

**PROPOSED CLINIC
ROYAL NATIONAL THROAT NOSE AND EAR
HOSPITAL**

KING'S CROSS, LONDON

Highways Statement

January 2004

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Highways Statement

January 2004

Project Code:	ACKINGSCROSS.1
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Issue Date:	20 th January 2004
Status:	FINAL

**Proposed Clinic
Royal National Throat Nose and Ear Hospital
King's Cross London**

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**Proposed Clinic
Royal National Throat Nose and Ear Hospital
King's Cross London**

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1.0 INTRODUCTION

- 1.1 Mayer Brown Limited has been commissioned by Anglo Canadian Clinics Limited to prepare this highway statement in respect of a proposed clinic at the Royal National Throat Nose and Ear Hospital.
- 1.2 The development proposals are intended to provide much needed additional clinical facilities to the National Health Service (NHS) in order to assist in reducing NHS patient waiting lists for consultation. Anglo Canadian Clinics Limited has agreed to provide a travel plan for staff, to encourage commuting to the proposed clinic via non-car modes of transport.
- 1.3 The development proposals are of a relatively minor nature in comparison to the operation of the hospital site as a whole and this statement concludes that the transport impact of the development proposals will be negligible.
- 1.4 This statement considers the site in general, surrounding highway and accessibility by non car modes in addition to the likely frequency of trips to the development by various modes of travel, all of which has been considered in the context of the site's existing operation.
- 1.5 The remainder of this report is divided into four sections. Section 2 provides details of the site and surrounds in addition to setting out the public transport links available while Section 3 describes the development proposals. Section 4 identifies the likely trip attraction to the development proposals and Section 5 summarises and concludes this statement.

2.0 SITE DESCRIPTION AND ACCESSIBILITY BY NON-CAR MODES

- 2.1** The development site is located in Camden, north London, approximately 460m from King's Cross Railway Station.
- 2.2** The Royal National Throat Nose and Ear Hospital is bounded by Gray's Inn Road (A5200) to the west, Wicklow Street and Britannia Street to the north and Swinton Street to the south. The development site, which forms only a small section of the entire hospital, has access onto Wicklow Street by way of a priority junction. Wicklow Street is subject to a one-way system from east to west and a 30mph speed limit.
- 2.3** Much of the highway network surrounding the hospital is subject to a one-way system. To the north and east of the site lies King's Cross Road (A201), with Swinton Street and Gray's Inn Road to the south and west respectively. These roads are part of a one-way system that circles the site. The aforementioned roads are all subject to a 30mph speed limit.
- 2.4** King's Cross Road and Gray's Inn Road both form part of the red route through and around London. Double red lines on both sides of the carriageway mark these roads as part of the red route. No parking on the road side is allowed except for loading and unloading, which itself is limited to 20 minutes maximum. This allows vehicles to move relatively freely along the local highway network.
- 2.5** The Hospital is 20m from the beginning of the congestion charge zone, which keeps vehicle movements within the area to a minimum.
- 2.6** Gray's Inn Road links to Pentonville Road at King's Cross Station, Pentonville Road provides a direct link to the A40 to the west and the A1 and A10 to the east. The site in relation to the regional and local highway networks are illustrated at Figures 2.1 and 2.2 respectively.
- 2.7** Wicklow Street has lit footway provision on both sides of the carriageway, which vary from 1.5 to 2m in width. The adjacent highway network of Britannia Street, Gray's Inn Road, Swinton Street, and King's Cross Road all have good lit footway provision with many providing footways in excess of 3m.
- 2.8** Bus stop facilities, with shelters are provided 210m and 460m from the development site, on the west and east side of Gray's Inn Road respectively. Services 17, 45, 46, 63, 259, and N63 all stop at the "St Pancras King's Cross / Gray's Inn Road" bus stop. Further details of the local routes are set out later in this section. The site in relation to local bus routes is shown at Figure 2.3.
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2.9 To the north west of the development site lie the Railway Stations of King's Cross Thames Link, King's Cross, St Pancras and Euston. A summary of the Train Stations, their distance from the development site, and approximate walking times are set out in the table below.

Train Station	Distance from development site	Approximate walking time (walking speed 80/min)
King's Cross	460m	6 minutes
King's Cross Thames Link	290m	4 minutes
St Pancras	780m	10 minutes
Euston	1210m	15 minutes

Table 2.1: Distances to Train and London Underground Stations

2.10 The Channel Tunnel Rail Link is being extended to King's Cross Thames Link. Ongoing works mean that there are no services between Saturday mornings and Monday midday. Between these times, trains operate to the north of the station from Kentish Town Station and to the south of the station from London Bridge. Therefore only a small section along the Thameslink route is disrupted between these times. Once the Chunnel Tunnel Rail Link is completed at King's Cross Thameslink, Thameslink services will be transferred over to a new train station being built in between St Pancras Rail Station and King's Cross Rail Station

2.11 Adjacent to King's Cross Railway Station is King's Cross Underground Station. King's Cross Underground Station is 460m from the development, equating to a walking time of approximately 6 minutes (walking speed 80m/min).

2.12 The site in relation to the Railway and Underground networks is shown at Figure 2.4.

2.13 The site is within a short distance of a number of London Cycle Network (LCN) designated routes. The site in relation to the local cycle network is shown at Figure 2.5.

