



**ttp consulting**  
transport planning specialists

**Anaspel Ltd**

**Centre Heights, Finchley Road  
London, NW3 6JG**

**Transport Statement**

**April 2014**

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## Introduction

1. TTP Consulting has been instructed on behalf of the applicants at Centre Heights, Finchley Road to provide traffic and transport advice in relation to the Prior Approval Applications for the change of use from office to residential. Each of the five existing floors of office space is proposed to be converted to provide seven residential units. This report considers the potential cumulative impact of the proposed change of use in traffic / transport terms.
2. Centre Heights is located on the west side of Finchley Road, immediately adjacent to Swiss Cottage London Underground Station. The building provides a mix of uses with retail at ground floor, offices at floors 1 to 5 and residential on the top five floors. The five levels of office floor space provide approximately 2,150 square metres. The site location is shown at Appendix A.
3. At the rear of the building there is a service yard and a decked car park (ground plus one). There is a total of 36 car parking spaces at Centre Heights of which 32 are in the car park and 4 are at the southern end of the service yard. Of the total provision 17 spaces are associated with the existing office use. Access to the service yard and car park is taken from the east end of Belsize Road.
4. This report considers the effect of the proposed change of use at Centre Heights from B1 office to residential in terms of accessibility, parking and traffic impact. Whilst separate applications relate to each individual office floor this statement also considers the cumulative effect of creating 35 residential units.

## The Site and Surrounding Area

5. Centre Heights is located on the west side of the A41 Finchley Road in the area known as Swiss Cottage. The road environment in the immediate vicinity of the site is dominated by the Swiss Cottage gyratory system which comprises the Finchley Road/ Avenue Road/ Adelaide Road triangle, with each junction on the gyratory controlled by traffic signals. These roads form part of the Transport for London road network "TLRN") and as such waiting and parking controls are enforced by double red lines.
6. To the rear of the site Belsize Road is a predominantly residential street providing vehicular access to the Centre Heights car park and service yard. Traffic using this route will connect with the wider strategic road network via Hillgrove Road (to Adelaide Road) or Belsize Road (to Abbey Road).

7. On-street parking on the roads surrounding Centre Heights is subject to controlling hours with parking permitted by permits or pay and display during 8.30am – 6.30pm Monday to Friday. The immediate frontage of Centre Heights is part of the red-route network with the nearside lane surfaced as a northbound bus lane; no stopping is allowed between 7.00am-7.00pm, Monday to Saturday with the exception of loading activity or 'blue-badge holder' car parking which is allowed between 7.00am and 4.00pm. As such the bus lane is kept clear between 4.00pm – 7.00pm which is compatible with the peak demand for weekday evening peak travel leaving central London.
8. The area is very well served by public transport with services on 8 bus routes available within a 6-minute walking distance of Centre Heights. All local bus stops offer passenger shelters and bus route information and some include real-time bus arrival information. The nearest bus stops are located on Finchley Road, a short walking distance from the site. For southbound services controlled pedestrian crossing facilities are provided both to the north and south of Centre Heights.



Finchley Road Northbound Bus Stop



Finchley Road Southbound Bus Stop

9. Rail services between Clapham Junction/ Richmond and Stratford are available from South Hampstead London Overground station located an approximate 400 metre walking distance from the property and London Underground services are available from Swiss Cottage station (for Metropolitan Line and Jubilee Line) located adjacent to the site to the south. Consequently the property benefits from an excellent public transport accessibility rating (PTAL) of 6b.
10. The relevant PTAL report and Transport for London bus route map are shown at Appendix B and C respectively.

11. London Cycle Network route 50 is shown on roads east of Centre Heights offering a signed route between the St James Park area of central London to the south and Mill Hill to the north. Cycle route and crossing infrastructure is incorporated at the signal controlled junction between Finchley Road and Avenue Road.



