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Change of Use Prior Approval Application

44 Gloucester Avenue, London

Transport Statement

SLR Ref: 418-02629-00002

January 2015

Victoria Square Property Company Limited

CONTENTS

APPENDICES

1.0 INTRODUCTION

SLR Consulting Limited (SLR) has been appointed by Victoria Square Property Company Limited (the Applicant) to provide highways and transportation advice in relation to their Prior Approval Application for the change of use associated with a site known as The Courtyard, 44-44A Gloucester Avenue, London, from office use to residential use.

This Transport Statement considers the potential impact of the proposed change of use in highways and transportation terms.

1.1 Background

The application site is located on Gloucester Avenue opposite two priority junctions, Edis Street and Princess Road, in the London Borough of Camden (LBC). The site is currently disused, but can accommodate 1,866sq.m GIA of B1 (office) and 816sq.m GIA of B8 (warehouse/storage). A single residential dwelling is also present on site. The overall development is spread across four floors (including basement and ground).

The Applicant is seeking a change of use on all floors of the building containing B1 use from office to residential under Class J of the new Permitted Development rights. The existing B8 use and single residential dwelling will be retained.

This Transport Statement considers the effect of the proposed change of use from B1 office to 17 residential units (1 x one bed and 16 x two bed) in terms of accessibility, parking, traffic impact and servicing.

The Architect's layout plans are included at **Appendix A**.

1.2 Report Format

This Transport Statement comprises the following:

- Existing site conditions and surrounding area;
- Accessibility of the site;
- Transport and highways implications of the change of use; and
- Summary and conclusion.

2.0 EXISTING SITE CONDITIONS

2.1 Site Location and Surrounding Area

The existing site comprises five disparate buildings orientated around a central courtyard which was previously used for unallocated surface level car parking. The car parking is generally masked by an existing three-storey Victorian building and a two-storey domestic property that, together, occupy the majority of the site frontage onto Gloucester Avenue.

The site is situated approximately 320-metres northeast of the grassed open area of Primrose Hill, around 650 metres west of Camden high street and 1.6 kilometres east of the A41 Finchley Road. At the local level, the site can be described as being roughly rectangular in shape, with its northern boundary defined by a railway line and its southern boundary defined by Gloucester Avenue. The western and eastern site boundaries are defined by a mix of residential and commercial developments.

Two openings are incorporated along the frontage of the site on Gloucester Avenue and these are used to provide vehicular access into the courtyard car park. The first access is located opposite the priority T-junction that is formed where Edis Street meets with Gloucester Avenue whereas the second is located approximately 35-metres east of the junction with Edis Street, and 20-metres west of the junction with Princess Road.

2.2 Local Highway Network

Gloucester Avenue is a single lane two-way carriageway road that runs roughly on a northwest southeast alignment that connects with Regent's Park Road to the south and King Henry's Road to the north. The road is subject to a 20mph speed limit, is street lit and footpaths are provided on either side of the road throughout its length. The road is a residential in nature with on-street car parking bays aligning the road on either side.

Just south of the application site, Princess Street connects with Gloucester Avenue at a priority T-junction. Princess Street is a single lane two-way carriageway that runs roughly a north south alignment and connects with Regent's Park Road to the south.

At its junction with Gloucester Avenue, a raised speed table is provided across Princess Street and this ensures that pedestrian movements are kept at-grade. It also helps to reduce vehicle speeds and raise driver awareness of the presence of the junction. Tactile paving and good quality pavements are also present at this junction. Princess Street would be used as the main vehicular inbound route given that Gloucester Avenue is one-way onto Regent's Park Road.

2.3 Parking

On-street car parking is provided as short stay (maximum stay of two hours); the site located within zone CA-J of a Controlled Parking Zone (CPZ) which is in operation Monday to Friday 08:30 to 18:00. At the time of the site visit (daytime hours) several unused car parking spaces were observed.