2.14 The existing site currently accommodates approximately 68 beds, 3 main theatre and 2 day surgeries. There are 113 consulting and examination rooms.

2.15 There are five main groups of staff at the hospital. There are 72 doctors, 127 nurses, 9 ancillary, 85 admin/clerical and 38 scientific research staff. There is therefore a total of 331 staff. The hospital is fully staffed between 08:00 and 17:00 hours; Monday to Friday and during other times there is a minimal staffing level.

2.16 The medical staff are on mixed contracts and therefore work on different shift patterns to each other; however they mostly work 9am to 5pm, Monday to Friday. Some medical staff are on call during other times.

-
- 2.17** The nursing staff are split into two groups, standard 6/9 hour shifts and 12 hour shifts. The nursing staff doing 6/9 hour shifts, rotate shifts of the following times: 7am to 4pm, 4pm to 10pm and 10pm to 7am. The nursing staff doing 12 hour shifts work 3 days on and 4 days off, they work 7am to 7pm.
- 2.18** The ancillary staff also work on shift patterns. The shifts for the ancillary staff are as follows: 07:00/07:30 to 16:00/16:30, 14:00/14:30 to 22:00/22:30 and 22:00/22:30 to 07:00/07:30 hours. The administration staff work from 09:00 hours to 17:00 hours.
- 2.19** There are a total of 28 existing car parking spaces, which are all allocated to senior staff. Each member of staff who is allocated a parking space, pays £250 per year to use the car parking space. There is no visitor, patient or other staff parking.
- 2.20** There is limited on-street parking in the vicinity of the hospital, all of which is within a controlled parking zone. The controlled hours are 08:30 hours to 18:30 hours, Monday to Friday, and on Saturdays between 08:30 hours to 13:30 hours. The cost of parking is 20 pence for every 5 minutes.
- 2.21** Patients arrive and depart throughout the day as they are allocated appointments.

Access by Bus

2.22 A summary of bus routes that serve the development site from Gray's Inn Road is provided in the table below.

Service	Destinations	Peak Hourly Frequency
17	London Bridge Station, London Bridge/Monument, Cannon Street Station, New Change Street/St Pauls, St.Pauls Cathedral, Ludgate Circus, St. Bride Street (EC4), Stonecutter Street, Charterhouse Street, Holborn Circus, High Holborn/Chancery Lane, Theobalds Road, Northington Road, Guilford Street, Eastmans Dental Hospital, Sidmouth Street, Swinton Street, King's Cross / Gray's Inn Road , Kings Cross Station, Kings Cross / Wharfedale Road, Killick Street, Carnegie Street, Copenhagen St Caledonian, Freeling Street, Caledonian Rd & Barnsbury Stn, H.M.Prison Pentonville, Caledonian Road Station, North Road (N7), Freegrove Road, Camden Road HM Prison Holloway, Chambers Road, Holloway Road / Nag's Head, Tufnell Park Road, Mercers Road, Wedmore Street, Upper Holloway Station, Elthorne Road, Archway, Archway	7
45	Kings Avenue (SW4), Lambeth Town Hall, Brixton Station, Stockwell Park Walk, Brixton Police Station, Western Road (SW9), Moorland Rd Coldharbour Ln, Shakespeare Road (SW9), Loughborough Junction Station, Pomfret Road, Lilford Road (SE5), Lowth Road, Valmar Road, Camberwell Green, Camberwell Green, Medlar Street, Wyndham Road Camberwell Rd, Bowyer Place, Albany Road (SE5), Westmoreland Road (SE17), East Street Walworth Road, Larcom Street, Hampton Street, Elephant & Castle Station, Elephant & Castle / London Rd, St.Georges Cir Blackfrairs Rd, Pocock Street, The Cut, Stamford Street, Upper Ground, Blackfriars Station, St. Bride Street (EC4), Stonecutter Street, Charterhouse Street, Holborn Circus, High Holborn/Chancery Lane, Theobalds Road, Northington Road, Guilford Street, Eastmans Dental Hospital, Sidmouth Street, King's Cross / Gray's Inn Road , Kings Cross Station	5
46	Farringdon St / Stonecutter St, High Holborn/Chancery Lane, Theobalds Road, Northington Road, Guilford Street, Eastmans Dental Hospital, Sidmouth Street, King's Cross / Gray's Inn Road , Kings Cross Station, Stanley Passage, St.Pancras Old Church, College Place / College Arms, Royal College Street, Randolph Street, Camden Road Station, Kentish Town Road, Prince Of Wales Road, Kentish Town West Station, Harmond Street, St.Leonards Sq/Fiddlers Elbow, Queens Crescent (NW5), St.Dominics Priory, Mansfield Road (NW5), Lawn Road, Hampstead Heath Pond Street, Roslyn Hill, Pilgrims Lane, Hampstead Station, Ellerdale Road, Spring Path, Lyndhurst Road (NW3), Nutley Terrace, Maresfield Gardens, College Crescent/Swiss Cottage, Swiss Cottage Station, Boundary Road Finchley Rd, Queens Grove, St.John's Wood Station, Cavendish Avenue (NW8), Grove End Road, Maida Vale Hall Road, Clifton Road (W9), Warwick Avenue Station,	6
63/N63	Forest Hill Tavern, Dunstons Road Forest Hill Road, Friern Road, Peckham Rye / Barry Road, The Gardens, Kings On The Rye, Nigel Road, Heaton Road, Peckham Rye Station, Hanover Park, Peckham Library, Bonar Road, Commercial Way Peckham Hill St, Bird In Bush Rd Peckenham Hill, St.Georges Way, Waite Street, Nile Terrace, Dunton Road, East Street Old Kent Road, Bricklayers Arms, Bartholomew Street, Rodney Place, Elephant & Castle Stn, Elephant & Castle / London Rd, St.Georges Cir Blackfrairs Rd, Pocock Street, The Cut, Stamford Street, Upper Ground, Blackfriars Station, St. Bride Street (EC4), Stonecutter Street, Charterhouse Street, Farringdon Station, Clerkenwell Road Farringdon Rd, Mount Pleasant (EC1R), Calthorpe Street, Gwynne Place, Acton Street, King's Cross / Gray's Inn Road , Kings Cross, Kings Cross Station	6