Extract from "openstreetmap.org" showing locally signed cycle routes

12. The character of the Finchley Road in the vicinity of the site is that of a "high street" with predominantly retail and café uses at ground floor on both sides of the street. The ground floor of the Centre Heights building is occupied by a variety of retail uses including a bank and neighbourhood food store. There are several bars and restaurants nearby and the Swiss Cottage Odeon cinema is located opposite the site at the north end of the gyratory.
13. The Swiss Cottage Leisure Centre is located just over 300 metres away, a council-operated leisure facility offering a swimming pool, fitness suite, squash amongst other facilities.

## Transport & Highways implications of Change of Use

### Trip Generation

14. Examination of the TRAVL database suggests a total of 250-280 two-way person trips could be generated by the existing office building during each of the 7.00am - 10.00am and 4.00pm - 7.00pm peak periods. With regard to goods vehicle / delivery activity TRAVL suggests that the existing office floor space would attract 9 deliveries ranging from motorcycle to panel van.

15. By comparison the conversion to 35 residential apartments is expected to result in 45 - 50 two-way person trips during each of the morning and evening periods.
16. Hence a review of the TRAVL database indicates that the B1 office generates substantially more person trips than residential units. As such, it is predicted that there will be a net benefit in trip generation and transport impact terms as a result of the proposed change of use application and the proposals are therefore not expected to lead to any congestion issues on the local transport network.

### **Accessibility**

17. The site is accessible by non-car modes being within walking and cycling distance of day to day facilities and excellent public transport opportunities. As such, there are opportunities for residents to use modes other than the private car.
18. Overall, when considered in the context of the existing permitted use of the site, the proposed change of use will result in a net benefit in terms of its impact on public transport services.

### **Parking**

19. Centre Heights has an existing communal car park and service yard for the office, retail and existing residential units in the building. Of the 36 car parking spaces 17 are associated with the existing office floor space and these would be retained for the change of use to 35 residential apartments.
20. The applicant is prepared to enter in to a Section 106 Obligation which prevents future residents of the additional residential units at Centre Heights from obtaining resident parking permits. As such it may be concluded that the proposed change of use has no impact in respect of car parking, with no additional demand for on-street car parking within the residential controlled parking zone and as such no increase in parking stress on the local highway network.
21. By reference to the 2011 Census for the Lower Layer Super Output Area 017C for car ownership there are reported to be 394 households out of 851 households without a car, equivalent to 46% of households being car free. The potential for 17 of the 35 additional households created at Centre Heights to own and park a vehicle on-site means that at least 18 households would be required to car-free, equal to a minimum of 51% car free households. Against this background the level of car parking available is not considered to excessive.

## **Deliveries and Refuse Collection**

22. Offices typically receive regular deliveries in the form of couriers and postal vehicles in addition to more ad-hoc goods vehicles associated with stationery, catering and furniture deliveries.
23. Residential developments receive fewer deliveries than office floor space, and are typically associated with post as well as occasional deliveries of household goods or goods purchased online.
24. All deliveries to the residential units would continue to take place as they would for the office building, which is to rely on the rear service yard or the loading opportunities on the Finchley Road frontage, with post deliveries undertaken on foot or by bicycle, deliveries of on-line food purchases by Luton Box type vans and deliveries of household goods by 10t HGV. However, all of these types of deliveries will typically be linked with deliveries to other destinations in the local area.
25. Refuse will be collected in the same way as per the existing situation, albeit the frequency of collections would be less than for the existing office space. It is understood that there is a dedicated refuse chute within the building with residential waste stored communally in the service yard using Eurobins which are managed by an on-site team.
26. Overall there is anticipated to be a reduction in the volume of delivery activity associated with the change of use.

## **Cycles**

27. An area of the decked car park is considered suitable to install dedicated cycle parking provision and a total of 38 Josta-style two-tier racks will be provided. This is equivalent to one space per residential unit plus one space per 10 units for visitors, in accordance with Council guidance.

## **National Planning Policy Framework**

28. One of the core planning principles of the NPPF is to make the fullest possible use of public transport, walking and cycling and to focus development in sustainable locations. With regard to car parking standards for residential development the accessibility of the location, the availability of public transport and prevailing local car ownership levels are relevant considerations. Hence the introduction of additional residential units in this location is compatible with the NPPF.

