number**

Burden Detail

5 Deed of Servitude, recorded G.R.S. (Edinburgh) 29 Sep. 1904, containing Disposition by James Anderson, Proprietor of ground bounded by Craighouse Avenue and Craighouse Road, Edinburgh to Corporation of the Royal Edinburgh Asylum for the Insane, Proprietors of the Lands of Craighouse, with manor place &c, in the Parish of St. Cuthberts of the subjects tinted green on the Title Plan, contains burdens in the following terms: I the said James Anderson bind and oblige myself my heirs and successors and assignees and disponees and feuars that upon the said area of ground belonging to me no houses or buildings of any kind shall be erected of a height exceeding thirty five feet measuring from the level of the street of Craighouse Road to the ridge of the roof.

**Entry
Number**

Burden Detail

6 Disposition by The Secretary of State for Scotland to Mohammed Khalid and his assignees recorded GRS (Midlothian) 1 NOV 1989 of 0.0267 ha of ground at Craiglea Place, Edinburgh (forming 17, Craiglea Place, Edinburgh), contains the following right which may affect the subjects in this Title: Together with a servitude right of access to and from the said subjects for pedestrian and vehicular purposes over the roadway tinted yellow on the said plan. Note: The Plan attached to the above Disposition is a monochrome version of the original consequently no reference could be determined in relation to the subjects in this Title.

**Entry
Number**

Burden Detail

7 Disposition by the Secretary of State for Scotland to The Court of Napier University recorded GRS (Midlothian) 7 APR 1994 of the subjects in this Title, contains the

following rights and burdens which affect the said subjects: Together with (One) free ish and entry therefrom and thereto; (Two) all existing rights of access to and egress from the said subjects for all traffic from Craighouse Road and from Craiglea Place by the entrance gates to the said subjects, and for maintenance, repair and renewal of the said subjects or the services serving the said subjects or of access to and egress from the said subjects; (Three) the full free and uninterrupted servitude right to lay in, use, inspect, maintain, repair, renew, replace and/or enlarge in, through or over the area tinted brown on the Title Plan, all sewerage and drainage pipes to serve the said subjects from time to time with all necessary rights of access for such purposes subject to my said disponees making good any damage caused in the exercise of the said servitude right; But also with and under: There is reserved to the proprietors of the dwellinghouses known as Numbers 13 and 15 Craiglea Place a servitude right of access to and from these subjects for pedestrian and vehicular purposes but only over that part of the roadway lying within and forming part of the said subjects in this Title as is tinted yellow on the said Plan.

**Entry
Number**

Burden Detail

8 Deed of Servitude containing Disposition by The City of Edinburgh District Council (proprietors of subjects hereinafter referred to as "the Servient tenement") to The Court of Napier University and its assignees (all hereinafter referred to either as "the Grantees" or " the Napier subjects") recorded GRS (Midlothian) 8 AUG 1995, is in the following terms: We the said The City of Edinburgh District Council DO HEREBY GIVE GRANT and DISPONE to and in favour of the said The Court of Napier University (all hereinafter referred to as "the Grantees") servitude right to use the water supply pipe running through the Servient along the route approximately indicated by a blue broken line on the Title Plan together with a right of access but that, except in cases of emergency, only after due consultation with the tenants of the Servient tenement (hereinafter referred to as "the Tenants"), whose approval shall not be unreasonably withheld or delayed, to inspect, maintain, repair, replace and when necessary renew the said water pipe; BUT WITH AND UNDER the following:- (ONE) There shall be reserved to us and our successors as heritable proprietors of the Servient tenement the right to lead over or under the said water pipe, pipes, cables, tubes, wires, drains and communications of any kind for the purpose of providing services to other subjects belonging to us and thereafter the right of access for the maintenance, repair and where necessary renewal of such pipes, cables and others provided that we do not interrupt the supply of water to the Napier Subjects except only temporarily when with good reason the interruption is unavoidable and then for as short a time as reasonably practicable and that we make good as soon as reasonably practicable any damage caused by the exercise of the rights so reserved; (TWO) The Grantees shall be responsible for maintaining the said water pipe in good order and repair and where necessary renewing the same to our reasonable satisfaction; (THREE) The Grantees shall make good or pay reasonable compensation for any damage caused to the Servient tenement arising out of the exercise of the rights herein contained; (FOUR) The Grantees shall not be permitted to alter the line of said water pipe without first obtaining the prior written approval of ourselves and the Tenants thereto neither of whose approval shall be unreasonably withheld or delayed; (FIVE) The Grantees shall be bound to exercise the rights herein contained so as to cause the least inconvenience reasonably practicable to us, the Tenants or any other occupiers of the Servient tenement; (SIX) The Grantees shall indemnify us and keep us and our officers and servants indemnified from and against all expenses, liabilities, damages, losses, claims or proceedings whatsoever in respect of personal injury to or death of any person whomsoever and in respect of any injury or damage whatsoever to any property heritable or moveable arising directly or indirectly out of the exercise by the Grantees or their agents or others of the rights herein contained.