259	King's Cross / Gray's Inn Road, Kings Cross, Killick Street, Carnegie Street, Copenhagen St Caledonian, Freeling Street, Caledonian Road & Barnsbury, H.M.Prison Pentonville, Caledonian Road, North Road (N7), Freegrove Road, Camden Road HM Prison Holloway, Chambers Road, Holloway Road / Nag's Head, Holloway Nags Head Bowman Mews, Hornsey Road Seven Sisters Rd, Durham Road Seven Sisters Road, Finsbury Park, Finsbury Park Seven Sisters Rd, Alexandra Grove, Manor House, Woodberry Down, Amhurst Park, Vartry Road, Heysham Road, St.Anns Road Seven Sisters Rd, Elizabeth Road, Birstall Road, Seven Sisters, Seven Sisters Station, Tottenham / Swan, Tottenham Police Station, Bruce Grove, Lordship Lane, Tottenham Sports Centre, Tottenham Hotspur F.C., White Hart Lane, Brantwood Road, Cowper Road, Colyton Way, Edmonton Green Station	5
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Table 2.2: Bus Routes that serve Gray's Inn Road

2.23 There are also a number of services at King's Cross Station that do not serve the Gray's Inn Road bus stop, but are still within walking distance of the development site. King's Cross Station is 460m from the development site, equating to a walking time of approximately 6 minutes (walking speed 80m/min). A summary of bus services at King's Cross train station is shown in the table below.

Service	Destinations	Peak Hourly Frequency
10	King's Cross – Hammersmith Bus station	9
91	Ferme Park Road - King's Cross - Whitehall / Trafalgar Square	9
214	Moorgate/Finsbury Sq - king's cross - Highgate Village / North Road	8
390	Archway – King's Cross - Marble Arch Station	9
HAM	Tower Hill / Tower Of London - King's Cross - Baker Street	10

Table 2.3: Bus Routes that serve King's Cross Station

Access by Train

2.24 King's Cross Train Station is served by the operator West Anglia Great Northern (WAGN). A summary of the Inner City train routes that serve the King's Cross Train Station is provided in the table below.

Route	Destinations	Peak Hourly Frequency
London to Hertford North, Welwyn Garden City and Letchworth Garden City	London King's Cross, Moorgate, Old Street, Essex Road, Highbury & Islington, Drayton Park, Finsbury Park, Haringay, Hornsey, Alexandra Palace, New Southgate, Oakleigh Park, New Barnet, Hadley Wood, Potters Bar, Brookmans Park, Welham Green, Hatfield, Welwyn Garden City, Welwyn North, Knebworth, Bowes Park, Palmers Green, Winchmore Hill, Grange Park, Enfield Chase, Gordon Hill, Crews Hill, Cuffley, Bayford, Hertford North, Watton-at-Stone, Stevenage, Hitchin, Letchworth Garden City	4

Table 2.4: Inner City Train routes that serve King's Cross Station

2.25 A summary of the Outer City train routes that serve King's Cross Train Station is provided in the table below.

Route	Destinations	Peak Hourly Frequency
London and Cambridge to Ely and King's Lynn	London King's Cross, London Liverpool Street, Cambridge, Waterbeach, Ely, Littleport, Downham Market, Watlington, King's Lynn, Bus route number, King's Lynn, Sandringham Visitor Centre, Sandringham Norwich Gates, Hunstanton Bus Station	1
London to Stevenage, Cambridge and Peterborough	London King's Cross, Finsbury Park, Potters Bar, Hatfield, Welwyn Garden City, Welwyn North, Knebworth, Hertford North, Stevenage, Hitchin, Letchworth Garden, Baldock, Ashwell & Morden, Royston, Meldreth, Shepreth, Foxton, Cambridge, Arlesey, Biggleswade, Sandy, St Neots, Huntingdon, Peterborough	8

Table 2.5: Outer City Train Routes that serve King's Cross Train Station

2.26 The King's Cross Thameslink train station is served by the operator Thameslink. A summary of the train route that serves the King's Cross Thameslink Train Station is provided in the table below.