3.0 ACCESSIBILITY

3.1 Pedestrians and Cyclists

The area is well suited to pedestrians; the application site connected by a well-formed pedestrian footpath network that provides connectivity to local bus stops, tube stations and key jobs, shops and services. Where roads intersect the footpaths, dropped kerb crossings with tactile paving are commonly provided as a minimum standard, with at-grade zebra crossings and signalised crossings also present on the local highway network.

Camden high street is around 900 metres walk distance from the application site, which is equivalent to a walk time of circa 11 minutes at an average speed of 4.8km/hr. At this location, an array of key jobs, shops and services are available.

The application site lies adjacent to Gloucester Avenue which is signed as an on-street cycleway. The on-street cycle route on Gloucester Avenue connects with the nearby tube station to the north of the application site and to Regent's Park Road to the south, where further provision for cyclists is available. The junction of Gloucester Avenue/Regent's Park Road comprises a dedicated cycle right-turning lane from Regent's Park Road and a kerbed island on Gloucester Avenue providing separation from vehicular traffic. Regent's Park Road is also provided with on-street cycle lanes.

The roads within the immediate vicinity of the application site are lightly trafficked and do not cause any significant impediment to either pedestrian or cyclist movements or create a perception of an unsafe pedestrian or cyclist environment.

3.2 Public Transport

The application site is accessible by public transport with numerous bus, over-ground and underground services being within a reasonable walking distance.

3.2.1 Bus Services

The application site is accessible by bus; the nearest bus stop being around 285 metres south of the application site located on Regent's Park Road with the interconnecting walk route being via Princess Street. The equivalent walk time between the application site and the nearest bus stop would be around 3.5 minutes, which is well within acceptable thresholds.

Additional bus stops are located on Gloucester Avenue around 410 metres south east of the application site. The bus stops are provided with shelters and seating, and up-to-date timetable information which is complimented by real-time information panels.

The local area bus spider map is included at **Appendix B** for information and shows the location of nearby bus stops and the routes they serve.

3.2.2 Rail Services

The nearest tube station to the application site is Chalk Farm Station, which is around 665 metres north of the site; this is equivalent to a an approximate walk time of a little over 8 minutes, assuming an average walk speed of 4.8km/hr.

Chalk Farm Station lies on the Northern Line which allows connectivity to all other tube lines. Therefore, destinations throughout London are accessible via the interconnecting under-

ground and over-ground transportation networks, including Paddington and Euston railway stations which connect with the wider national rail network.

3.2.3 Public Transport Accessibility Level (PTAL) Rating

Public Transport Accessibility Levels (PTALs) are a detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability. There is evidence that car use reduces as access to public transport (as measured by PTALs) increases. The methodology has been approved by Transport for London (TfL) as the most appropriate for use across Greater London.

The measure reflects:

- Walking time from the point of interest to public transport access points;
- The reliability of the service modes available;
- The number of services available within the catchment; and
- The level of service at the public transport access points – i.e. average waiting times.

The calculation results in a single value, the PTAL Rating, which is categorised in 6 levels; 1 to 6 where 6 represents a high levels of accessibility and 1 a low level of accessibility. Levels 1 and 6 have been further sub divided into 2 sub-levels to provide greater clarity.

PTAL	**Description**
1a	(Low) Very poor
1b	Very Poor
2	Poor
3	Moderate
4	Good
5	Very Good
6a	Excellent
6b (High)	Excellent

The TfL Planning Information Database website http://www.webptals.org.uk/ has been used to calculate the PTAL rating for the exact site location. The interactive OS mapping tool has been used to determine the site location and generate an accurate PTAL rating.

It has been calculated that the proposal site currently has a PTAL rating of 4 which suggests that the site has a 'Good' level of public transport accessibility. The output data generated by the software which details the calculation factors and model parameters is included at **Appendix C.**

4.0 IMPACT OF THE PROPOSALS

This section reviews the potential effects of the proposed change of use in terms of accessibility, parking, traffic impact and servicing.

