
53 to 55 Chalton Street
London
NW1 1HY

Transport Statement

Proposed Redevelopment for Hotel Use

Table of Contents

1	Introduction	2
2	Accessibility	4
3	Trip Assessment	6
4	Travel Plan Statement	7
5	Conclusions	8

Appendices

- Appendix A – Existing Site Layout
- Appendix B – Proposed Development
- Appendix C – PTAL Calculations
- Appendix D – London’s Rail and Tube Services Map
- Appendix E – Central London Bus Route Map

1 Introduction

1.1 Context

- 1.1.1 RJT Consulting has been instructed to provide transport planning advice in connection with the re-development of 53 to 55 Chalton Street, located in Somertown, London. An existing site layout plan is attached at *Appendix A, which shows that the development site* also has a frontage onto Churchway/Doric Street to the west.
- 1.1.2 The site currently consists of three dwellings, one 2-bed flat and two 3-bed maisonettes. These sit above a NISA convenience store located at the ground level of 396m² below which lies a basement currently used as ancillary storage / offices of 313m².

1.2 Existing Uses

- 1.2.1 The NISA convenience store component of the development site has its main entrance onto Chalton Street. Servicing vehicles for the convenience store either park on-street along Chalton Street with goods taken through the main store entrance; or use the rear access onto Churchway.
- 1.2.2 The residential and office components of development site gain access via Churchway.
- 1.2.3 The development site's current uses do not provide any on-site cycle parking.

1.3 Proposed Uses

- 1.3.1 The development proposals comprise of a 56 bedroom hotel (1,551m²). Although this scale of development does not meet the local development plan threshold requiring accommodation for service vehicles, coaches or taxis within the demise of the development land, Chalton Street does have space on-street for a small to medium sized coach (size restricted due to width restrictions at Euston Road), and can also easily accommodate taxis for pick up / drop off.
- 1.3.2 The development proposals do not include any cycle parking on site but the intention is to agree with the local highway authority suitable areas to provide either additional or replacement on-street cycle parking stands. According to the standards the required cycle parking is 3 spaces for staff and 3 spaces for customers/guests; so a total of 6 cycle parking spaces or 3 Camden stands.
- 1.3.3 The transport characteristics of the proposed development can be summarised as follows:
- Pedestrian access via two entrances; one onto Chalton Street and the other onto Churchway with internal lifts and stairs;
 - Servicing vehicles using either Chalton Street or Churchway; and
 - Car free development.
- 1.3.4 This Transport Statement summarises the most relevant aspects of the local development plan, and describes the site's accessibility to the main transport modes, local facilities and attractions. This description is followed by an assessment of the existing uses trip generation; followed by an assessment of the proposed hotel use potential trip generation. A Travel Plan Strategy is then outlined, with conclusions presented thereafter.

1.4 Transport Policy

- 1.4.1 As previously mentioned although Camden Development Policies DP14 and DP16 require developments to provide any necessary off-highway pickup and set down points for taxis and coaches, Appendix 2 sets out the thresholds for developments having to provide such facilities on-site. The threshold being 2,500m², which is greater than the proposed development at 1,551m².
- 1.4.2 However, Appendix 1 of the local authority's Development Policies does require a transport assessment for hotel with 50 or more beds (1,000 sq m), which covers the proposed development, and that assessment is described within this report.
- 1.4.3 DP18 describes the local authority's parking standards which are set out at Appendix 2 and are summarised below for hotels:

C1 – Hotels	
Cycles	Staff – from threshold of 500 sq m, 1 space per 500 sq m or part thereof. Customer – from threshold of 500 sq m, 1 space per 500 sq m or part thereof.
People with disabilities	Staff/ operational – 1 space per disabled employee or, from a threshold of 2,500 sq m, 1 space per 20,000 sq m or part thereof – whichever is the greater. Customer – from threshold of 2,500 sq m, 1 space per 1,250 sq m or part thereof.
Service vehicles	Required above 2,500 sq m - one 3.5m x 8.5m bay.
Coaches	Above 2,500 sq m – the Transport Assessment required under policy T1B / Appendix 2 will be required to consider the need for space for coaches to pick-up/ set-down and wait.
Taxis	Pick-up/set-down bay adequate for 2 required above 2,500 sq m, with any departure justified by a Transport Assessment.
Other staff / operational parking	Low parking provision areas: maximum of 1 space per 1,500 sq m Rest of borough: maximum of 1 space per 1,000 sq m
Other resident parking	Only considered if supported by a Transport Assessment (or supporting information as appropriate for smaller schemes) showing that existing spaces, public transport and coaches/ taxis cannot cater for the expected travel demand, and a Travel Plan can be secured.

2 Accessibility

2.1 Transport

2.1.1 Roads

2.1.2 The development site fronts Chalton Street, an local road with typical urban road characteristics - two lane single carriageway, street lighting, waiting and loading restrictions; but does have a 20mph speed limit and relatively wide footways.

2.1.3 Chalton Road connects with the A501 Euston Road to the south, and the A400 to the north (via a number of roads). Using the A400 the development site is accessible to the A1 and A41 and from those roads to the A406 and to the M25 beyond.

2.1.4 On street car parking and loading is controlled in the area throughout the day with waiting and loading restrictions along Chalton Street and Doric Street/Churchway; and Controlled Parking Zones operating in the surrounding residential streets with some short term visitor parking but mainly residential permit parking.

2.1.5 Public Transport

2.1.6 The development site has a PTAL level of 6b – excellent (*Appendix C*) measured from its frontage with Chalton Street. The development site is within easy walking and/or cycling distance of a number of railway stations, Underground stations, and bus stops.

2.1.6.1 Trains

2.1.7 The site lies within 7 minutes' walk of Euston, and 8 minutes' walk of King's Cross & St Pancras stations. These stations provide access to International and domestic train services, either directly or through easy connections, to many parts of the UK and beyond.

2.1.7.1 London Underground

2.1.8 The site lies within 7 minutes' walk of Euston Station, 8 minutes' walk of King's Cross & St Pancras stations, 10 minutes' walk of Euston Square, and 11 minutes' walk of Russell Square. These stations provide access to the Northern Line, Victoria Line, Metropolitan Line, Circle Line, Hammersmith & City Line, and Piccadilly Line; which in turn provide easy access to the whole London Underground system.

2.1.9 *Appendix D* contains the London's Rail and Tube Service Map.

2.1.9.1 Buses

2.1.10 There are numerous bus stops (with shelters) located within 3 minutes' to 8 minutes' walk of the development site along Euston Road, Upper Woburn Place, Midland Road, Eversholt Street, St Pancras Road, Euston Road; and King's Cross, St Pancras & Euston stations. Daily bus (and 24 hour) services include the following:

- 10 St Pancras to Hammersmith – 24 hour service

- 18 (N18) Euston Station to Sudbury & Harrow Road Station (continues to Trafalgar Square and Harrow Weald)
- 30 Marble Arch (via Euston Station) to Hackney Wick
- 45 King's Cross to Clapham Park
- 46 Lancaster Gate (via St Pancras) to St Bartholomew's Hospital
- 59 King's Cross to Streatham Hill
- 63 (N63) King's Cross to Honor Oak (continues to Crystal Palace)
- 68 (N68) Euston to West Norwood Station (Tottenham Court Road Station to Old Coulsdon)
- 73 (N73) Victoria (via Euston Station) to Stoke Newington (continues to Walthamstow Central Bus Station)
- 91 (N91) Trafalgar Square (via Euston Station) to Crouch End (continues to Cockfosters)
- 168 Old Kent Road to Hampstead Heath
- 205 (N205) Paddington Station (via Euston Station) to Bow Church (continues to Leyton – Drapers Field)
- 214 Morgate (via King's Cross) to Highgate Village – 24 hour service
- 253 (N253) Euston Station to Hackney Central (Tottenham Court Road to Aldgate)
- 390 Notting Hill Gate (via St Pancras) to Archway Station – 24 hour service
- 476 Euston Station to Northumberland Park

2.1.11 *Appendix E* contains the Central London Bus Route Plan with full timetable details available on TfL's website.