Route	Destinations	Peak Hourly Frequency
Brighton, East Croydon, Sutton, Wimbledon, London Bridge, Blackfriars, King's Cross Thameslink, St Pancras, St Albans, Luton, Bedford	BRIGHTON, Preston Park, Hassocks, Burgess Hill, Wivelsfield, Haywards Heath, Balcombe, Three Bridges, GATWICK AIRPORT, Redhill, EAST CROYDON, SUTTON, Carshalton, Hackbridge, Mitcham Junction, West Sutton, Sutton Common, St Helier, Morden South, South Merton, Wimbledon Chase, WIMBLEDON, Haydons Road, Tooting, Streatham, Tulse Hill, Herne Hill, Loughborough Jn, Elephant & Castle, LONDON BRIDGE, BLACKFRIARS, City Thameslink, Moorgate, Barbican, Farringdon, KING'S CROSS THAMESLINKU, ST PANCRAS, Kentish Town, West Hampstead ThameslinkU, Cricklewood, Hendon, Mill Hill Broadway, Elstree & Borehamwood, Radlett, ST ALBANS, Harpenden, LUTON AIRPORT PARKWAY, LUTON, Leagrave, Harlington, Flitwick, BEDFORD	8

Table 2.6: Train Routes that serve King's Cross Thameslink Train Station

2.27 Trains at St Pancras Station are also served by the operator Thameslink. Inner City trains are served by the King's Cross Thameslink Train Station while Outer City trains are served by St Pancras Train Station. A summary of train route that serves the St Pancras Train Station is provided below.

Destinations	Peak Hourly Frequency
Brighton, East Croydon, Sutton, Wimbledon, London Bridge, Blackfriars, King's Cross Thameslink, St Pancras, St Albans, Luton, Bedford	3

Table 2.7: Train Routes that serve St Pancras Train Station

Access by London Underground

2.28 King's Cross Underground Station is a main interchange station, serving 6 London Underground lines. The site in relation to the local rail and underground network is shown at Figure 2.4. The table below provides a summary of the London Underground lines and their frequency, that serve King's Cross Underground Station.

Line	Peak Hourly Frequency
Victoria	29
Northern	20
Hammersmith & City	11
Circle	7
Metropolitan	14
Piccadilly	24

Table 2.8: London Underground Lines that serve King's Cross Underground Station

PTAL Assessment

2.29 In order to illustrate the overall accessibility of the site we have undertaken a Public Transport Accessibility Level (PTAL) assessment. Whilst we consider the results of such a test should be treated with caution, recent appeal decisions have shown that Inspectors and the Secretary of State do place reliance on the results of a PTAL assessment to indicate a site's level of accessibility.

2.30 The Thameslink route of St Pancras to Bedford has been excluded from the PTAL assessment as it is an Outer City route and does not stop twice within Greater London. In addition, as Euston is greater than 960m from the development site, it has not been included in the PTAL assessment.

2.31 From the assessment it has been calculated that the Accessibility Index is 32.13 which equates to a PTAL accessibility level of 6. Level 6 is the highest level achievable in terms of accessibility for sites within London, clearly indicating that the development site is easily accessible by public modes of transport.

Accessibility Summary

2.32 The development site has been shown to have very good access to public transport in addition to well lit, surfaced footways and cycle routes within the vicinity of the site. This provides every opportunity for patients, visitors and staff to travel to the development site via non-car modes of transport.