**Entry
Number****Burden Detail**

9

Lease referred to in the Property Section between (ON THE FIRST PART) The Court of Napier University (who and whose successors as proprietors of the subjects herein let and assignees whomsoever are hereinafter referred to as "the landlords") and (ON THE OTHER PART) Scottish Power PLC (who and whose successors are hereinafter referred to as "the Tenants"), recorded GRS (Midlothian) 23 OCT 1996 OF Substation Site at Napier University, Edinburgh, is in the following terms: IT IS CONTRACTED AND AGREED between the parties as follows:- FIRST The Landlords in consideration of the rent and other presentations and of the whole conditions hereinafter specified hereby let to the Tenants ALL and WHOLE that area of ground extending to Twelve square metres and Twenty five decimal parts of a square metre or thereby located to the west of but not adjacent to Craighouse Road, Edinburgh delineated and coloured red on the plan annexed thereto ("the substation site"); TOGETHER WITH (One) an unrestricted right of access to and egress from the substation site hereby let for vehicular and `pedestrian traffic over and across the access route shown coloured yellow on the said plan; (Two) an unrestricted right to lay, use, inspect, maintain, repair, remove, renew, replace and or enlarge in, through and or over those areas of ground shown by a broken red line on the said plan ("the cable route"), all cables, pipers, drains and other underground works (hereinafter referred to as "the electric lines") required by the Tenants in the exercise of their functions as statutory electricity undertakers with all necessary rights of access thereto over the adjoining ground; and (Three) an unrestricted right of access for the purpose of erecting, inspecting, maintaining, repairing and renewing the substation to be installed on the substation site and all enclosures if any (all hereinafter referred to as "the Leased Subjects". SECOND The Lease shall be for a period of Sixty years from and after the Seventh day of August Nineteen hundred and Ninety Six which notwithstanding the date or dates hereof is hereby declared to be the date of entry. THIRD The Tenants bind and oblige themselves to pay to the Landlords the sum of ONE POUND STERLING per annum in name or rent if asked only. FOURTH The Tenants shall use the Leased Subjects for the installation and operation of an electricity substation together with ancillary apparatus, equipment and electric lines and for no other purposes whatsoever without the prior written consent of the Landlords. FIFTH The Tenants shall make good or pay reasonable compensation to the Landlords for any damage caused as a direct result of the Tenants' operations in erecting the said substation and ancillary apparatus and equipment and in laying the electric lines and in carrying out any maintenance or other works connected therewith. SIXTH The Tenants shall be solely responsible during the currency of the Lease for the maintenance and repair of the said substation and ancillary apparatus, equipment and electric lines but, for the avoidance of doubt and subjects as aftermentioned, the Tenants shall have no liability for the maintenance or repair of the walls enclosing the Leased Subjects hereby let, the solum and the ceiling or roof thereof and the said access route, save insofar as repair is required because of damage caused by the Tenants or their Agents as Contractors. SEVENTH There shall be reserved to the Landlords the right to enter the Leased Subjects accompanied by an employee of the Tenants on all necessary occasions for the purpose of inspection generally, provided that the Landlords have give fourteen days' written notice to the Tenants of the intended inspection. EIGHTH The Tenants shall be entitled to confer on third parties the right to enter on the Leased Subjects and to enjoy all rights available to the Tenants under this Lease. NINTH The Tenants shall free, relieve and indemnify the Landlords both in respect of any loss, damage or injury which the Landlords may sustain or which may arise through any wrongful or negligent act on the part of the Tenants, and those for whom they are responsible in law in connection with their use of the Leased Subjects and in respect of any claims which may be made against the Landlords' by third parties arising out of the Tenants' use of the Leased Subjects save where such claims arise out of or as a result of any act or omission on the part of the Landlords, their tenants, or other occupiers of the subjects of which the Leased Subjects form part or those for whom they or any of them are responsible at law. TENTH At the expiry of the Lease the Tenants shall remove themselves from the Leased Subjects without any warning or process of removal.