2.1.12 Please note that the route maps and details contained in this report are correct at the time of drafting, and are subject to regular review and change by TfL.

2.1.13 Walking & Cycling

2.1.14 The development site is easily accessible by cycle and on-foot. Although Camden is a busy borough there are relatively wide footways and other pedestrian thoroughfares in the vicinity of the development site connecting the site to many local facilities.

2.1.15 There are no designated formal cycle lanes in the immediate vicinity of the development site but there are intermittent cycle lanes in the area and where the road width allows, cyclists can use the designated bus lanes.

2.1.16 The surrounding residential roads carry significant less traffic than Euston Road and are well suited for cyclists although on-street parking does restrict the carriageway width.

2.1.17 These cycle routes are complemented by a number of cycle stands located on the wider footways to accommodate the current demand.

2.2 Local Facilities & Attractions

2.2.1 Being located within Somertown the development site has easy and ready connections on foot to attractions such as:

- Madame Tussauds;
- London Zoo;

-
- Regent's Park;
 - British Library; and
 - University of London.

2.2.2 Or via a short cycle or bus ride to attractions such as:

- Camden Town markets;
- Regent's Canal; and
- The British Museum.

2.2.3 Or via the Underground to attractions such as:

- Oxford Street, Leicester Square, Piccadilly Circus shopping districts;
- Covent Garden including many theatres;
- Downing Street, Whitehall, Houses of Parliament;
- Westminster Abbey, St Paul's, Buckingham Palace;
- St James's Park, Hyde Park, Green Park;
- The City of London, Tower Bridge, Tower of London; and
- The Shard, London Eye, and London Aquarium.

2.2.4 Taking into account the wide variety of local facilities and the area's excellent connections to central London visitors are highly provided for without having to use private cars.

3 Trip Assessment

3.1.1 First principles and observations have been used to determine the expectant number of trips for the existing/extant uses and proposed development, based on gross floor areas / number of residential units; and hotel bedrooms. This approach is considered to be more robust than using the TRICS database which has very few if any comparable sites.

3.1.2 To keep matters relatively simple, it has been assumed the weekend peak trip generation for all uses will be similar to the weekday peaks, albeit at different times.

3.2 Existing / Extant Building Use

3.2.1 Generally, local convenience stores attract the majority of their trips from the surrounding area, and any vehicle borne trade tends to be from passing traffic.

3.2.2 In the case of the NISA store observations suggest that the store attracts approximately 300 customers during the morning peak (8am to 9am) and evening peak (5pm to 6pm). For a store area of 396m² this equates to a peak hour trip rate of approximately 75 trips per 100m², which seems reasonable for the type of convenience store which sells a variety of everyday needs.

3.2.3 The offices in the basement cover an area of 313m² and can accommodate approximately 30 people based on a ratio of 1 person per 10.2m². These people are likely to generate in the region of 15 trips in any peak hour assuming two hour peak periods in the morning and evening.

3.2.4 The number of existing residential units consists of three dwellings, one 3-bed flat and two 3-bed maisonettes. These are likely to generate approximately 9 trips in the peak hours, assuming two hour peak periods in the morning and evening.

3.3 Proposed Hotel Use

3.3.1 The proposal consists of 56 bedrooms:

- Singles – 10 bedrooms
- Doubles – 20 bedrooms
- Twin – 4 bedrooms
- Triples – 13 bedrooms
- Quadruples – 9 bedrooms

3.3.2 The 56 bedrooms can therefore accommodate 133 people. As a consequence the peak trip generation is likely to be in the region of 65 departures in the morning and 65 arrivals late afternoon; this assumes a two hour peak period.

3.4 Previous Use v Permitted Use v Proposed Use

3.4.1 A comparison of the existing and proposed shows that at peak times the hotel will generate less than the current uses, 65 peak hour trips as against the existing/extant uses with circa. 100 peak hour trips.

3.4.2 Further, the convenience store has a far greater potential to attract car borne trade than the proposed hotel use, and is therefore the proposals likely to have a beneficial effect on the public highway.

4 Travel Plan Statement

4.1.1 TfL guidance on travel plans is that for hotels consisting of less than 100 beds a Travel Plan Statement is required. The proposed development will comprise of 56 bedrooms with approximately 133 beds depending on the make-up of the triple and quadruple person bedrooms (i.e. the composition of double and single beds).

4.1.2 Therefore this section provides such a short statement setting out positive measures promoting sustainable transport.

4.1.3 Being an application for a hotel with 56 bedrooms in an urban area, very close to trains, buses and many local facilities, the following travel planning initiatives are to be provided:

- Safe and secure cycle parking in the local area (location to be with the local highway authority);
- No on-site car parking thereby discouraging car use;
- The provision of the train and bus information within each bedroom; and
- The provision of locally available cycling and walking maps within each bedroom.

4.1.4 The development site is located in an area with on-street parking controls and by not providing any on-site car parking it's considered that future employees and guests are unlikely to travel by private car to / from the hotel, and as such the proposals appropriately align with policy and will assist in providing a sustainable development.

4.1.5 It is intended that a planning permission condition (or obligation) will be agreed to maintain the number of cycle parking spaces that are available to future employees and guests at all times.

-
- 4.1.6 These hard and soft measures in association with the site's highly accessible location should result in a very sustainable development.

5 Conclusions

- 5.1.1 This Transport Statement has shown that the proposed hotel development has:
- Good access to all main modes of transport;
 - Will have an enhanced level of easily accessible cycle parking;
 - Purposely not provided car parking spaces; and is
 - Well located for local attractions.
- 5.1.2 In terms of trip generation the proposed hotel use will generate a lower number of trips compared to the existing/extant uses. It is considered that the overall number of car trips which may be generated by the proposed hotel will be very low compared to the existing/extant uses which will be beneficial to the local road network.
- 5.1.3 Overall, it is considered that the site has a good level of transport sustainability, and that there are no reasons why the proposed development should not be permitted on transport grounds.