3.0 DEVELOPMENT PROPOSALS

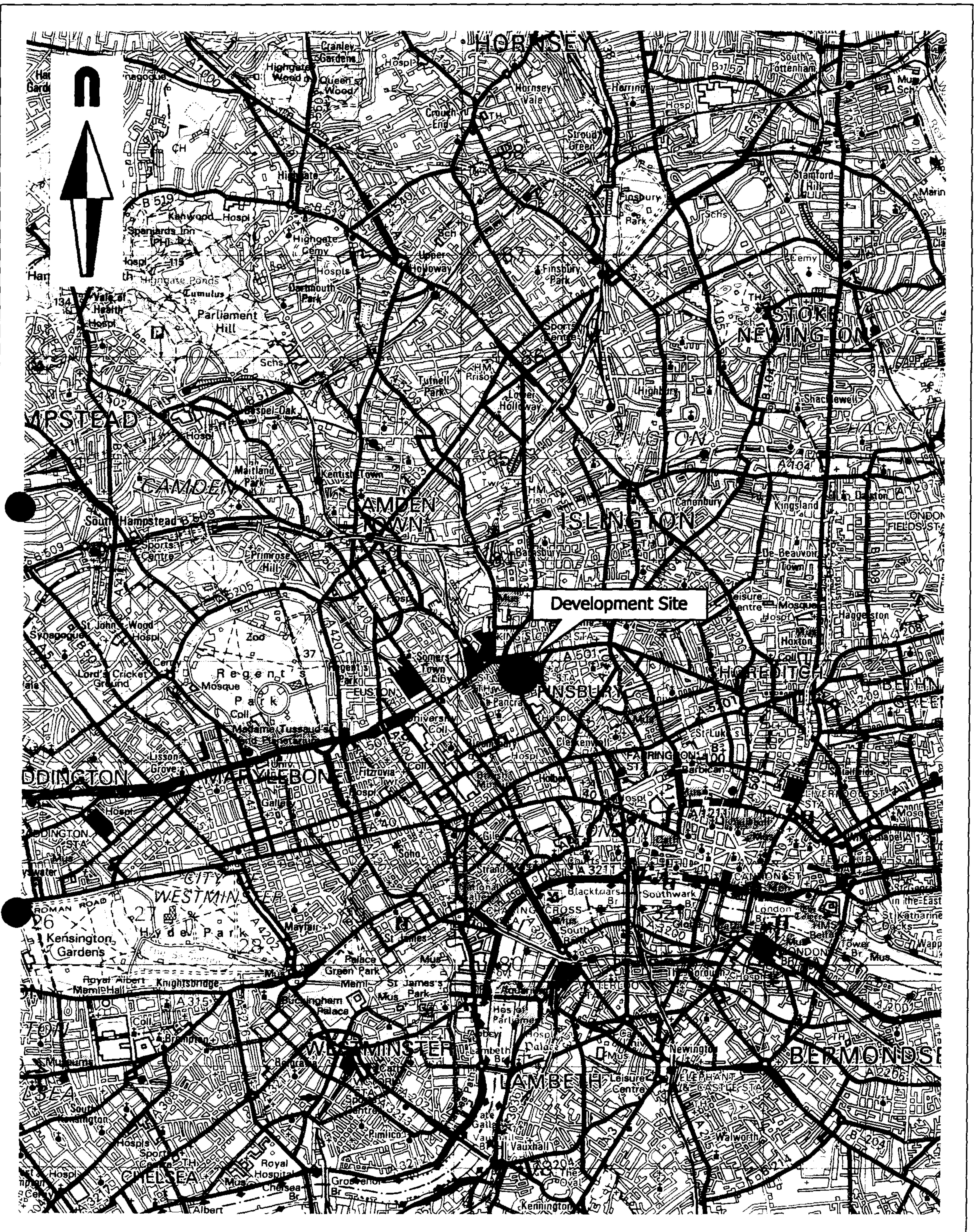
- 3.1** As set out above, the development proposals are intended to provide support to the National Health Service in reducing patient waiting lists for consultations.
- 3.2** Anglo Canadian Clinics Limited are proposing to introduce a new clinic at the northeast corner of the existing Royal National Throat Nose and Ear Hospital.
- 3.3** The proposed clinic will obtain its main vehicular access by way of a priority junction onto Wicklow Street, in addition to pedestrian access.
- 3.4** Service vehicles for the new clinic will access the site via the existing service area which has access onto Swinton Street.
- 3.5** The development proposals comprise of 1600sq.m of clinical facilities and ancillary accommodation arranged on four floors, together with the relocation of existing displaced site facilities. The development site currently provides access to car parking and loading bays.
- 3.6** The proposed development will provide 6 consulting/exam rooms, 30 beds in 7 wards and ancillary areas such as a pantry, disposal area, offices and stores.
- 3.7** It is intended that the clinic will employ in the region of 40 staff, including consultants, nurses and support staff. All of the staff will be on the site between the hours of 8am and 5pm.
- 3.8** It is anticipated that 80 patients will visit the clinic in a day, during a typical day.
- 3.9** It is clear from the above that the proposed development is a fraction of the size of the existing facilities on the site, which accommodate in excess of 68 beds, 3 main theatres, 2 day surgeries, and 113 consulting and examination rooms.
- 3.10** It is intended to provide a drop off / pick up area adjacent to the building's entrance. As the development site is easily accessible via non-car modes of transport the proposals do not include car parking spaces for patients or visitors.
- 3.11** There will be a total of 15 car parking spaces for the entire hospital. These will be all allocated to senior staff, who will pay £250 per year to use the car parking space.
- 3.12** As set out previously in this report, Anglo Canadian Clinics Limited are prepared to support the implementation of a Travel Plan as part of the proposals.

4.0 TRIP ATTRACTION

- 4.1 For developments such as retail and employment uses, it is usual to make reference to the TRICS (Trip Rate Information Computer System) to estimate the likely level of traffic that could be attracted to a development. However, as clinics of this type are fairly unique in nature, there is limited information available on the likely level of trips which will be associated with its general operation throughout the day.
- 4.2 It is therefore necessary to consider the level of staffing, number of patients expected each day, and shift patterns in order to estimate the likely level of trips the site may attract.
- 4.3 As set out in the previous section, there are 40 staff at any given time. The typical hours of work are 08:00 hours to 17:00 hours and staff are likely to arrive and depart the development in the 30 minutes before and after their shift.
- 4.4 Patients are required to arrive throughout the day by appointment. The number of patients expected to arrive and depart each day is 80.
- 4.5 Therefore, there will be approximately 40 movements to the development site in the morning between 07:00 hours and 08:00 hours, and 40 movements from the development site in the evening between 17:00 hours and 18:00 hours.
- 4.6 As there is a low number of car parking spaces for staff and the limited on-street parking in the area is expensive and limited to a maximum stay of two hours, the large majority of staff are likely to commute by non-car modes of transport. As the development site has a very good level of accessibility via public transport, as soon in the PTAL assessment, it is definitely achievable for staff to travel by non-car modes of transport. It is therefore concluded that the proposed clinic will have minimal impact on the local highway network, and no material impact in terms of transport.