ELEVENTH The Landlords warrant this Lease to the Tenants absolutely and oblige themselves to indemnify the Tenants against any costs, expenses or damages which may be incurred by the Tenants by virtue of a breach of this warranty including but not restricted to (i) the costs of removal of the substation and ancillary equipment to be installed on the Leased Subjects or the removal of the electric lines, (ii) making good necessitated by the said removal and (iii) the re-instatement of the substation at another suitable site. TWELFTH The Landlords bind and oblige themselves not to (One) erect any building or other erections or plant, grow, cultivate or permit to grow any trees, shrubs, bushes or other plants or vegetation (i) over the cable route or within a lateral distance of two metres measuring from the centre line thereof or (ii) which are otherwise likely to adversely affect the electric lines or the Tenants' access thereto without the prior written consent of the Tenants, which consent shall not be unreasonably withheld or delayed, and the Tenants shall be entitled to lop, cut or remove the whole or any part of any such trees, shrubs, bushes and other plants or vegetation causing or likely to cause interference to the electric lines the said substation, substation site and its enclosures, if any, all without any liability attaching to the Tenants and (Two) alter the existing ground levels along the cable route or to obstruct in anyway Scottish Power's access to the electricity lines without the prior consent of Scottish Power which consent will not be unreasonably withheld or delayed. THIRTEENTH Any dispute or difference between the Parties hereto under these presents shall, failing agreement, be referred for the decision and decree arbitral of a single Arbiter mutually appointed or, failing agreement, to be appointed by the President for the time being of the Law Society of Scotland. LASTLY The Parties hereto consent to the registration hereof and of any decree arbitral made in terms of Clause THIRTEENTH hereof for preservation and execution. Note: The Plan referred to in the above Lease is a monochrome version of the original consequently no references could be determined in relation to the subjects in this Title.

**Entry
Number**

Burden Detail

10 Section 75 Agreement between THE CITY OF EDINBURGH COUNCIL the Local Authority for the said City in terms of the Local Government etc (Scotland) Act 1994 having their principal office at City Chambers, High Street, Edinburgh (who and whose successors as the Planning Authority and Roads Authority respectively are hereinafter referred to as the "Council"); And THE COURT OF NAPIER UNIVERSITY (successors to the Governors of Napier College of Commerce and Technology). a statutory corporation constituted in terms of The Napier College of Commerce and Technology Regulations 1985 as amended by The Napier University (Scotland) Order of Council 1993, of 219 Colinton Road, Edinburgh (who with their respective successors in ownership of the Agreement Subjects as hereinafter defined are hereinafter referred to as the "Proprietors"), is in the following terms: (FIRST) On delivery of this Agreement (duly executed by the Proprietors) to the Council, the Council shall execute this Agreement and thereafter the Proprietors shall submit this Agreement to the Keeper of the Registers of Scotland for recording. Following upon the production to the Council of an acknowledgement letter from the Keeper of the Registers of Scotland the Council will proceed forthwith to issue the Planning Permission to the Proprietors. In the event that the Planning Permission is not issued to the Proprietors this Agreement shall have no effect. (SECOND) The Proprietors shall not be obliged to implement the Planning Permission. (THIRD) This Agreement will not prejudice any other parties' rights granted by the Proprietors prior to the execution of this Agreement. (FOURTH) In the event of the Proprietors implementing the Planning Permission, the Proprietors shall be obliged to pay to the Council the sum of ONE HUNDRED AND FIFTY THOUSAND POUNDS (£150,000) STERLING within 50 days of the date of said implementation (which date shall be taken to be the earliest date on which any material operation as defined in section 27(4) of the 1997 Act comprised in the Development begins to be carried out). The said sum shall be used by the Council for (1) the purpose of designing and providing a scoot signal system at the