4.1 Accessibility

In view of the fact that the application site is connected by a network of non-car infrastructure that is broadly of a good quality, the application site is considered to be fully accessible by a choice of non-car transport modes, including bus, cycle, walk and tube. As such, there are opportunities for residents to use modes other than the private car.

Overall, it is not considered that the proposed change of use would result in a noticeable impact on public transport services given the existing permitted use of the application site as B1 office and the quantum of floor space compared with the number of proposed residential units.

Furthermore, it is considered that the proposed change of use will in fact result in a net benefit in terms of its impact on public transport services through a reduction in the number of trips, both during the weekday morning and evening peak periods and per day.

4.2 Parking

4.2.1 Car Parking

The central courtyard of the application site was previously utilised for informal surface level car parking. The development proposals will provide a total of 9 marked out formal car parking spaces, 1 of which (10%) will be DDA compliant. The existing access/egress arrangements on Gloucester Avenue will be retained.

The Council's car parking standards seek parking at not more than 1 space per dwelling, which would equate to a maximum provision of 17 car parking spaces in the context of the proposed development. Therefore, since the proposals only make provision for a total of 9 car parking spaces, the development is fully compliant with current parking policies.

Given the level of parking provision and the accessibility of the site to public transport it is not considered that the proposals would result in a perceptible increase in on-street parking. Notwithstanding this, the Applicant is willing to agree to a permit free agreement to prevent future residents from purchasing resident parking permits. It is envisaged this could be secured by legal agreement (Unilateral Undertaking).

4.2.2 Cycle Parking

The Council and TfL's cycle parking standards require a minimum of 1 storage or parking space per unit for one and two bed dwellings, thus requiring 17 cycle spaces.

It is proposed to provide 17 secure and sheltered cycle parking spaces within a cycle store located on the Ground Floor.

The cycle parking proposals are therefore compliant with current policy; which is also likely to make cycling a more attractive mode of travel for trips to and from the site.

4.3 Traffic Impact

A comparison of the trip generation potential of the site as B1 office use has been considered against the trip generation potential of the site as C3 residential use.

An assessment forecasting trip generation potential for each element of the development has been undertaken using the TRICS 7.1.2 database. TRICS is the standard industry methodology for trip generation forecasting, comprising a database of transport surveys for a wide variety of developments in the UK and Ireland.

TRICS provides an average trip rate based upon a selection of relevant sites identified which is then used to assist trip generation forecast calculations. A trip forecast is calculated based upon the determined trip rate and the study site GFA or number of units.

The TRICS database has been interrogated to identify vehicular trip rates for office use and residential use utilising sites which are suitable in terms of their location and size. Sites of a similar scale were identified selecting office developments which range in size between 1,000sqm and 5,000sqm GFA and residential sites which comprised 'Flats Privately Owned' with between 6 and 30 units. Sites were further filtered by de-selecting sites which had a population of fewer than 15,000 within 1 mile and fewer than 125,000 within 5 miles. Sites outside of London were then removed from the selection.

Assisted by the above search criteria, nine office sites and seven residential sites were considered appropriate for the purposes of this trip generation assessment.

The vehicular trip rates and calculated number of forecasted trips are provided within **Table 4-1** below.

Table 4-1
TRICS Vehicular Trip Rates

	B1 Office		C3 Residential	
	Arrivals	**Departures**	**Arrivals**	**Departures**
AM Peak 08:00-09:00Hrs	0.417 (8)	0.069 (1)	0.045 (1)	0.090 (2)
PM Peak 17:00-18:00Hrs	0.150 (3)	0.435 (8)	0.092 (2)	0.009 (0)
Daily 00:00-24:00Hrs	2.900 (54)	2.693 (50)	0.504 (9)	0.585 (10)

Based on the above forecast, consideration of the net difference between the total two-way traffic generated by B1 office use against C3 residential use during the AM peak, PM peak and across the day has been undertaken. **Table 4-2** provides a summary.