5.0 SUMMARY AND CONCLUSIONS

- 5.1 This report has been prepared on behalf of Anglo Canadian Clinics Limited in respect of a proposed new clinic at the Royal National Throat Nose and Ear Hospital, Gray's Inn Road, King's Cross, London.
- 5.2 The proposals intend to assist in meeting the Government's target of reducing patient waiting lists, by providing support to the National Health Service Trust who operate the hospital.
- 5.3 The site currently accommodates 68 beds, 3 main theatres, 2-day surgeries, 113 consulting and examination rooms, and employs 331 staff. The development proposals will include the provision of 30 beds in 7 wards, 6 consulting/exam rooms and employ 40 staff. All of the staff will be on the site between 08:00 and 17:00 hours.
- 5.4 The site benefits from being 460m from King's Cross Station equating to an approximate walking time of 6 minutes (walking speed 80m/min), in addition to being close to St Pancras and Euston Stations. Due to this benefit the development site has an accessibility level of 6 on the Public Transport Accessibility Level (PTAL) assessment. This is the highest achievable accessibility level, meaning that the development site is easily accessed via non-car modes of transport.
- 5.5 No parking provision will be made for patients or visitors, with limited parking available to staff, as with the existing hospital. On street parking is also limited, costs 20 pence every 5 minutes, and is limited to a 2 hour maximum stay. Therefore, as the development site is easily accessible via non-car modes of transport, it is clear that the majority of trips to the site will be via non-car modes of transport.
- 5.6 Due to the relatively minor nature of the proposals it is considered that the development will have a negligible impact on the surrounding highway and public transport infrastructure. The development is well sited to take advantage of the very good public transport services offered.
- 5.7 It is concluded that the development will have no material impact in relation to transport.



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Site in Relation to the Regional Highway Network

Scale 1:50 000

Figure 2.1



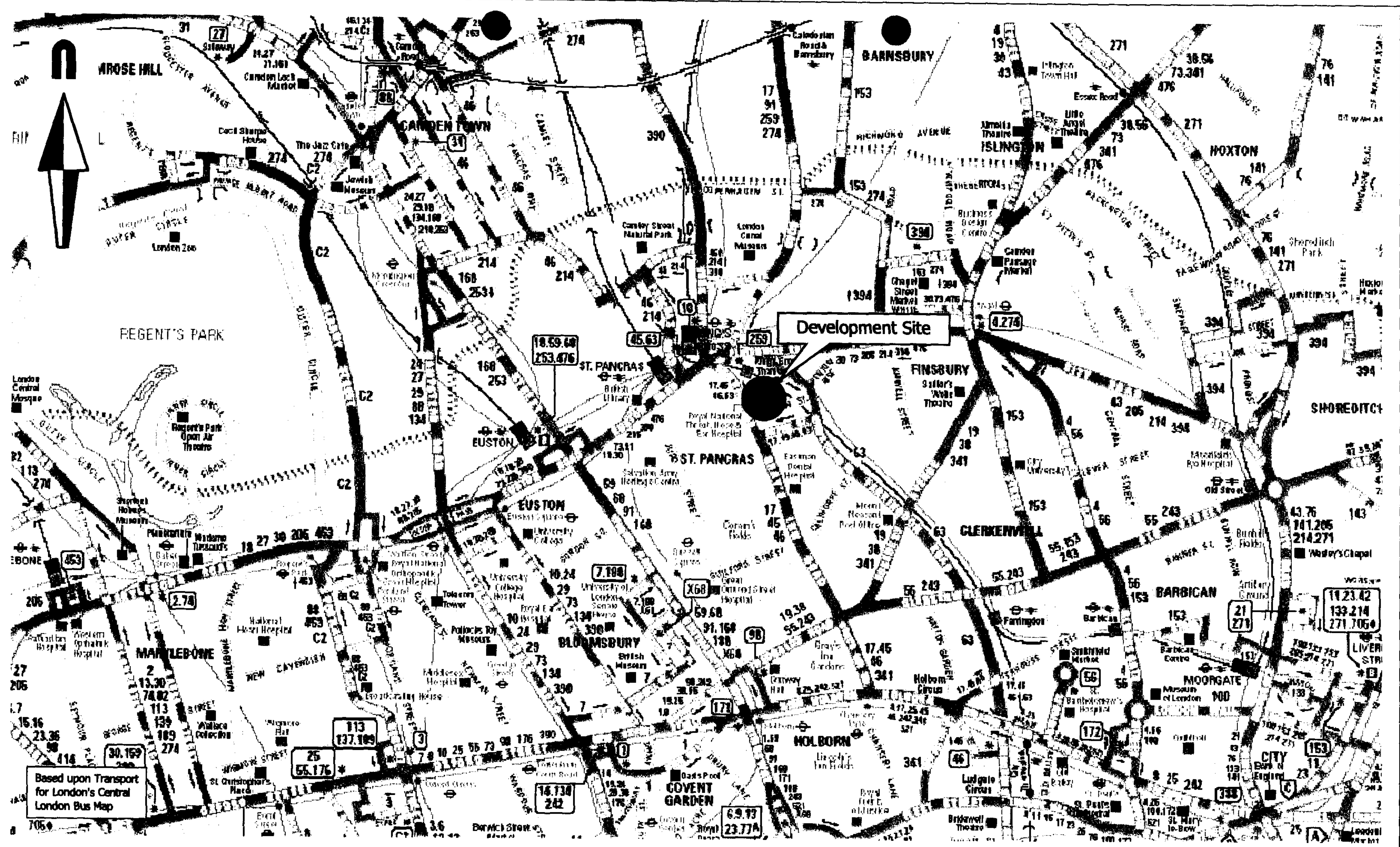
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Site in Relation to the Local Highway Network