Appendices

Appendix A – Existing Site Layout

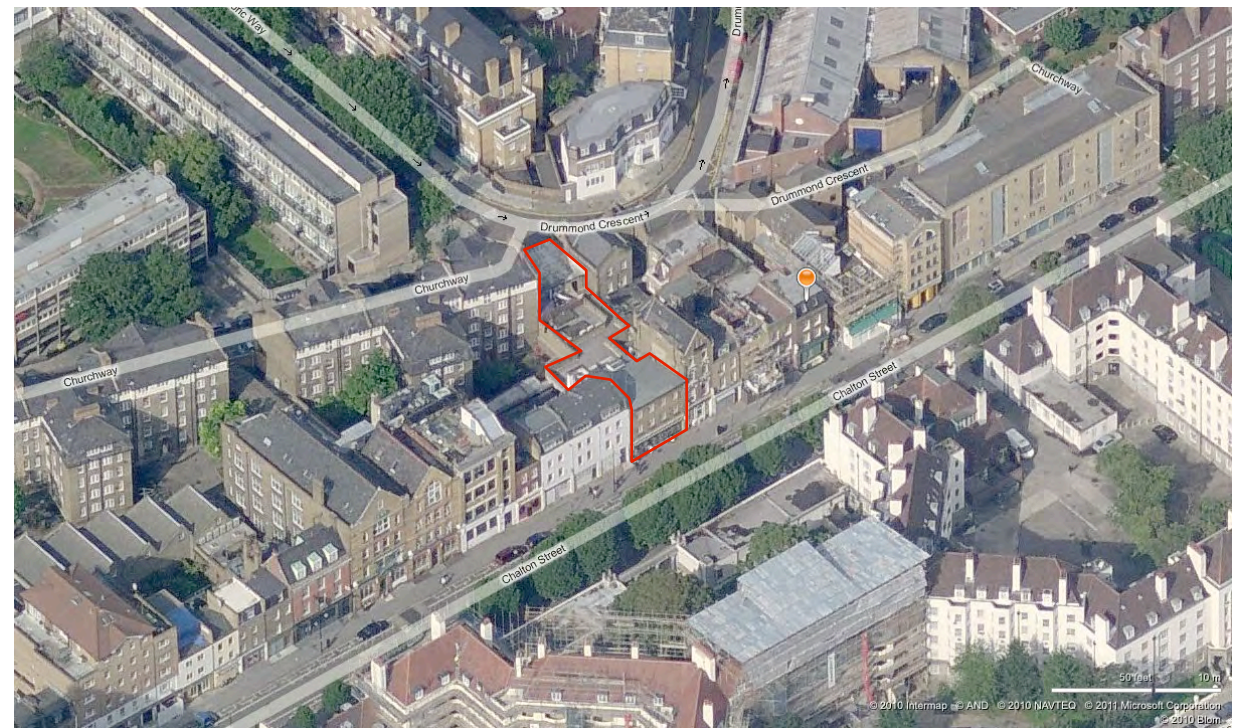
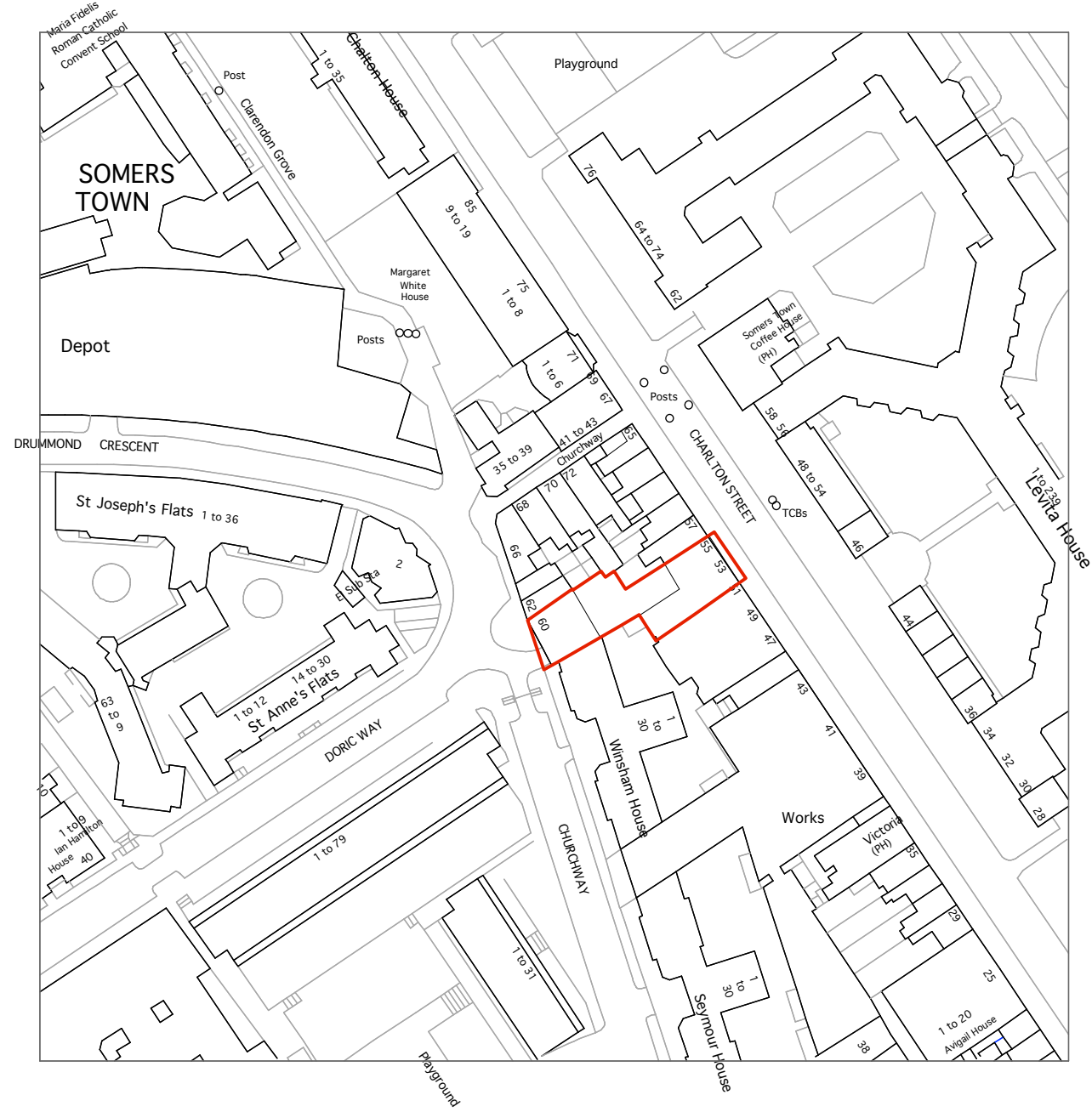
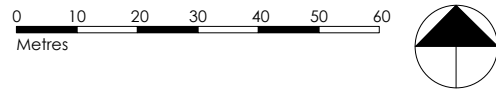
Appendix B – Proposed Development