## Summary and Conclusion

### Summary

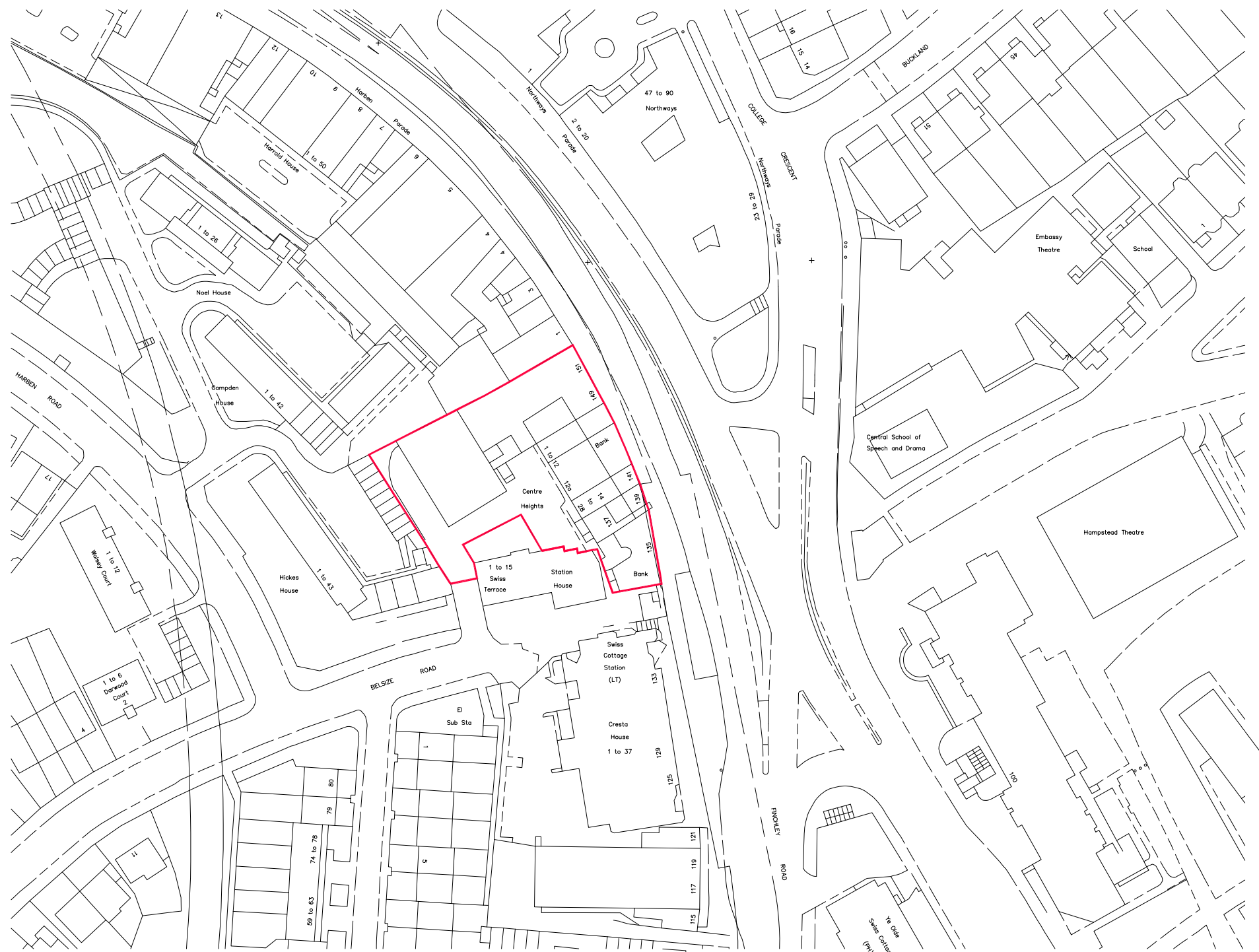
29. The application site comprises five floors of office space within the Centre Heights building offering a total of 2,150 square metres of floor area. This application is seeking a change of use from office to residential under Class J of the new Permitted Development rights; 7 residential apartments are proposed on each floor and hence a total of 35 units.
30. The relevant traffic and transportation considerations can be summarised as follows:
- The site is accessible by non-car modes being within walking and cycling distance of local amenities and close to bus, train and London Underground services;
  - The proposed change of use to residential will generate a substantially lower travel demand than the office, potentially offering improved capacity on the local public transport network;
  - The proposed change of use to residential is also expected to generate fewer vehicle trips;
  - A vehicle access via Belsize Park and an area of car parking already serves the building. Hence the retention of this to serve additional residential units in-lieu of office space is considered to have no discernible impact on the existing operation of the local road network;
  - The level of car parking to be retained for residential use is less than 1 space per 2 units;
  - The applicant confirms that it is willing to prevent any future resident of the new additional residential units at Centre Heights from obtaining a residents parking permit, to be secured via a Section 106 Agreement. Consequently the proposed change of use is not expected to lead to increased demand for on-street parking within the controlled on-street parking zone and hence no parking stress is expected to arise as a result of development;
  - All vehicular deliveries and refuse collection will take place as per the existing arrangements; and
  - The introduction of additional residential accommodation in this location is compliant with NPPF objectives.