Table 4-2
Two-way Traffic Forecast Comparison

	B1 Office	C3 Residential	Net Difference
AM Peak 08:00-09:00Hrs	9	3	-6
PM Peak 17:00-18:00Hrs	11	2	-9

Daily 00:00-24:00Hrs	104	19	-85

The above table demonstrates that 17 residential dwellings would generate a significantly lower level of traffic than 1,866sqm of office space.

The summary indicates that residential use is likely to generate 6 less vehicle trips during the AM peak and 9 less vehicle trips during the PM peak. The residential use is also likely to generate 85 less vehicle trips throughout the whole day.

As can be seen, there will be a beneficial impact on the local highway network in terms of traffic impact associated with the proposed change of use.

4.4 Servicing and Refuse Collection

When the application site was operational, the majority of deliveries undertaken by transit panel vans to the site took place via the existing site access points on Gloucester Avenue. For infrequent deliveries undertaken by larger goods vehicles, unloading took place from the carriageway of Gloucester Avenue.

As per the previous arrangements for office use, the majority of deliveries to the residential units would take place off-street via the existing site access points, with only occasional deliveries taking place from the carriageway of Gloucester Avenue. With regards to refuse collection, the development proposals provide a policy compliant allocation of bin storage within a bin store located on the Ground Floor.

It is anticipated that there will be a reduction in the number of deliveries associated with the change of use as offices typically receive a relatively higher number of deliveries per day than residential developments. This is considered to be a benefit of the scheme in terms of traffic congestion and highway safety on the basis that there would be fewer vehicular movements to/from the site.

5.0 SUMMARY & CONCLUSION

SLR Consulting Limited (SLR) has been appointed by Victoria Square Property Company Limited (the Applicant) to provide highways and transportation advice in relation to their Prior Approval Application for the change of use associated with a site known as The Courtyard, 44-44A Gloucester Avenue, London, from office use to residential use, under Class J of the new Permitted Development rights.

The proposals seek to redevelop the site to provide a scheme comprising 17 residential units with associated cycle and car parking facilities. The existing access/egress arrangements on Gloucester Avenue will be retained.

The central courtyard of the application site was previously utilised for informal surface level car parking. The development proposals will provide a total of 9 marked out formal car parking spaces, 1 of which (10%) will be DDA compliant. In order to avoid the potential for any overspill parking on-street, the Applicant is willing to agree a permit free agreement to minimise the potential for overspill parking.

It is proposed to provide 17 secure and sheltered cycle parking spaces within a cycle store located on the Ground Floor. The cycle parking proposals are therefore compliant with current policy; which is also likely to make cycling a more attractive mode of travel for trips to and from the site.

The application site has a good level of public transport accessibility and this is demonstrated by its PTAL rating of 4. In addition to the bus, over-ground and underground services available, the local area is also well suited to pedestrians and cyclists with appropriate facilities and routes provided.

The traffic impact assessment has shown that there would be a decrease in the number of vehicle movements during the weekday peak periods and across the day; as such, there would not be any unacceptable impact on local traffic conditions. Furthermore, it is considered that the reduction in traffic associated with the development is a benefit of the scheme in terms of traffic congestion and highway safety.

The proposed development is likely to result in a decrease in servicing activity. This will further reduce the number of vehicle movements to/from the application site, which provides further benefits.

5.1 Conclusion

In view of the above, it is considered that the proposed change of use from office to residential would not result in any worsening of the local highways and transportation network and is therefore acceptable in terms of current transport policy.

6.0 CLOSURE

This report has been prepared by SLR Consulting Limited with all reasonable skill, care and diligence, and taking account of the manpower and resources devoted to it by agreement with the client. Information reported herein is based on the interpretation of data collected and has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of Victoria Square Property Company Limited; no warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the client and others in respect of any matters outside the agreed scope of the work.