Appendix C – PTAL Calculations

Appendix D – London's Rail and Tube Services Map

Appendix E – Central London Bus Route Map

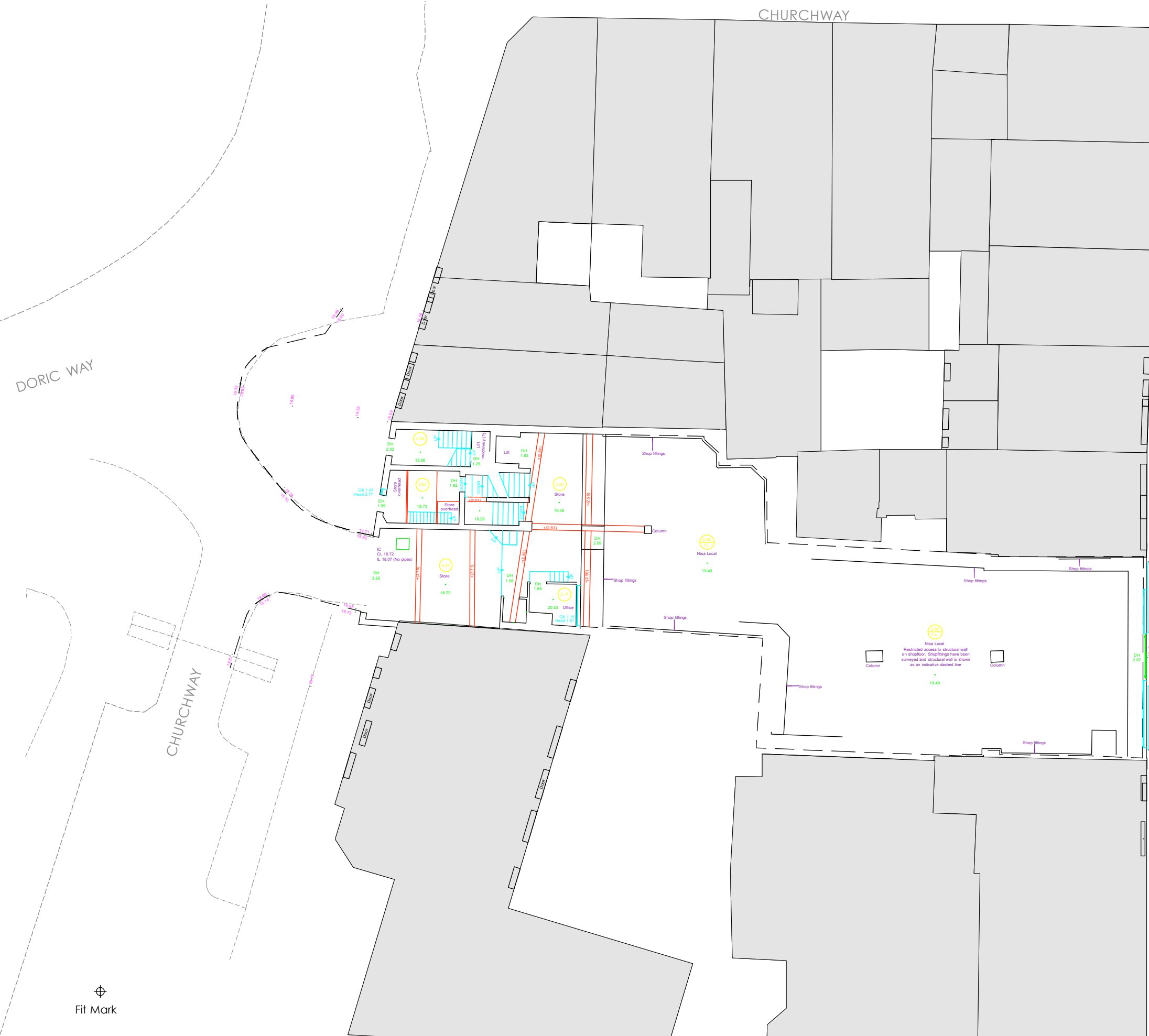
Appendix A – Existing Site Layout





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58
56
48 to 54
46



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DORIC WAY

CHURCHWAY

CHARLTON STREET

58

56

48 to 54

46

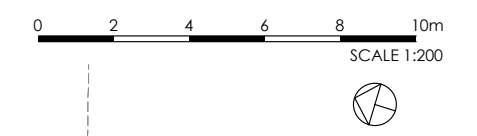
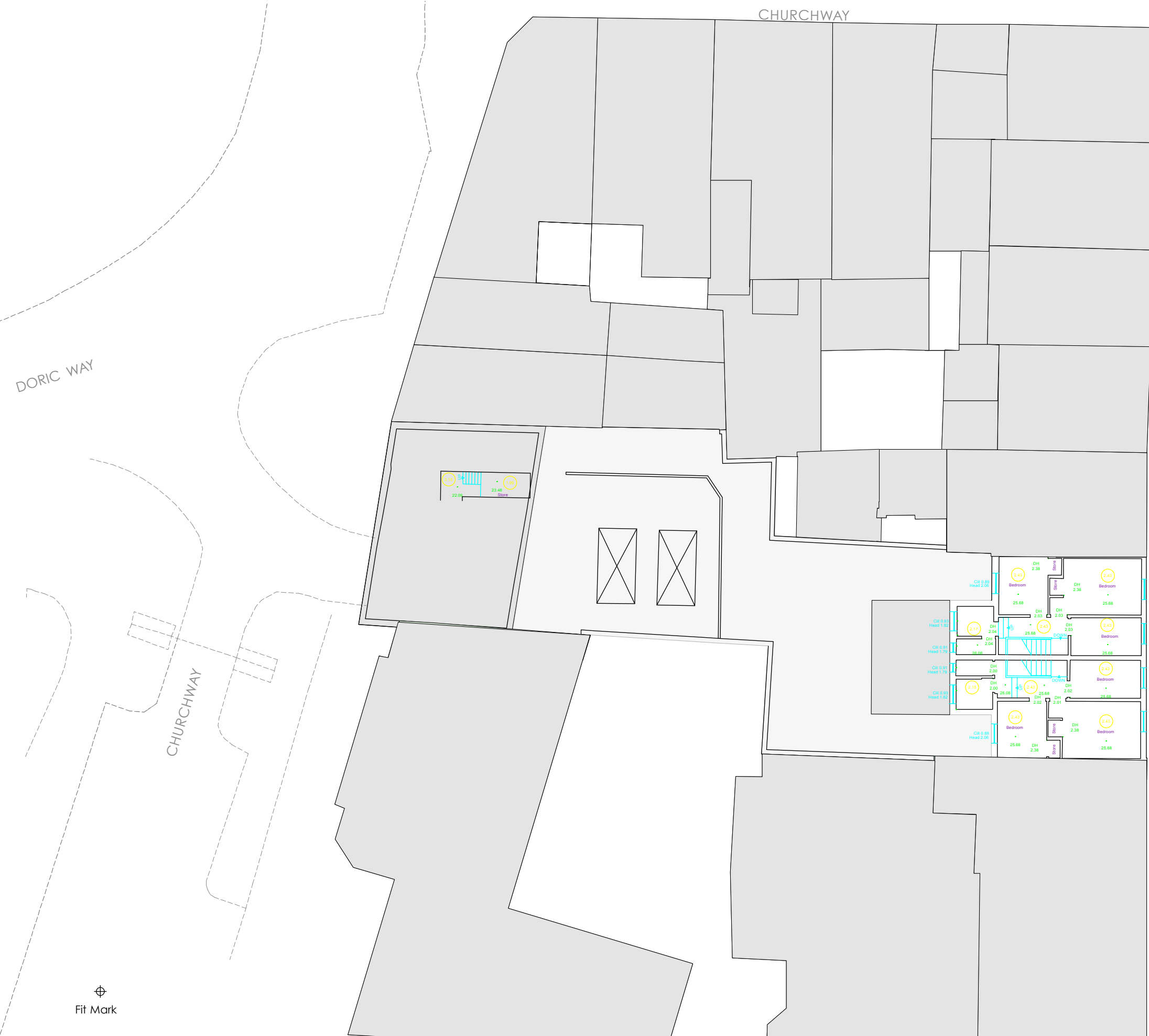
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Fit Mark

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notes
client Rangepay Ltd

project 53-55 Chalton Street NW1 1HY and 60 Churchway NW1 1LT
status Planning Application - August 2015

Drawing Existing Ground Floor				
Project Number	Drawing Ref	Revision	Scale	Page size
1103	101	-	1:100 @ A1 1:200 @ A3	A3