### Conclusion

In light of the above, we conclude that the development will not result in a material increase or a material change in the character of traffic in the vicinity of the site.

**Appendix A**  
**Site Location Plan**





# Centre Heights Swiss Cottage

**standard notes**

1. Do not scale this drawing.
2. All dimensions must be checked on site and any discrepancies verified with the architect.
3. Unless shown otherwise, all dimensions are to structural surfaces.

THIS IS NOT A CONSTRUCTION DRAWING. IT IS UNSUITABLE FOR THE PURPOSE OF CONSTRUCTION AND MUST ON NO ACCOUNT BE USED AS SUCH.

**drawing notes**

**revisions**

P1	16.04.14	Draft for discussion
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<b>date</b>	16.04.14	<b>client</b>	Nicolaides Group
<b>scale</b>	1:1250@A3	<b>drawing</b>	Site Location Plan
<b>drawn</b>	TMC	<b>checked</b>	MJP
<b>drawing number</b>	3073_D_001	<b>rev</b>	P1

File location

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**Appendix B**  
**TfL PTAL Report**

# PTAI Study Report File Details

Date 22/04/2014 15:07

Day of week M-F

Time period AM peak

Walk speed 4.8 kph

Walk file PLSQLTest

POI Name: 526617, 184351

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## Bus Services

Reliability factor for this mode is 2

Maximum walk time for this mode is 8 minutes

Maximum walk distance for this mode is 640.0 metres

Stop FINCHLEY RD STN S/B

Walk time to stop from POI is 5.68 minutes

Walk distance to stop from POI is 454.25 metres

- Route 187 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
- Route 187 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
- Route 82 Direction OUT Frequency 8.75 giving AWT of 3.43 minutes
- Route 82 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
- Route 113 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
- Route 113 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
- Route 113 Direction OUT Frequency 7.0 giving AWT of 4.29 minutes
- Route 113 Direction OUT Frequency 7.0 giving AWT of 4.29 minutes
- Route 268 Direction OUT Frequency 5.0 giving AWT of 6.0 minutes
- Route 268 Direction BACK Frequency 5.0 giving AWT of 6.0 minutes
- Route C11 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
- Route 13 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
- Route 13 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Stop FINCHLEY RD STATION

Walk time to stop from POI is 6.56 minutes

Walk distance to stop from POI is 525.11 metres

- Route 187 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
- Route 187 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes
- Route 82 Direction OUT Frequency 8.75 giving AWT of 3.43 minutes
- Route 82 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes

Route 113 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes  
Route 113 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes  
Route 113 Direction OUT Frequency 7.0 giving AWT of 4.29 minutes  
Route 113 Direction OUT Frequency 7.0 giving AWT of 4.29 minutes  
Route 268 Direction OUT Frequency 5.0 giving AWT of 6.0 minutes  
Route 268 Direction BACK Frequency 5.0 giving AWT of 6.0 minutes  
Route C11 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes  
Route C11 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes  
Route 13 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes  
Route 13 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Stop FINCHLEY RD BOUNDARY RD

Walk time to stop from POI is 6.18 minutes

Walk distance to stop from POI is 494.17 metres

Route 187 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes  
Route 187 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes  
Route 46 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes  
Route 46 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes  
Route 82 Direction OUT Frequency 8.75 giving AWT of 3.43 minutes  
Route 82 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes  
Route 113 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes  
Route 113 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes  
Route 113 Direction OUT Frequency 7.0 giving AWT of 4.29 minutes  
Route 113 Direction OUT Frequency 7.0 giving AWT of 4.29 minutes  
Route 13 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes  
Route 13 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Stop SWISS COTTAGE STN S/B

Walk time to stop from POI is 2.5 minutes

Walk distance to stop from POI is 199.83 metres

Route 187 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes  
Route 46 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes  
Route 82 Direction OUT Frequency 8.75 giving AWT of 3.43 minutes  
Route 113 Direction OUT Frequency 7.0 giving AWT of 4.29 minutes  
Route 113 Direction OUT Frequency 7.0 giving AWT of 4.29 minutes  
Route 268 Direction OUT Frequency 5.0 giving AWT of 6.0 minutes  
Route C11 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes  
Route 31 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes  
Route 31 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes  
Route 13 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Stop SWISS COTTAGE STN N/B

Walk time to stop from POI is 1.77 minutes

Walk distance to stop from POI is 141.89 metres

Route 187 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes  
Route 46 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes  
Route 82 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes  
Route 113 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes  
Route 113 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes  
Route 268 Direction OUT Frequency 5.0 giving AWT of 6.0 minutes  
Route C11 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes  
Route 31 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes

Route 31 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes  
Route 13 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Stop FINCHLEY RD SHOPS

Walk time to stop from POI is 3.49 minutes

Walk distance to stop from POI is 279.3 metres

Route 187 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes  
Route 187 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes  
Route 82 Direction OUT Frequency 8.75 giving AWT of 3.43 minutes  
Route 82 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes  
Route 113 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes  
Route 113 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes  
Route 113 Direction OUT Frequency 7.0 giving AWT of 4.29 minutes  
Route 113 Direction OUT Frequency 7.0 giving AWT of 4.29 minutes  
Route 268 Direction OUT Frequency 5.0 giving AWT of 6.0 minutes  
Route 268 Direction BACK Frequency 5.0 giving AWT of 6.0 minutes  
Route C11 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes  
Route C11 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes  
Route 13 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes  
Route 13 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Stop HILLGROVE ROAD

Walk time to stop from POI is 3.36 minutes

Walk distance to stop from POI is 269.13 metres

Route 31 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes  
Route 31 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes

Stop ADELAIDE RD HOLIDAY INN

Walk time to stop from POI is 7.43 minutes

Walk distance to stop from POI is 594.57 metres

Route C11 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes  
Route C11 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes  
Route 31 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes  
Route 31 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes  
Route 31 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes  
Route 31 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes

Stop FAIRFAX RD FINCHLEY RD

Walk time to stop from POI is 3.77 minutes

Walk distance to stop from POI is 301.96 metres

Route 31 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes  
Route 31 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes

Stop SWISS COTTAGE ADELAIDE R

Walk time to stop from POI is 5.31 minutes

Walk distance to stop from POI is 425.1 metres

Route C11 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes  
Route 31 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes  
Route 31 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes

Stop FITZJOHNS AV BELSIZE LA

Walk time to stop from POI is 6.58 minutes

Walk distance to stop from POI is 526.09 metres

Route 46 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes  
Route 46 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes

Stop BUCKLAND CRESCENT

Walk time to stop from POI is 4.99 minutes

Walk distance to stop from POI is 399.26 metres

Route 268 Direction BACK Frequency 5.0 giving AWT of 6.0 minutes

Route 268 Direction OUT Frequency 5.0 giving AWT of 6.0 minutes

Stop SWISS COTTAGE COLLEGE CR

Walk time to stop from POI is 3.22 minutes

Walk distance to stop from POI is 257.55 metres

Route 46 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes

Route 46 Direction BACK Frequency 6.0 giving AWT of 5.0 minutes

Route 268 Direction OUT Frequency 5.0 giving AWT of 6.0 minutes

Route 268 Direction BACK Frequency 5.0 giving AWT of 6.0 minutes

TATs for this mode

Route 187 Stop SWISS COTTAGE STN N/B TAT 8.77 minutes EDF 3.42

Route 82 Stop SWISS COTTAGE STN N/B TAT 7.77 minutes EDF 3.86

Route 113 Stop SWISS COTTAGE STN N/B TAT 8.77 minutes EDF 3.42

Route 268 Stop SWISS COTTAGE STN N/B TAT 9.77 minutes EDF 3.07

Route C11 Stop SWISS COTTAGE STN N/B TAT 7.77 minutes EDF 3.86

Route 13 Stop SWISS COTTAGE STN N/B TAT 7.52 minutes EDF 3.99

Route 46 Stop SWISS COTTAGE STN N/B TAT 8.77 minutes EDF 3.42

Route 31 Stop SWISS COTTAGE STN N/B TAT 6.77 minutes EDF 4.43

Best EDF is 4.43

Half of all other EDFs is 12.52

AI for this mode is 16.95

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## Underground Services

Reliability factor for this mode is .75

Maximum walk time for this mode is 12 minutes

Maximum walk distance for this mode is 960.0 metres

Stop Finchley Road

Walk time to stop from POI is 5.93 minutes

Walk distance to stop from POI is 474.66 metres

Route Metropolitan Line Aldgate to Wembley Park Direction N/B Frequency 1.0 giving AWT of 30.0 minutes

Route Metropolitan Line Aldgate to Harrow-on-the-Hill Direction N/B Frequency 2.3 giving AWT of 13.04 minutes

Route Jubilee Line Stratford to Stanmore Direction N/B Frequency 17.8 giving AWT of 1.69 minutes

Route Jubilee Line Wembley Park to Stratford Direction S/B Frequency 4.4 giving AWT of 6.82 minutes

Route Metropolitan Line Amersham to Aldgate Direction S/B Frequency 3.0 giving AWT of 10.0 minutes

Route Metropolitan Line Watford to Baker Street Direction E/B Frequency 3.0 giving AWT of 10.0 minutes