Appendix A – Architect's Layout Plans

Gloucester Avenue, London NW1 8JD

173_Sc-01

Job No: 173

27/01/15

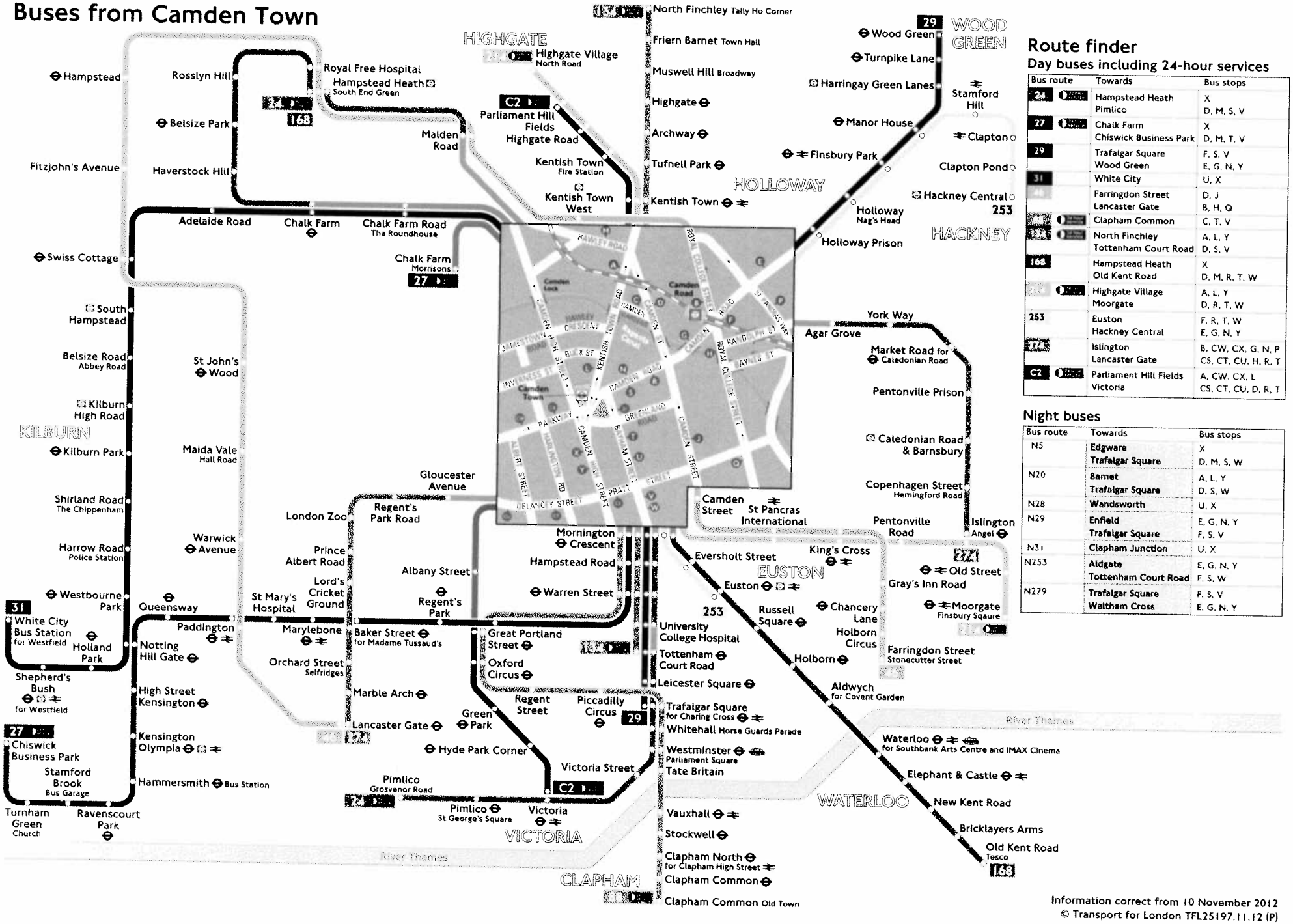
Schedule of Accomodation

Existing Area

Level		Building Use B1		Building Use B8		Building Use C3		TOTAL GIA	
		GIA (sqm)	GIA (sqft)	GIA (sqm)	GIA (sqft)	GIA (sqm)	GIA (sqft)	GIA (sqm)	GIA (sqft)
Lower Ground Floor		248	*2,669*	353	*3,800*	48.3	*520*	649.3	*6,989*
Ground Floor		597.3	*6,429*	286	*3,079*	51	*549*	934.3	*10,057*
First Floor		685	*7,373*	177	*1,905*	53.7	*578*	915.7	*9,857*
Second Floor		258.5	*2,782*					258.5	*2,782*
Second Floor Mezz		77.6	*835*					77.6	*835*
Total		**1866.4**	***20,090***	**816**	***8,783***	**153**	***1,647***	**2835.4**	***30,520***

Appendix B – TfL Bus Map

Buses from Camden Town



Route finder

Day buses including 24-hour services

Bus route	Towards	Bus stops
24	Hampstead Heath	X
	Pimlico	D, M, S, V
27	Chalk Farm	X
	Chiswick Business Park	D, M, T, V
29	Trafalgar Square	F, S, V
	Wood Green	E, G, N, Y
31	White City	U, X
46	Farringdon Street	D, J
	Lancaster Gate	B, H, Q
N5	Clapham Common	C, T, V
N20	North Finchley	A, L, Y
	Tottenham Court Road	D, S, V
168	Hampstead Heath	X
	Old Kent Road	D, M, R, T, W
214	Highgate Village	A, L, Y