DORIC WAY

CHURCHWAY

CHURCHWAY

CHARLTON STREET

48 to 54

46

58

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Fit Mark



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SCALE 1:200



DORIC WAY

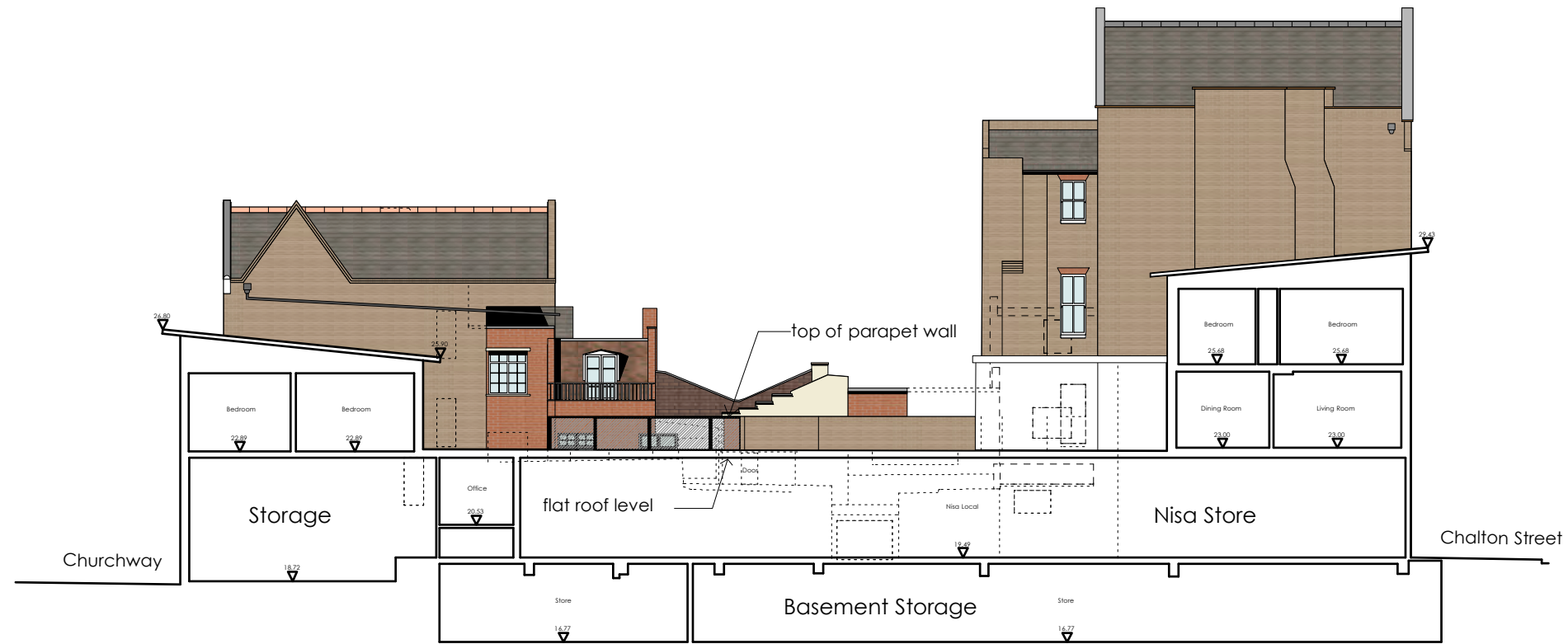
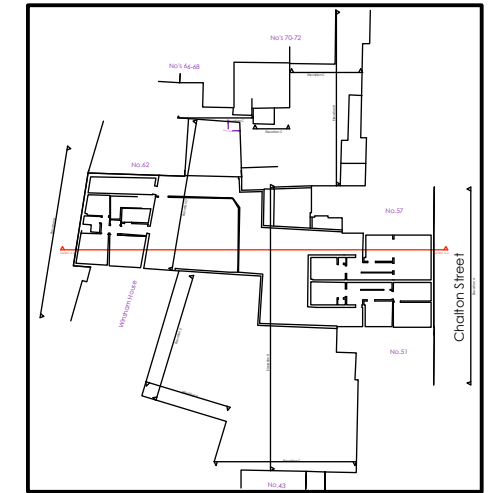
CHURCHWAY

CHARLTON STREET

58
56
48 to 54
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Datum 15.00m

Existing Section A-A

notes

client

Rangepay Ltd

project

53-55 Chalton Street NW1 1HY and
60 Churchway NW1 1LT

status

Planning Application - August 2015

Drawing

Existing Section A-A

Project Number

1103

Drawing Ref

119

Revision

-

Scale

1:100 @ A1
1:200 @ A3

Page size

A3

Appendix B – Proposed Development



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CHURCHWAY

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SCALE 1:200



- single
- twin
- double
- family - 3
- family - 4

DORIC WAY

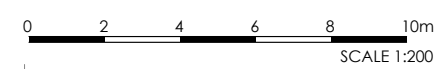
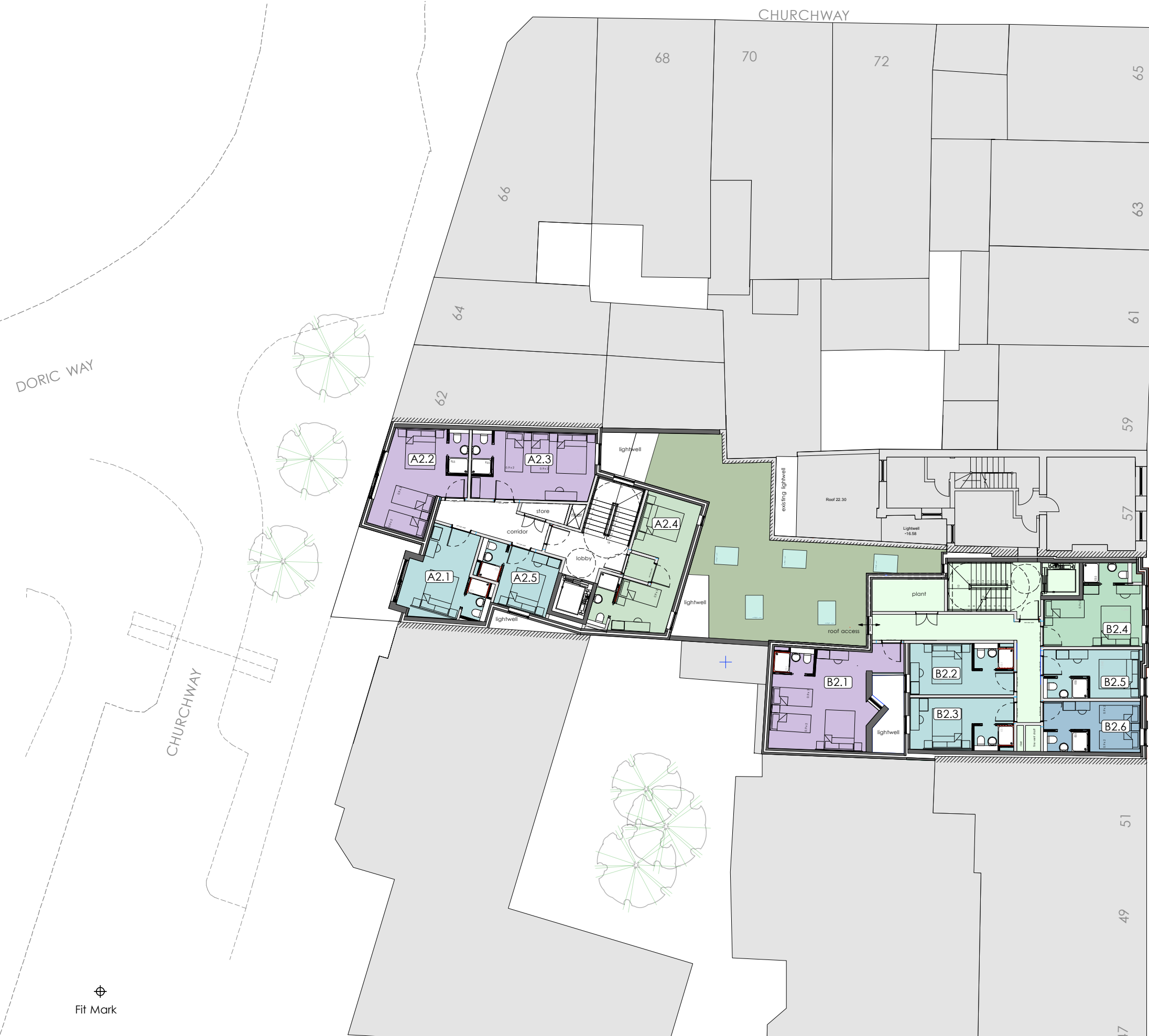
CHURCHWAY

CHARLTON STREET

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48 to 54
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Fit Mark