Route Jubilee Line Stratford to Wembley Park Direction N/B Frequency 4.4 giving AWT of 6.82 minutes  
Route Metropolitan Line Rickmansworth to Baker Street Direction E/B Frequency 0.3 giving AWT of 100.0 minutes  
Route Jubilee Line Stanmore to Stratford Direction S/B Frequency 17.8 giving AWT of 1.69 minutes  
Route Metropolitan Line Aldgate to Uxbridge Direction N/B Frequency 4.0 giving AWT of 7.5 minutes  
Route Metropolitan Line Aldgate to Watford Direction N/B Frequency 0.3 giving AWT of 100.0 minutes  
Route Metropolitan Line Aldgate to Watford Direction N/B Frequency 4.0 giving AWT of 7.5 minutes  
Route Metropolitan Line Watford to Aldgate Direction S/B Frequency 0.7 giving AWT of 42.86 minutes  
Route Metropolitan Line Uxbridge to Aldgate Direction S/B Frequency 6.3 giving AWT of 4.76 minutes  
Route Metropolitan Line Baker Street to Amersham Direction W/B Frequency 2.3 giving AWT of 13.04 minutes  
Route Metropolitan Line Baker Street to Uxbridge Direction W/B Frequency 0.3 giving AWT of 100.0 minutes  
Route Metropolitan Line Baker Street to Uxbridge Direction W/B Frequency 2.3 giving AWT of 13.04 minutes  
Route Metropolitan Line Chesham to Aldgate Direction S/B Frequency 0.7 giving AWT of 42.86 minutes  
Route Metropolitan Line Watford to Baker Street Direction E/B Frequency 0.3 giving AWT of 100.0 minutes  
Route Metropolitan Line Baker Street to Watford Direction W/B Frequency 1.7 giving AWT of 17.65 minutes  
Route Metropolitan Line Hillingdon to Baker Street Direction E/B Frequency 0.3 giving AWT of 100.0 minutes  
Route Metropolitan Line Uxbridge to Baker Street Direction E/B Frequency 3.0 giving AWT of 10.0 minutes  
Route Jubilee Line Willesden Green to Stratford Direction S/B Frequency 4.4 giving AWT of 6.82 minutes  
Route Jubilee Line Stratford to Willesden Green Direction N/B Frequency 4.4 giving AWT of 6.82 minutes  
Route Metropolitan Line Croxley to Aldgate Direction S/B Frequency 0.3 giving AWT of 100.0 minutes  
Route Metropolitan Line Watford to Aldgate Direction S/B Frequency 2.3 giving AWT of 13.04 minutes  
Route Metropolitan Line Baker Street to Wembley Park Direction W/B Frequency 0.3 giving AWT of 100.0 minutes  
Route Metropolitan Line Aldgate to Amersham Direction N/B Frequency 1.3 giving AWT of 23.08 minutes  
Route Metropolitan Line Baker Street to Harrow-on-the-Hill Direction W/B Frequency 0.3 giving AWT of 100.0 minutes

#### Stop Swiss Cottage

Walk time to stop from POI is 0.42 minutes

Walk distance to stop from POI is 33.59 metres

Route Jubilee Line Stanmore to Stratford Direction S/B Frequency 17.8 giving AWT of 1.69 minutes  
Route Jubilee Line Willesden Green to Stratford Direction S/B Frequency 4.4 giving AWT of 6.82 minutes  
Route Jubilee Line Stratford to Willesden Green Direction N/B Frequency 4.4 giving AWT of 6.82 minutes  
Route Jubilee Line Stratford to Stanmore Direction N/B Frequency 17.8 giving AWT of 1.69 minutes  
Route Jubilee Line Stratford to Wembley Park Direction N/B Frequency 4.4 giving AWT of 6.82 minutes  
Route Jubilee Line Wembley Park to Stratford Direction S/B Frequency 4.4 giving AWT of 6.82 minutes

#### TATs for this mode

Route Metropolitan Line Aldgate to Wembley Park Stop Finchley Road TAT 36.68 minutes EDF 0.82  
Route Metropolitan Line Aldgate to Harrow-on-the-Hill Stop Finchley Road TAT 19.73 minutes EDF 1.52  
Route Jubilee Line Stanmore to Stratford Stop Swiss Cottage TAT 2.86 minutes EDF 10.51  
Route Jubilee Line Stratford to Wembley Park Stop Swiss Cottage TAT 7.99 minutes EDF 3.76  
Route Metropolitan Line Amersham to Aldgate Stop Finchley Road TAT 16.68 minutes EDF 1.8  
Route Metropolitan Line Watford to Baker Street Stop Finchley Road TAT 16.68 minutes EDF 1.8  
Route Metropolitan Line Rickmansworth to Baker Street Stop Finchley Road TAT 106.68 minutes EDF 0.28  
Route Metropolitan Line Uxbridge to Aldgate Stop Finchley Road TAT 11.45 minutes EDF 2.62  
Route Metropolitan Line Watford to Aldgate Stop Finchley Road TAT 19.73 minutes EDF 1.52  
Route Metropolitan Line Aldgate to Watford Stop Finchley Road TAT 14.18 minutes EDF 2.12  
Route Metropolitan Line Baker Street to Amersham Stop Finchley Road TAT 19.73 minutes EDF 1.52  
Route Metropolitan Line Baker Street to Uxbridge Stop Finchley Road TAT 106.68 minutes EDF 0.28  
Route Metropolitan Line Uxbridge to Baker Street Stop Finchley Road TAT 16.68 minutes EDF 1.8  
Route Metropolitan Line Chesham to Aldgate Stop Finchley Road TAT 49.54 minutes EDF 0.61  
Route Metropolitan Line Baker Street to Watford Stop Finchley Road TAT 24.33 minutes EDF 1.23