signalised junctions of Colinton Road and Grays Loan; Ashley Terrace and Polwarth Terrace; and Harrison Terrace and Polwarth Terrace, to respond dynamically to changing traffic demand on Myreside Road. and (2) the refurbishment of the signals at Grays Loan and Colinton Road including a replacement controller and the addition of tactile paving at the pushbutton pedestrian crossing points. The Council shall be required to act with due economy and any of said sum not required by the Council in respect of (1) and (2) herewith shall be returned to the Proprietors as soon as reasonably practicable and in any event not later than one year after completion of the works. (FIFTH) In the event of the Proprietors implementing the Planning Permission, the Proprietors shall complete or procure the completion of the widening of that part of the northern footway of Glenlockhart Road to at least three metres in width to form a segregated pedestrian/cycle track to link the Proprietors' Craighouse and Craiglockhart campuses (the termination point, form and detail of which shall be agreed between the Council and the Proprietors) (hereinafter referred to as "Footway Works"); declaring that the Proprietors shall only be required to undertake the Footway Works in the event that all necessary consents are granted by the Council. The Proprietors shall, subject to obtaining all necessary consents timeously from the Council for the Footway Works, complete or procure the completion of the Footway Works to the reasonable satisfaction of the Council no later than the date of opening of the Development. In the event that the Proprietors have not obtained all necessary consents from the Council for the Footway Works prior to the date of opening of the Development, then the Proprietors shall be bound to complete or procure the completion of the Footway Works to the reasonable satisfaction of the Council no later than three months from the date of the grant by the Council of the last of the necessary consents for the Footway Works. (SIXTH) The Proprietors have prepared and have agreed with the Council a Travel Plan (a copy of which is annexed and signed as relative hereto) (hereinafter referred to as the "Travel Plan") and which has been developed to promote modal shift from car to public transport and cycling. The Travel Plan will be supported by:- (a) identifying an appropriate member of staff to act as a Travel Co-ordinator to develop, oversee and monitor Transport Policy; (b) promoting improved direct bus services from both Fife and the Borders; (c) producing (in partnership with Lothian Buses) a comprehensive University Public Transport Guide; (d) providing electronic and paper travel information at relevant locations on campus for both Staff and Students; (e) providing additional secure cycle and motor cycle parking at strategic locations as part of both an overall strategy and also as an integral part of the new developments at Craiglockhart and Craighouse; (f) providing lockers and free hot showers for cyclists and motor cyclists at all campuses; (g) reviewing the current needs based criteria for determining eligibility for car park permits in respect the Development. In the said review, priority shall be given in the first instance to the registered disabled, inter campus users and visitors. In implementing the outcome of the said review, regard shall be had by the Proprietors to the Transport Assessments undertaken by Oscar Faber in June 2001 and submitted as part of the application for planning permission referred to in Clause (Five) of this Agreement; (h) introduce a pay parking scheme within the confines of the campus; (i) contractually obliging all new and existing occupiers of the Agreement Subjects to comply with the Travel Plan; (j) continue to offer interest free loans for staff bus season tickets, and extend this to interest free loans for season train tickets. (SEVENTH) In the event of the Proprietors implementing the Planning Permission, the Proprietors shall be obliged to pay to the Council a contribution of THIRTY THOUSAND POUNDS (£30,000) STERLING within 50 days of the said date of implementation (which date shall be taken to be the earliest date on which any material operation as defined in section 27(4) of the 1997 Act comprised in the Development begins to be carried out) and the Council shall be bound to apply the said contribution towards bus improvements. In the event of the contribution not being utilised in full by the Council within five years of the date of payment to the Council then such contribution or the unused part thereof, as appropriate, shall be refunded to the Proprietors. (EIGHTH) In the event of the Planning Permission being revoked or in any way failing or being declared null and void as a result of judicial proceedings in the Court of Session or any other Court, this Agreement shall fall and be deemed pro non scripto and the Council

shall forthwith grant a complete discharge of this Agreement (at the expense of the Proprietors). (NINTH) In the event of the Council and the Proprietors agreeing a variation of the terms hereof the Council shall grant a discharge of this Agreement and the Council and the Proprietors shall contemporaneously enter into a fresh agreement in terms identical to this Agreement subject only to any variations as may be agreed between the Council and the Proprietors, the Proprietors being bound to meet the Council's reasonable legal expenses incurred in connection with the negotiation and drafting of any such variation and discharge. (TENTH) In the event of (i) a material change in circumstances affecting the matters covered by this Agreement (including, for the avoidance of doubt, any material proposed variation to or replacement of the Travel Plan at any time during the duration of this Agreement, and/or (ii) the expiry of a period of five years from the date of the Planning Permission and of any subsequent periods of five years thereafter the Proprietors may call upon the Council to review the terms of this Agreement in the light of (One) the material circumstances then prevailing (the terms of any replacement or variation of the Travel Plan always being material for these purposes), (Two) the continued need, purpose and effectiveness of or for any or all of Clause (SIXTH) of this Agreement. The Proprietors and the Council may then agree, in writing, to vary or amend this Agreement (at the expense of the Proprietors) and the provisions of the Clause (NINTH) shall apply. In the event that the Proprietors and the Council fail to reach agreement on any of the foregoing matters then it shall be open to the Proprietors or the Council to request that the matter be dealt with by arbitration in terms of Clause (TWELFTH) hereof.

(ELEVENTH) The Proprietors shall not transfer or assign their rights and obligations under this Agreement or dispose of their interests in the Agreement Subjects prior to the recording of this Agreement in the General Register of Sasines. (TWELFTH) Any dispute of any kind which may arise between the Proprietors and the Council regarding this Agreement shall be referred to the decision of an Arbiter to be mutually agreed by the Proprietors and the Council and, failing agreement as to such appointment, appointed by the Sheriff Principal of the Lothian and Borders at Edinburgh on the application of either the Proprietors or the Council and the decision of such Arbiter, including any award of expenses, shall be final and binding on the Proprietors and the Council and failing such award of expenses the cost of any such arbitration shall be borne equally by the Proprietors and the Council.

(THIRTEENTH) The Proprietors agree that in the event of a breach or continued breach by them in terms of this Agreement; the Council shall be entitled to exercise any remedies available to it at Common Law or Statute Law. The Council agrees that in the event of a breach or continued breach by it of this Agreement the Proprietors shall be entitled to exercise any remedies available to them at Common Law or Statute Law. (FOURTEENTH) This Agreement is made pursuant to Section 75 of the 1997 Act and it is agreed by the Council and the Proprietors that the obligations undertaken by the Proprietors in this Agreement shall be enforceable at the instance of the Council as Planning and Roads Authority against the Proprietors and persons deriving title to the Agreement Subjects or any part thereof from the Proprietors. (FIFTEENTH) The Proprietors shall meet the Council's reasonable legal expenses in connection with the negotiation and drafting of this Agreement. (SIXTEENTH) No significance in this Agreement shall be attached to the use of the masculine or feminine or neuter gender and where the context so admits terms expressed in the singular shall include the plural and vice versa.