	Moorgate	D, R, T, W
253	Euston	F, R, T, W
	Hackney Central	E, G, N, Y
476	Islington	B, CW, CX, G, N, P
	Lancaster Gate	CS, CT, CU, H, R, T
C2	Parliament Hill Fields	A, CW, CX, L
	Victoria	CS, CT, CU, D, R, T

Night buses

Bus route	Towards	Bus stops
N5	Edgware	X
	Trafalgar Square	D, M, S, W
N20	Barnet	A, L, Y
	Trafalgar Square	D, S, W
N28	Wandsworth	U, X
N29	Enfield	E, G, N, Y
	Trafalgar Square	F, S, V
N31	Clapham Junction	U, X
N253	Aldgate	E, G, N, Y
	Tottenham Court Road	F, S, W
N279	Trafalgar Square	F, S, V
	Waltham Cross	E, G, N, Y

Information correct from 10 November 2012

Appendix C – TfL PTAL Calculation

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run	20143010170028
Description	20143010170028
Run by user	PTAL web application
Date and time	30/10/2014 17:00

Walk File Parameters

Walk File	PLSQLTest
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
BUS Walk Access Time (mins)	8
BUS Reliability Factor	2.0
LU LRT Walk Access Time (mins)	12
LU LRT Reliability Factor	0.75
NATIONAL_RAIL Walk Access Time (mins)	12
NATIONAL_RAIL Reliability Factor	0.75

Coordinates: 528324, 184016

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	REGENTS P RD ST MARKS CR	274	357.46	8.0	1.0	4.47	5.75	10.22	2.94	2.94