Route Metropolitan Line Hillingdon to Baker Street Stop Finchley Road TAT 106.68 minutes EDF 0.28  
Route Jubilee Line Willesden Green to Stratford Stop Swiss Cottage TAT 7.99 minutes EDF 3.76  
Route Metropolitan Line Croxley to Aldgate Stop Finchley Road TAT 106.68 minutes EDF 0.28  
Route Metropolitan Line Baker Street to Wembley Park Stop Finchley Road TAT 106.68 minutes EDF 0.28  
Route Metropolitan Line Baker Street to Harrow-on-the-Hill Stop Finchley Road TAT 106.68 minutes EDF 0.28

Best EDF is 10.51  
Half of all other EDFs is 13.27

AI for this mode is 23.78

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## Rail Services

Reliability factor for this mode is .75  
Maximum walk time for this mode is 12 minutes  
Maximum walk distance for this mode is 960.0 metres

Stop FINCHLEY ROAD AND FROGNAL  
Walk time to stop from POI is 11.64 minutes  
Walk distance to stop from POI is 931.52 metres  
Route CLAPHAM JUNCTION to STRATFORD Direction T528-T750 Frequency 2.0 giving AWT of 15.0 minutes  
Route RICHMOND to STRATFORD Direction T504-T750 Frequency 4.0 giving AWT of 7.5 minutes  
Stop SOUTH HAMPSTEAD  
Walk time to stop from POI is 7.11 minutes  
Walk distance to stop from POI is 568.81 metres  
Route LONDON EUSTON BR to WATFORD JUNCTION Direction T50-T31 Frequency 3.0 giving AWT of 10.0 minutes

TATs for this mode

Route CLAPHAM JUNCTION to STRATFORD Stop FINCHLEY ROAD AND FROGNAL TAT 27.39 minutes EDF 1.1  
Route RICHMOND to STRATFORD Stop FINCHLEY ROAD AND FROGNAL TAT 19.89 minutes EDF 1.51  
Route LONDON EUSTON BR to WATFORD JUNCTION Stop SOUTH HAMPSTEAD TAT 17.86 minutes EDF 1.68

Best EDF is 1.68  
Half of all other EDFs is 1.3

AI for this mode is 2.98

Total AI for this POI is 43.71. X: 526617, Y: 184351.





PTAL Rating is 6b.




**Appendix C**  
**TfL Bus Route Spider Map**

# Buses from Swiss Cottage

## Key

-  Connections with London Underground
-  Connections with London Overground
-  Connections with National Rail
-  Mondays to Fridays (limited service)

 Red discs show the bus stop you need for your chosen bus service. The disc **A** appears on the top of the bus stop in the street (see map of town centre in centre of diagram).

## Route finder

### Day buses

Bus route	Towards	Bus stops
<b>13</b>	Aldwych	B D
	Golders Green	A L
<b>31</b>	Camden Town	E K
	White City	H L P
<b>46</b>	Lancaster Gate	D G S T
	St Bartholomew's Hospital	F M R
<b>82</b>	North Finchley	A L
	Victoria	B D
<b>113</b>	Edgware	A L
	Marble Arch	B D
<b>187</b>	Central Middlesex Hospital	B D
	O <sub>2</sub> Centre	A L
<b>268</b>	Golders Green	B F U V W
	O <sub>2</sub> Centre	A D G L X Y Z
<b>603</b>	Muswell Hill	F N R
<b>C11</b>	Archway	B E
	Brent Cross Shopping Centre	A H L

## Night buses

The following Night buses serve Swiss Cottage:  
**N13** and **N113** – same stops as route 13  
**N28** and **N31** – same stops as route 31