NAPIER UNIVERSITY INTEGRATED TRANSPORT POLICY Introduction Napier University, as a multi-site employer in South Edinburgh, with a student resident catchment area extending over Fife, Lothian and Borders creates a significant transport impact within the city of Edinburgh. The University aims to ensure that it contributes to sustainable development in its operations and future campus development and has produced an Environmental Policy statement to facilitate this goal (see Appendix 1). This Integrated Transport Policy paper is an integral part of the University's aspirations for its future development and has the full commitment and support of the University's governing body. The overall Integrated Transport Policy consists of the following elements: Principles Objectives Policy Initiatives Travel Action Plans (TAPs) Implementation Marketing and Monitoring Principles As part of its commitment to a sustainable and healthy environment. Napier University

has produced its integrated Transport Policy based on the following general principles: To promote an environmentally responsible attitude and approach to transport issues To address the needs of all user groups and to be sensitive to the local neighbourhoods To encourage and promote alternatives to one-person, one-car commuter travel To work in partnership with neighbouring organisations and the City Council to promote a better environment To promote efficient management and use of the University's own transport fleet To be consistent with the University's Estate Strategy Objectives The University's Transport Policy will aim to achieve the following objectives: To give staff and students a wider choice of travel modes both to and from Napier and between the various campuses To provide for staff who have need to use their car for travel in the course of their work To identify an appropriate member of staff to act as a Travel Co-ordinator to develop, oversee and monitor the University's integrated transport policy To allocate rationally the parking spaces available and to plan for their future allocation as the University develops To control the impact of transport generated by the University on surrounding communities To demonstrate to the City Council and the wider community that Napier is a responsible member of the Edinburgh community that seeks to mitigate its environmental and other impacts Policy Initiatives The following policy initiatives have been taken or will be pursued at a university wide level. Public Transport Aims: To promote the use of the existing public transport network, especially for commuter use To encourage the enhancement and re-routing of existing services where appropriate To liaise with local transport providers regarding provision of additional services to meet new or unfulfilled demand To enter into partnership with local transport providers to introduce a discounted travel pass on public transport Achievements: Provided access for public transport within the Craighouse campus Liaised with Stagecoach to promote publicity for the new park-and-ride/shuttle bus service between North Queensferry and Gyle Shopping Centre Highlighted new journey opportunities in Edinburgh In partnership with Lothian Bus supported and promoted extension of service No 58 to Churchill at a cost of £60,000 per year Promoted annual public transport Roadshow in the University Sale of discounted Ridacards and Muti ride card travel passes to staff/students on campus Introduction of interest free loan to staff to purchase public transport season ticket Future Priorities* Promotion of improved direct service from Borders and Fife to campus Sponsor, in partnership with Lothian Buses, production of a comprehensive University Public Transport Guide Establishment of "electronic" travel information for staff and students on campus Proposed access for public transport within the Craiglockhart campus *2001-2005 Walking, Cycling and Motor Cycling Aims: To provide and develop a network of safe, accessible, signposted, well-lit routes on campus for pedestrians, cyclists and motor cyclists To promote safe crossing points of major roads in close proximity to campuses To provide safe, secure and well-lit cycle parks adjacent to major building, encourage measures which reduce and combat cycle crime and to keep supply in line with demand To continue the University's policy of improving access for disabled around the campus and to/from major buildings by providing wherever feasible clearly signposted routes which are kept clear of obstructions To provide clear and helpful campus signposting and publish in paper and electronic format a "network map" which will highlight principal walking routes through campuses and identify cycle parks Achievements: Extended campus signposting, including the introduction of arrow signs Updated and provided more campus maps based on the University's location map Improved lighting and CCTV coverage of walkways and parking areas Provided additional cycle parking adjacent to University buildings Introduced an escort service by security staff in evenings for pedestrians at Craighouse Taken part in ongoing discussions with representatives from Public with regard to improving safety and security on campus Established speed restrictions on all campuses Future priorities: Establish a University Cycle Forum to enable cyclists and motor cyclists to give feedback, and input into future priorities Provide additional secure cycle and motorcycle parking at strategic locations Provide cycle and motor cycle parking facilities as an integral part of new developments Further improvements to lighting and CCTV coverage outdoors Provision of locker and shower facilities for cyclists and motor cyclists at all campuses Hardcovering the path between the Craiglockhart and Craighouse