BUS	CHALK FARM STATION	393	617.27	5.0	0.5	7.72	8.0	15.72	1.91	0.95
BUS	CHALK FARM STATION	168	617.27	9.0	0.5	7.72	5.33	13.05	2.3	1.15
BUS	CHALK FARM STATION	31	617.27	10.0	0.5	7.72	5.0	12.72	2.36	1.18
LU LRT	Chalk Farm	Northern Line Kennington to Edgware	630.9	5.0	0.5	7.89	6.75	14.64	2.05	1.02
LU LRT	Camden Town	Northern Line Morden to Mill Hill East	930.04	1.0	0.5	11.63	30.75	42.38	0.71	0.35
LU LRT	Camden Town	Northern Line High Barnet to Morden	930.04	9.0	0.5	11.63	4.08	15.71	1.91	0.95
LU LRT	Camden Town	Northern Line Mill Hill East to Kennington	930.04	4.3	0.5	11.63	7.73	19.35	1.55	0.78
LU LRT	Chalk Farm	Northern Line Edgware to Morden	630.9	8.3	0.5	7.89	4.36	12.25	2.45	1.22
LU LRT	Chalk Farm	Northern Line Edgware to Morden	630.9	9.7	1.0	7.89	3.84	11.73	2.56	2.56
LU LRT	Camden Town	Northern Line Morden to High Barnet	930.04	3.7	0.5	11.63	8.86	20.48	1.46	0.73
LU LRT	Camden Town	Northern Line High Barnet to Kennington	930.04	5.4	0.5	11.63	6.31	17.93	1.67	0.84
LU LRT	Camden Town	Northern Line Morden to Mill Hill East	930.04	2.7	0.5	11.63	11.86	23.49	1.28	0.64

NR SAP Points Not Found

Total AI for this POI is 15.31.

PTAL Rating is 4.

PTAI Study Report File Details

Date 30/10/2014 17:00
Day of week M-F
Time period AM peak
Walk speed 4.8 kph
Walk file PLSQLTest

POI Name: 528324, 184016

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 REGENTS P RD ST MARKS CR
Walk time to stop from POI is 4.47 minutes
Walk distance to stop from POI is 357.46 metres
Route 274 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 274 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Stop PR ALBERT RD ALBERT TER
Walk time to stop from POI is 6.27 minutes
Walk distance to stop from POI is 501.65 metres
Route 274 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 274 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Stop CHALK FARM STATION
Walk time to stop from POI is 7.72 minutes
Walk distance to stop from POI is 617.27 metres
Route 393 Direction OUT Frequency 5.0 giving AWT of 6.0 minutes
Route 393 Direction BACK Frequency 5.0 giving AWT of 6.0 minutes
Route 168 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 168 Direction BACK Frequency 9.0 giving AWT of 3.33 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 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 CHALK FARM STATION STAND
Walk time to stop from POI is 6.83 minutes

Walk distance to stop from POI is 546.13 metres
Stop GLOUCESTER AVENUE
Walk time to stop from POI is 5.45 minutes
Walk distance to stop from POI is 435.83 metres
Route 274 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 274 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

TATs for this mode
Route 274 Stop REGENTS P RD ST MARKS CR TAT 10.22 minutes EDF 2.94
Route 393 Stop CHALK FARM STATION TAT 15.72 minutes EDF 1.91
Route 168 Stop CHALK FARM STATION TAT 13.05 minutes EDF 2.3
Route 31 Stop CHALK FARM STATION TAT 12.72 minutes EDF 2.36