Scale : NTS

Figure 2.2



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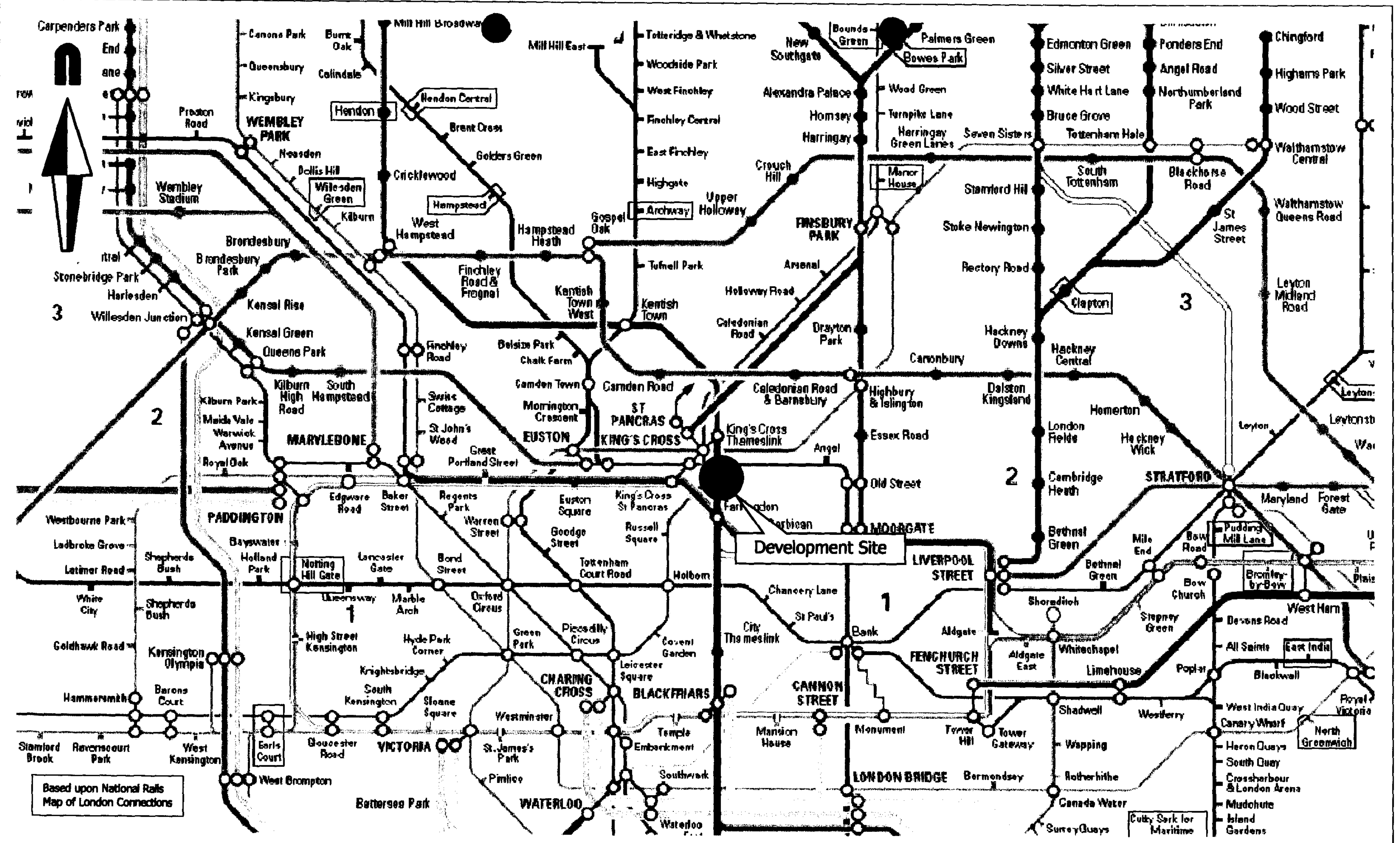
project
Kings Cross

title
Local Bus Routes

scale NTS | drawn by MDP | checked by

date Jan 2004 | cad file Figure.DWG

drawing number **Figure 2.3** | rev.