campuses Car Park Management Aims: To give priority to inter campus users, visitors and the disabled To restrict the number of permits issued to ensure that demand more closely matches the availability of parking places To discourage one person-one car commuting where reasonable alternatives are available To charge for car parking on campus To enhance control, management and surveillance of all car parks through the extension of barrier controls Achievements: Introduced three categories of controlled car parking to meet the various needs of different car user groups Limited issue of permits to match more closely the availability of car parking Protected the interests and needs of disabled users Introduced radio-system to assist park management Improved control and security by introduction of barriers and camera surveillance leading to reduction of car theft at Sighthill Future Priorities: Review of needs-based criteria for determining eligibility for car park permits Continued improvements to security measures with extension to camera surveillance and lighting Tougher action on unauthorised and/or inconsiderate parking and/or abuse of permit system Introduction of car parking charges Zero Travel Aim: To minimise travel by students and staff between campuses Achievement Introduced video conferencing facilities between major campuses in Edinburgh (and with the Livingston and Melrose campuses) Future Priority To centre Faculties at particular campuses and thereby reduce the need for staff and students to visit other campuses for teaching or study To rationalise university estate into fewer sites A summary of university wide initiatives is shown in Appendix 2. Travel Action Plans A Travel Plan is a package of measures implemented at the workplace by the employer to reduce the proportion of its employees who drive alone to work and at work. The University's transport policy aims to reduce the number of single occupant car trips to the University. The precise goal is "To stabilise the proportion of staff and students driving alone to the University within 2 years and achieve a 5% reduction within 5 years of the start of the implementation of the plan" The modal split targets set out in the City of Edinburgh's Local Transport Strategy are:

	Cycle	Walk	Public Transport	Motorcycle	Car	Total
1999 actual	1.5	23.4	18.3	0.2	56.6	100%
2010 target	6	26	23	>1	45	100%

The baseline travel survey of all staff and a sample of students planned for next February is a critical element in the University's Integrated Transport Plan. The survey together with analysis of all staff and students termtime postcodes, will be used to provide developments suited to each campus to achieve the global target. The achievability of the targets will depend on factors external to the University, especially availability and controls on on-street parking and cost and availability of bus services. A certain degree of flexibility in plan targets is therefore unavoidable given the several factors previously specified which are beyond the University's control. The Travel Action Plan is a tool for the University to manage its transport needs to minimise environmental impact, maximise efficiency and benefit employee health. The following Travel Action Plans are campus based reflecting the different needs and problems of different locations. A map of Edinburgh detailing campus locations and main roads is shown in Appendix 3. The principal objective of the Plans is to minimise car use associated with a particular campus. Minimisation of expenditure on staff parking and travel is a subsidiary aim. The consultation process and publicity strategy are important elements in the formulation of the University's transport policy. The creation of the policy has involved widespread staff consultation through an information survey of all staff by Email and the establishment of a Transport Issues Group. Merchiston 10 Colinton Road, Edinburgh, EH10 5DT This is the University's biggest campus which is located at the foot of Colinton Road near Holy Corner. There are currently 4,000 students and 400 staff based at the Merchiston campus where the Faculty of Engineering and Computing is centred. The projected student and staff numbers are as follows

2000/01

2004/05

Students	4,000	4,700
Staff	400	420

The projected parking provision is as follows:

	Current	2004/5
Car Parking Bays	70	60
Cycle Stands	65	100
Motor Bike Bays	10	15

The campus is within 400 metres of the following buses: 5, 11, 15, 16, 17, 23, 45, 58 The campus is within 500 metres of the following buses: 38, 10, 27 The 27 bus passes very close to Waverley railway station which helps commuter students resident in the central belt. Merchiston is an inner suburban campus situated on the border of residential and shopping zones where land use is intensive and there are no green field spaces. The University plans to reduce marginally the already limited number of car parking bays on campus to allow new build and the two remaining car parks will be redesigned and converted to barrier controlled paid car parking. These developments will be completed by the end of 2001. There is and will be no car parking space reserved for students. Encouragement will be given to cyclists by improving shower and locker facilities, erecting additional cycle safety measures. The main thrust, however, of the Merchiston TAP is likely to be to encourage commuter staff and students to use the local bus services. Measures will be taken to improve bus transport information, publicise season ticket loans and continue to support, and if necessary subsidise, the No 58 Lothian bus. Craiglockhart 219 Colinton Road, Edinburgh, EH14 1DJ The campus currently houses, Administration staff and students and staff in the School of Computing. The total number on site comprises 1,500 students and 350 staff. The campus will close in September 2001 and reopen after development in September 2003 when it will house the Business School. The projected student and staff numbers are as follows:

	2000/01	2004/05
Students	1,500	3,800
Staff	350	350

The projected parking provision is as follows:

	Current	2004/5
Car Parking Bays	280	450*
Cycle Stands	46	150
Motor Bike Bays	12	50