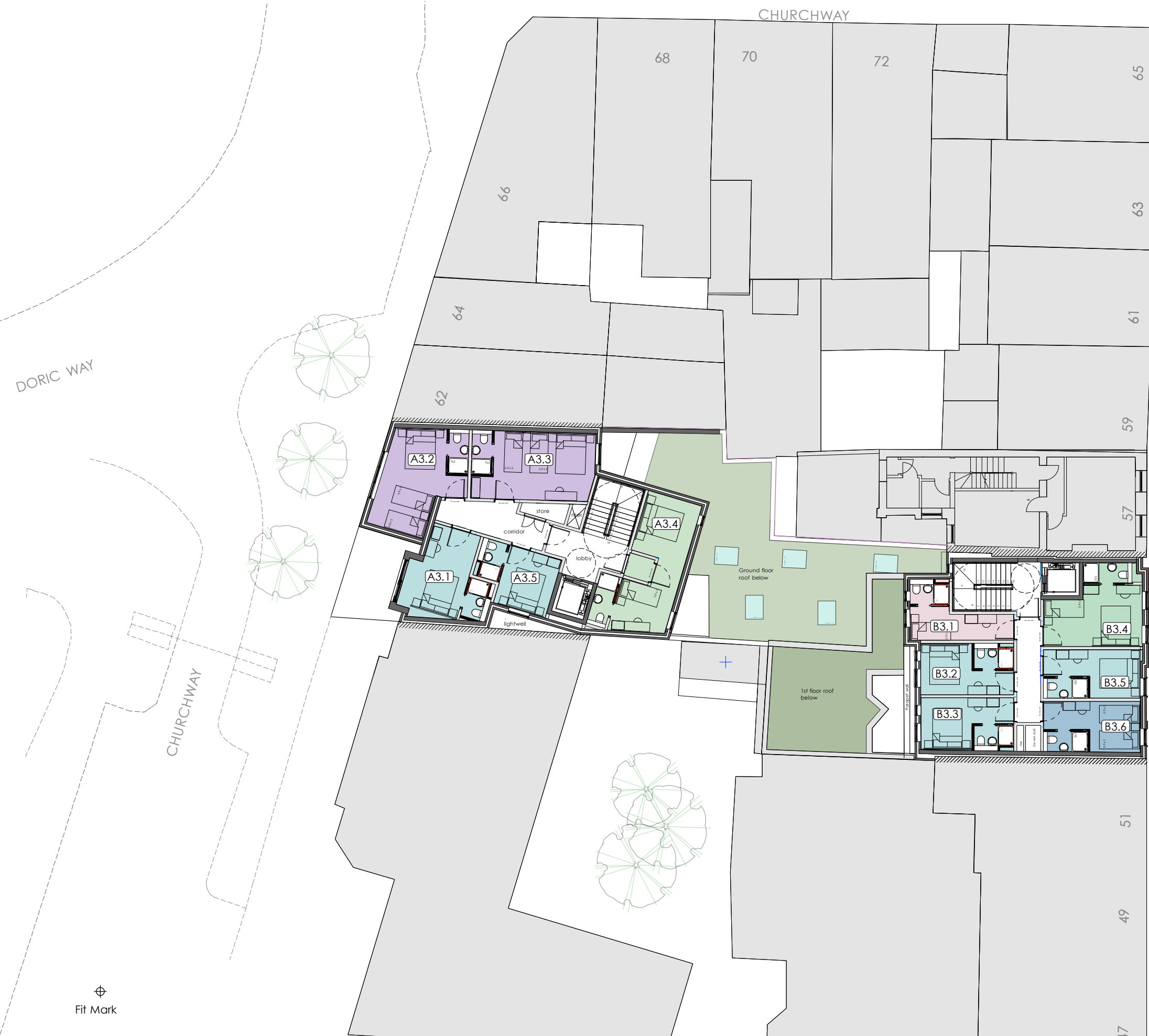
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- twin
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CHARLTON STREET



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- twin
- double
- family - 3
- family - 4

CHARLTON STREET

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48 to 54
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Fit Mark



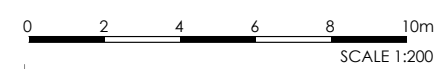
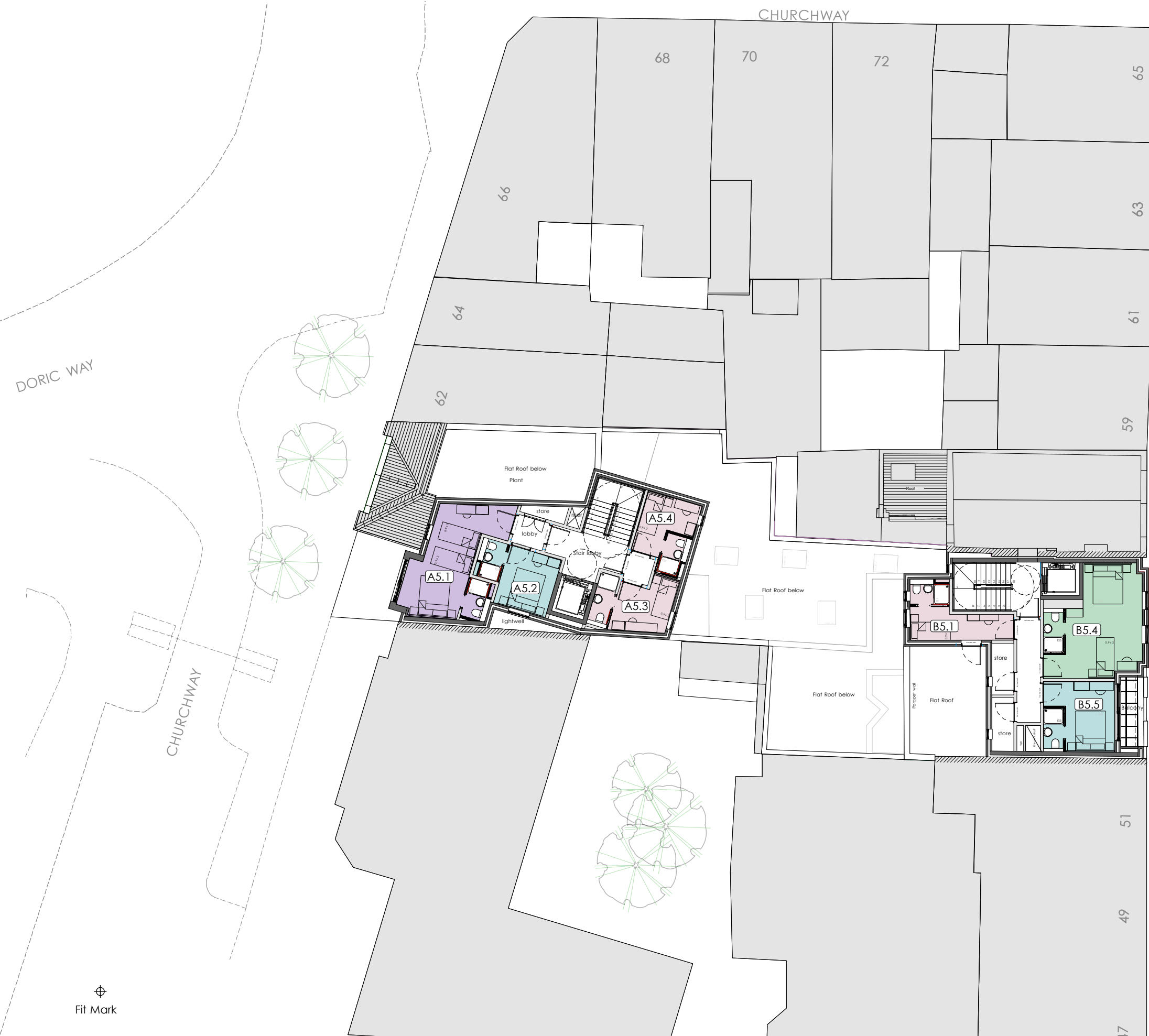
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SCALE 1:200