Best EDF is 2.94
Half of all other EDFs is 3.28

AI for this mode is 6.22

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 Camden Town
Walk time to stop from POI is 11.63 minutes
Walk distance to stop from POI is 930.04 metres
Route Northern Line Kennington to Edgware Direction N/B Frequency 5.0 giving AWT of 6.0 minutes
Route Northern Line Morden to Mill Hill East Direction N/B Frequency 1.0 giving AWT of 30.0 minutes
Route Northern Line High Barnet to Morden Direction S/B Frequency 9.0 giving AWT of 3.33 minutes
Route Northern Line Mill Hill East to Kennington Direction S/B Frequency 4.3 giving AWT of 6.98 minutes
Route Northern Line Morden to Edgware Direction N/B Frequency 4.3 giving AWT of 6.98 minutes
Route Northern Line Kennington to Mill Hill East Direction N/B Frequency 0.3 giving AWT of 100.0 minutes
Route Northern Line Edgware to Morden Direction S/B Frequency 9.7 giving AWT of 3.09 minutes
Route Northern Line Morden to High Barnet Direction N/B Frequency 6.3 giving AWT of 4.76 minutes
Route Northern Line Edgware to Kennington Direction S/B Frequency 1.3 giving AWT of 23.08 minutes
Route Northern Line Edgware to Morden Direction S/B Frequency 8.3 giving AWT of 3.61 minutes
Route Northern Line Morden to High Barnet Direction N/B Frequency 3.7 giving AWT of 8.11 minutes
Route Northern Line High Barnet to Kennington Direction S/B Frequency 5.4 giving AWT of 5.56 minutes
Route Northern Line Morden to Edgware Direction N/B Frequency 9.7 giving AWT of 3.09 minutes
Route Northern Line Mill Hill East to Morden Direction S/B Frequency 0.3 giving AWT of 100.0 minutes
Route Northern Line Kennington to High Barnet Direction N/B Frequency 4.7 giving AWT of 6.38 minutes
Route Northern Line Morden to Mill Hill East Direction N/B Frequency 2.7 giving AWT of 11.11 minutes

Stop Chalk Farm
Walk time to stop from POI is 7.89 minutes
Walk distance to stop from POI is 630.9 metres
Route Northern Line Edgware to Morden Direction S/B Frequency 9.7 giving AWT of 3.09 minutes
Route Northern Line Edgware to Morden Direction S/B Frequency 8.3 giving AWT of 3.61 minutes
Route Northern Line Edgware to Kennington Direction S/B Frequency 1.3 giving AWT of 23.08 minutes
Route Northern Line Kennington to Edgware Direction N/B Frequency 5.0 giving AWT of 6.0 minutes
Route Northern Line Morden to Edgware Direction N/B Frequency 9.7 giving AWT of 3.09 minutes
Route Northern Line Morden to Edgware Direction N/B Frequency 4.3 giving AWT of 6.98 minutes

TATs for this mode
Route Northern Line Kennington to Edgware Stop Chalk Farm TAT 14.64 minutes EDF 2.05
Route Northern Line Morden to Mill Hill East Stop Camden Town TAT 42.38 minutes EDF 0.71
Route Northern Line High Barnet to Morden Stop Camden Town TAT 15.71 minutes EDF 1.91
Route Northern Line Mill Hill East to Kennington Stop Camden Town TAT 19.35 minutes EDF 1.55
Route Northern Line Edgware to Morden Stop Chalk Farm TAT 12.25 minutes EDF 2.45
Route Northern Line Edgware to Morden Stop Chalk Farm TAT 11.73 minutes EDF 2.56
Route Northern Line Morden to High Barnet Stop Camden Town TAT 20.48 minutes EDF 1.46
Route Northern Line High Barnet to Kennington Stop Camden Town TAT 17.93 minutes EDF 1.67
Route Northern Line Morden to Mill Hill East Stop Camden Town TAT 23.49 minutes EDF 1.28

Best EDF is 2.56
Half of all other EDFs is 6.54

AI for this mode is 9.1

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

** No stops found within buffer for this POI

Total AI for this POI is 15.32. X: 528324, Y: 184016.

PTAL Rating is 4.

SLR

global environmental solutions

ABERDEEN
214 Union Street,
Aberdeen AB10 1TL
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AYLESBURY
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Buckinghamshire HP18 9PH
T: +44 (0)1844 337380

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Belfast BT6 8DN Northern Ireland
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BRISTOL
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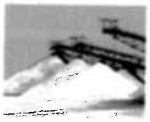
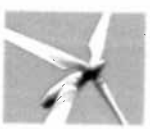
Industry


Infrastructure


Mining & Minerals


Oil & Gas


Planning & Development


Renewable & Low Carbon


Waste Management