Based upon National Rails
Map of London Connections

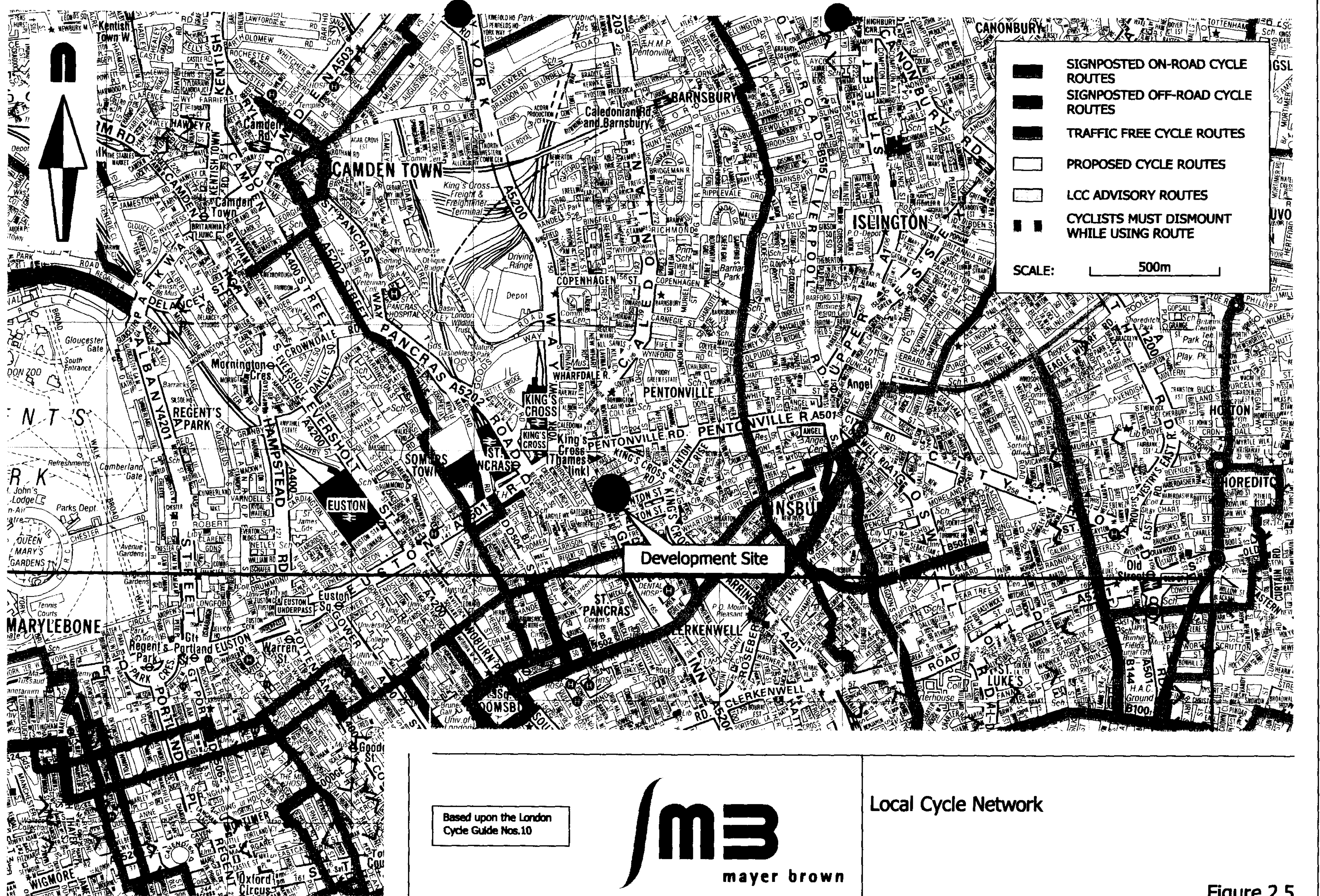


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client
Anglo Canadian Clinics Limited
project
Kings Cross

title
Local Train Network

scale	NTS	drawn by	MDP	checked by
date	Jan 2004	cad file	Figure.DWG	
drawing number	Figure 2.4			rev.



Based upon the London
Cycle Guide Nos.10



Local Cycle Network

Figure 2.5

APPENDIX A
PTAL Assessment

Site Name: **RNTNE, KING'S CROSS, CAMDEN**

Project Code: **ACKINGSCROSS**

Date: **15/01/04**

Assessor Name: **Rohan McGinn**

PTAL Calculator (Manual)

Walk Speed (metres/min)	80
Bus reliability (mins)	2
Peak hour services	

Stop	Route	Distance (metres)	Frequency (v/h)	Weight	Walk Time (mins)	Service Wait Time (SWT) (mins)	Access Time (mins)	Equivalent Doorstep Frequency (EDF)	Accessibility Index
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Gray's Inn	17	335	7	1	4.19	6.29	10.47	2.86	2.86
Gray's Inn	45	335	5	0.5	4.19	8.00	12.19	2.46	1.23
Gray's Inn	46	335	6	0.5	4.19	7.00	11.19	2.68	1.34
Gray's Inn	63	335	6	0.5	4.19	7.00	11.19	2.68	1.34
Gray's Inn	259	335	5	0.5	4.19	8.00	12.19	2.46	1.23
King's Cro	10	460	9	0.5	5.75	5.33	11.08	2.71	1.35
King's Cro	91	460	9	0.5	5.75	5.33	11.08	2.71	1.35
King's Cro	214	460	8	0.5	5.75	5.75	11.50	2.61	1.30
King's Cro	390	460	9	0.5	5.75	5.33	11.08	2.71	1.35
King's Cro	HAM	460	10	0.5	5.75	5.00	10.75	2.79	1.40

Accessibility Index 14.77

Site Name: RNTNE, KING'S CROSS, CAMDEN

Project Code: ACKINGSCROSS

Date: 38001

Assessor Name: Rohan McGinn

Total Site Accessibility Index = 32.13

Site PTAL Level = 6

PTAL	Range of Index
1 (Low)	0 - 5
2	5.01 - 10
3	10.01 - 15
4	15.01 - 20
5	20.01 - 25
6 (High)	25.01 +