- single
- twin
- double
- family - 3
- family - 4

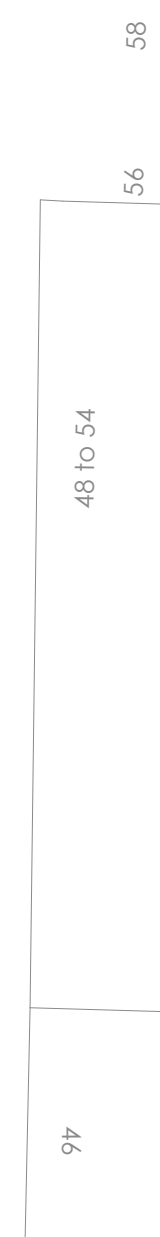


CHARLTON STREET

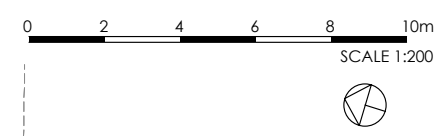




- single
- twin
- double
- family - 3
- family - 4



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DORIC WAY

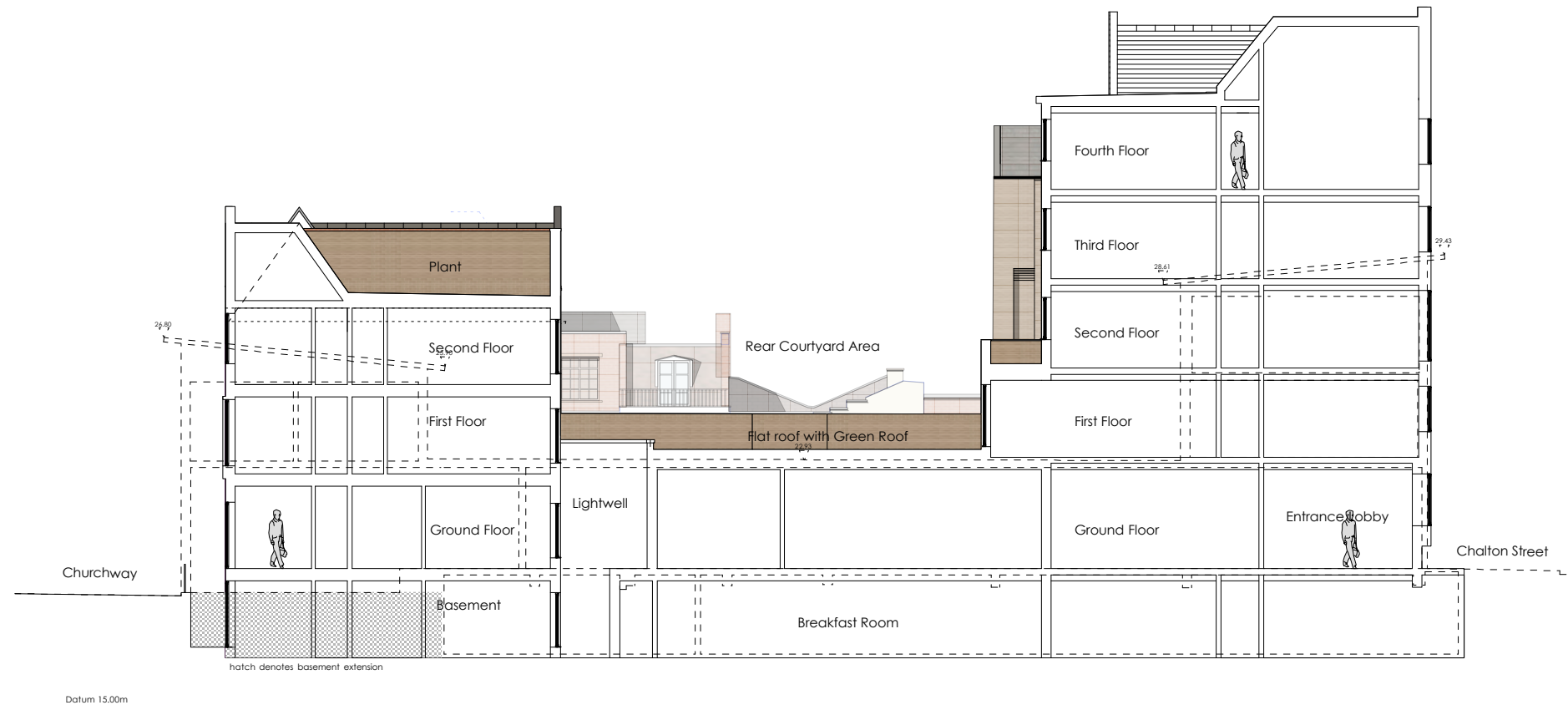
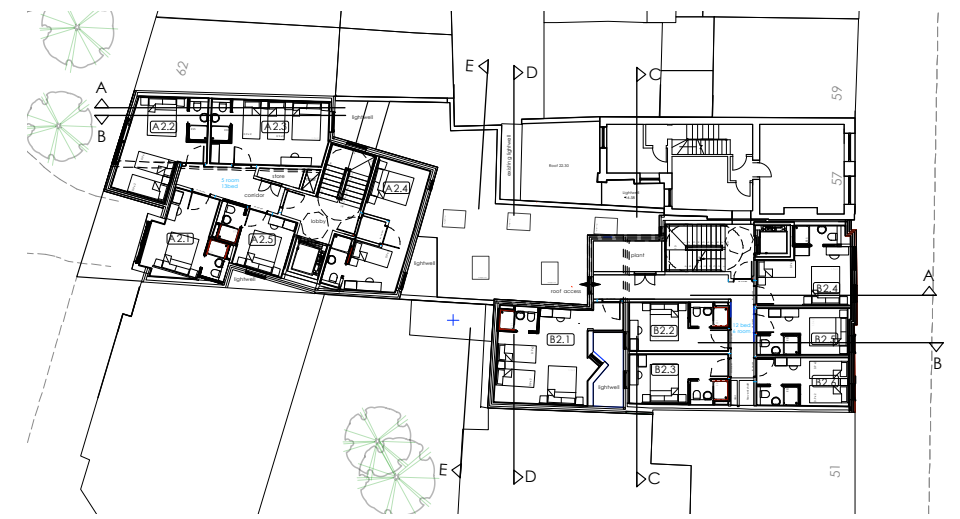
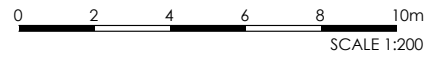
CHURCHWAY

CHURCHWAY

CHARLTON STREET

Winsham House

46
48 to 54
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58



Proposed Section A-A

Appendix C – PTAL Calculation

PTAI Study Report File Details

Date 10/02/2015 07:18

Day of week M-F

Time period AM peak

Walk speed 4.8 kph

Walk file PLSQLTest

POI Name: 529782, 182833

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 EUSTON BUS STATION

Walk time to stop from POI is 6.69 minutes

Walk distance to stop from POI is 535.41 metres

Route 73 Direction OUT Frequency 18.0 giving AWT of 1.67 minutes

Route 476 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes

Route 476 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes

Route 59 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes

Route 59 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Route 10 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes

Route 18 Direction BACK Frequency 20.0 giving AWT of 1.5 minutes

Route 18 Direction OUT Frequency 20.0 giving AWT of 1.5 minutes

Route 253 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes

Route 253 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes

Route 30 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes

Route 68 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes

Route 68 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes

Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Route 390 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Route 205 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Stop UPPER WOBURN PLACE

Walk time to stop from POI is 5.15 minutes

Walk distance to stop from POI is 411.81 metres

Route 59 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 59 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 68 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 68 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 91 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 91 Direction OUT Frequency 9.0 giving AWT of 3.33 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