*includes 90 bays for visitors to residential training centre (see later) The Campus is within 200 metres of the following buses: 4, 10, 27, 45, 58, 65 The 27 bus passes very close to Waverley railway station which helps commuter students resident in the central belt. Craiglockhart is an outer suburban campus situated in a wealthy residential area. The campus has substantial parkland and a significant area of land for parking cars, bicycles and motorbikes. The redevelopment of the campus will increase the number of car parking bays but the main increase will be in the number of cycle and motorcycle spaces. The opportunity will be taken to

allow the buses to enter the campus to pick up and put down passengers. If the local suburban railway is reopened the University will ensure that a shuttle bus service is introduced to carry commuter traffic to and from the station at peak times. A residential training centre with 150-190 bedrooms is planned on campus to open in September 2003 and it is proposed to create 90 additional car parking bays in accordance with City car parking standards (zone 4). Sighthill Sighthill Court, Edinburgh, EH11 4BN. The campus will probably close in September 2003 or thereabouts. The campus presently houses the Napier University Business School and the number of students and staff is as follows:

	2000/01
Students	3,200
Staff	250

The parking provision is as follows:

Car Parking Bays:	Staff	200
	Students	200
Cycle Stands		26
Motor Bike Bays		6

The campus is within 300 metres of the following buses: 3, 22, 25, 34, 35, 58. Sighthill is an outer suburban campus situated on the border of council housing and a business/industrial zone. There are a significant number of car parking spaces on campus and the site is well served by buses. There is nevertheless serious car parking congestion on adjoining streets. The main thrust of policy will be to improve bus information, sell travel cards at a discount and encourage commuter students in Fife to park and ride. Craighouse Craighouse Road, Edinburgh, EH10 5LF. This 50 acre grassland campus includes the 100 year old New Craig building together with six satellite villas. The Schools of Music and Communication Arts together with certain Administration Services are based there. It is hoped to develop the campus session 2003/04 onwards to house the Faculty of Arts and Social Science and Administration there. There are currently 2,000 students and 200 staff based at the Craighouse campus. The projected student and staff numbers are as follows:

	2000/01	2004/05
Students	2,000	2,300
Staff	250	475

The parking provision as follows:

	Current	2004/5
Car Parking Bays	114	311
Cycle Stands	15	100
Motor Bike Stands	8	50

(1) Final figures to be determined by Traffic Impact Analysis. The campus accommodates bus stops within its grounds for the following buses: 23, 58. The 23 bus passes very close to Waverley railway station which helps student commuters resident in the central belt. Craighouse is situated in an outer suburban area where

land space is extensive. The University plans to increase the current number of car parking bays to reflect the significant increase in staff levels, but the number of cycle and motor cycle spaces will be even more substantially increased and the requisite facilities for cyclists substantially upgraded. The University will continue its efforts to convince commuter staff and students to use the 58 bus which enters the campus and has a covered stop. Canaan Lane 74 Canaan Lane, Edinburgh, EH10 4TB This campus is located in the ground of the Astley Ainslie Hospital and accommodates the Faculty of Health and Life Sciences. There are currently 1,500 students and 70 staff at the Canaan Lane Campus. The projected student and staff numbers are as follows:

	2000/01	2004/05
Students	1,500	1,600
Staff	70	70

The parking provision is as follows:

	Current	2004/5
Car Parking Bays	100	100
Cycle Stands	24	50
Motor Bike Bays	-	5

The campus is within 400 metres of the following buses: 5, 11, 15, 16, 23, 24, 37, 41, 58 This campus forms part of the grounds of the Astley Ainslie hospital and is near both residential and shopping areas. There are no plans to change the number of car parking bays but a barrier-controlled, paid, car parking management system will be introduced. There will be a modest increase in the number of cycle stands but the main thrust of policy will be to convince more commuter staff and students to use bus transport. Comely Bank 13 Crewe Road South, Edinburgh, EH4 2LD This campus accommodates the School of Community Health. There are currently 800 students and 50 staff based at the Comely Bank campus. These figures are not expected to change significantly over the foreseeable future. The parking provision is as follows:

	Current	2004/5
Car Parking Bays	45	45
Cycle Stands	-	25
Motor Bike Bays	-	5

The following buses pass the campus: 19, 28, 29, 38, 81, X91 This campus is located on the busy Crewe Road South on the boundary of the Western General and Royal Victoria Hospitals. There are no plans to change the number of car parking bays but a barrier-controlled, paid car parking management system will be introduced. There will be a modest increase in the number of cycle stands but the main thrust of policy will be to convince more commuter staff and students to use bus transport. Redwood 66 Spylaw Road, Edinburgh, EH10 5LR This campus is situated in a leafy, inner suburban, residential area and houses the Transport Research Institute and certain ancillary science units. There is no undergraduate teaching on campus. There are 40 staff on campus. The parking provision is as follows:

Car Parking Bays	12
------------------	----

Cycle Stands	10
Motor Bike Bays	2

It is anticipated that the campus will be sold in 2003 or thereafter and there are no plans to increase staff on campus in the meantime. Marchmont 61 Marchmont Road, Edinburgh, EH9 1HU The major proportion of the School of Design and Media Arts is housed here. There are 150 students and 20 staff on site. These figures are not expected to change significantly in the next few years and the building is likely to close before the end of the current decade. The parking provision is as follows:

	Current	2004/5
Car Parking Bays	4	4
Cycle Stands	10	20
Motor Bike Bays	1	5

There is no car parking provision for students. The following buses pass the campus: 5, 24, 40, 41 Marchmont is an inner urban campus situated in a mixed residential shopping area where land use is intensive. Car parking is extremely limited and the main thrust of policy will be to convince more commuter staff and students to use bus transport. Implementation The University has appointed the Logistics Services Manager (Mr Morrison) to be the Travel Co-ordinator responsible for the development and day to day monitoring of the ITP. A Transport Issues Group chaired by the Assistant Secretary (with the Travel Co-ordinator as secretary) is being established to help steer the I.T.P.. The TIG will include a cross section of staff and students to reflect community interests. The Group will meet quarterly to review and monitor progress and reports to the Corporate Management Team and thereafter onwards to the Finance and General Purposes Committee if policy decisions are requested. Furthermore Campus Principals (4) each hold User Group meetings of staff and students at their campus to discuss operational issues of common interest such as parking and transport services. A staff and student travel survey and parking audit will be undertaken shortly to assess the validity of the baseline transport situation. It is hoped to have the development of the main Integrated Transport Policy finalised by June 2001. The policy document will thereafter be put out for consultation with a view to campus specific travel plans being agreed by July 2001. The Logistics Services Manager will be responsible for improving the fleet management of the University's vehicles. The University owns or leases the following vehicles:

Transport Service	2 minibuses	to take students on field trips
	4 vans	to transport goods inter campus
	2 post vans	to deliver mail
	1 saloon car	to transport senior management
Corporate Services	3 estate cars	to visit schools with literature
Building and Estates	1 van	to transport materials between campuses
	2 tractors	to transport garden equipment
Life Sciences	1 minibus	to transport goods or students on field trips
Security Service	1 car	to provide back up at incidents and transfer security staff

It is estimated that the total capital tied up in the vehicles amounts to £350,000 and motor insurance premiums amount to £5,100 per year. The rationalisation of the vehicle fleet under one manager offers the potential to reduce the number of vehicles and increase interdepartmental utilisation. The Logistics Services Manager will also service as implementing the Integrated Transport Policy and thereafter monitoring its development. A major aspect of the post will be to bring the University into partnership with the City Council, bus companies and other major institutions in the City. The Security Services Manager is responsible for vehicular parking management on campus. There are currently over 1,100 car parking bays on University properties in Edinburgh. A car parking permit system operates on a needs basis at the four biggest campuses (550 spaces) but otherwise parking is on first come first served allocation regardless of operational need with overspill. It is planned to introduce car parking charges relating the parking price structure to demand, raise revenue and cut parking demand. The Director of Personnel will be responsible for the wider use of flexi time and home working to improve staff morale and availability when needed. This policy will also reduce congestion at peak rush hours and allows potential for exploitation of EastMAN and other high speed networks. The Purchasing and Supplies Officer is responsible for service procurement and in particular travel expenditure. The University spent £725k on travel during the Financial Year 1999/2000 and this figure is being reduced through the rationalisation of suppliers. Taxi contracts have been tightened up but scope still remains for the rationalisation of private coach contracts. The phased implementation programme is as follows:

January 2001	Transport Issues Group formed
	Campus User Groups in place
	Parking audit conducted
	Travel Co-ordinator appointed
February 2001	Staff and student travel survey undertaken
April 2001	Proposed actions and targets finalised
	Consultation on draft policy and plans
June 2001	Final ITP approval

The projected costs* of the University's Travel Plan by main category of costs is as follows:

	£'000				
Head of Expenditure	2000/1	2002/2	2002/3	2003/4	2004/5
Travel Co-ordinator	17	35	36	37	38
Bus Subsidy	85	80	78	76	75
Car Parking Works	-	15	10	5	5
Facility Works	5	15	20	5	-
Surveys	10	5	5	5	5
Information	-	10	7	7	7
Coach/Minibus hire	45	47	49	51	54

Total	162	207	205	188	184
-------	-----	-----	-----	-----	-----

*excludes goods transportation costs There will be an offsetting income from car parking charges which will be ringfenced for transport improvements such as better transport information, ongoing surveys and facility works. Marketing and Monitoring Promotion of the plan will have to involve and inform staff, students and possibly neighbours. Staff and students will be consulted through the Transport Issues Group and through campus meetings. The University will require to produce annual surveys of travel patterns to ensure targets are being met and if not what new proposals are needed.

This is a Quick Copy which reflects the position at the date the Title Sheet was last updated.

It does not have the evidential status of an Office Copy.

This is an electronic Watermarked Copy