Stop EUSTON STN EVERSOLT ST

Walk time to stop from POI is 6.93 minutes

Walk distance to stop from POI is 554.39 metres

Route 253 Direction OUT Frequency 12.0 giving AWT of 2.5 minutes
Route 253 Direction BACK Frequency 12.0 giving AWT of 2.5 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

Stop EUSTON STATION EUSTON RD

Walk time to stop from POI is 6.11 minutes

Walk distance to stop from POI is 488.46 metres

Route 73 Direction BACK Frequency 18.0 giving AWT of 1.67 minutes
Route 73 Direction OUT Frequency 18.0 giving AWT of 1.67 minutes
Route 10 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 18 Direction BACK Frequency 20.0 giving AWT of 1.5 minutes
Route 30 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 390 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 205 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Stop KINGS CROSS ST PANCRAS

Walk time to stop from POI is 7.31 minutes

Walk distance to stop from POI is 584.89 metres

Route 73 Direction BACK Frequency 18.0 giving AWT of 1.67 minutes
Route 73 Direction OUT Frequency 18.0 giving AWT of 1.67 minutes
Route 46 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route 476 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 476 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 59 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 59 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 10 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 10 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 45 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 30 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 30 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 91 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 91 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 390 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 390 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 214 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes

Route 63 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 63 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 205 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 205 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Stop EUSTON R BRITISH LIBRARY

Walk time to stop from POI is 3.19 minutes

Walk distance to stop from POI is 255.34 metres

Route 73 Direction BACK Frequency 18.0 giving AWT of 1.67 minutes
Route 73 Direction OUT Frequency 18.0 giving AWT of 1.67 minutes
Route 476 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 476 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 59 Direction BACK Frequency 9.0 giving AWT of 3.33 minutes
Route 59 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 10 Direction OUT Frequency 10.0 giving AWT of 3.0 minutes
Route 10 Direction BACK Frequency 10.0 giving AWT of 3.0 minutes
Route 30 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 30 Direction BACK Frequency 7.5 giving AWT of 4.0 minutes
Route 91 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 91 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 91 Direction OUT Frequency 9.0 giving AWT of 3.33 minutes
Route 390 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes
Route 390 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 205 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 205 Direction BACK Frequency 8.0 giving AWT of 3.75 minutes

Stop KINGS CROSS PANCRAS ROAD

Walk time to stop from POI is 8.0 minutes

Walk distance to stop from POI is 639.7 metres

Stop MIDLAND RD ST PANCRAS STN

Walk time to stop from POI is 6.94 minutes

Walk distance to stop from POI is 554.91 metres

Route 46 Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route 45 Direction OUT Frequency 7.5 giving AWT of 4.0 minutes
Route 214 Direction OUT Frequency 8.0 giving AWT of 3.75 minutes
Route 63 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes
Route 63 Direction BACK Frequency 12.0 giving AWT of 2.5 minutes

TATs for this mode

Route 73 Stop EUSTON R BRITISH LIBRARY TAT 6.86 minutes EDF 4.37
Route 476 Stop EUSTON R BRITISH LIBRARY TAT 9.19 minutes EDF 3.26
Route 59 Stop EUSTON R BRITISH LIBRARY TAT 8.53 minutes EDF 3.52
Route 10 Stop EUSTON R BRITISH LIBRARY TAT 8.19 minutes EDF 3.66
Route 18 Stop EUSTON STATION EUSTON RD TAT 9.61 minutes EDF 3.12
Route 253 Stop EUSTON BUS STATION TAT 11.19 minutes EDF 2.68
Route 30 Stop EUSTON R BRITISH LIBRARY TAT 9.19 minutes EDF 3.26
Route 68 Stop UPPER WOBURN PLACE TAT 10.48 minutes EDF 2.86
Route 91 Stop EUSTON R BRITISH LIBRARY TAT 8.53 minutes EDF 3.52
Route 390 Stop EUSTON R BRITISH LIBRARY TAT 8.94 minutes EDF 3.36
Route 205 Stop EUSTON R BRITISH LIBRARY TAT 8.94 minutes EDF 3.36

Route 168 Stop UPPER WOBURN PLACE TAT 10.48 minutes EDF 2.86
Route 46 Stop MIDLAND RD ST PANCRAS STN TAT 13.94 minutes EDF 2.15
Route 45 Stop MIDLAND RD ST PANCRAS STN TAT 12.94 minutes EDF 2.32
Route 214 Stop MIDLAND RD ST PANCRAS STN TAT 12.69 minutes EDF 2.36
Route 63 Stop MIDLAND RD ST PANCRAS STN TAT 11.44 minutes EDF 2.62

Best EDF is 4.37
Half of all other EDFs is 22.46

AI for this mode is 26.84

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 Euston

Walk time to stop from POI is 6.76 minutes

Walk distance to stop from POI is 540.79 metres

Route Northern Line Kennington to Edgware Direction N/B Frequency 5.0 giving AWT of 6.0 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 Victoria Line Seven Sisters to Brixton Direction S/B Frequency 11.7 giving AWT of 2.56 minutes
Route Victoria Line Brixton to Walthamstow Central Direction N/B Frequency 15.7 giving AWT of 1.91 minutes
Route Northern Line Kennington to Mill Hill East Direction N/B Frequency 0.3 giving AWT of 100.0 minutes
Route Northern Line Morden to Mill Hill East Direction N/B Frequency 1.0 giving AWT of 30.0 minutes
Route Northern Line Edgware to Morden Direction S/B Frequency 9.7 giving AWT of 3.09 minutes
Route Victoria Line Brixton to Seven Sisters Direction N/B Frequency 10.0 giving AWT of 3.0 minutes
Route Northern Line Morden to Edgware Direction N/B Frequency 9.7 giving AWT of 3.09 minutes
Route Northern Line High Barnet to Morden Direction S/B Frequency 9.0 giving AWT of 3.33 minutes
Route Northern Line Edgware to Morden Direction S/B Frequency 8.3 giving AWT of 3.61 minutes
Route Northern Line Kennington to High Barnet Direction N/B Frequency 4.7 giving AWT of 6.38 minutes
Route Northern Line High Barnet to Kennington Direction S/B Frequency 5.4 giving AWT of 5.56 minutes
Route Victoria Line Walthamstow Central to Brixton Direction S/B Frequency 15.0 giving AWT of 2.0 minutes
Route Northern Line Morden to High Barnet Direction N/B Frequency 3.7 giving AWT of 8.11 minutes
Route Northern Line Morden to Edgware Direction N/B Frequency 4.3 giving AWT of 6.98 minutes
Route Northern Line Mill Hill East to Morden Direction S/B Frequency 0.3 giving AWT of 100.0 minutes
Route Northern Line Morden to Mill Hill East Direction N/B Frequency 2.7 giving AWT of 11.11 minutes
Route Northern Line Mill Hill East to Kennington Direction S/B Frequency 4.3 giving AWT of 6.98 minutes

Stop Euston Square

Walk time to stop from POI is 9.55 minutes

Walk distance to stop from POI is 764.04 metres

Route Metropolitan Line Croxley to Aldgate Direction S/B Frequency 0.3 giving AWT of 100.0 minutes
Route Metropolitan Line Aldgate to Wembley Park Direction N/B Frequency 1.0 giving AWT of 30.0 minutes
Route Metropolitan Line Uxbridge to Aldgate Direction S/B Frequency 6.3 giving AWT of 4.76 minutes
Route Circle Line Hammersmith (H&C Line) to Edgware Road (Circle Line) Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route Metropolitan Line Watford to Aldgate Direction S/B Frequency 0.7 giving AWT of 42.86 minutes
Route Metropolitan Line Amersham to Aldgate Direction S/B Frequency 3.0 giving AWT of 10.0 minutes
Route Hammersmith and City Barking to Hammersmith (H&C Line) Direction IN Frequency 6.0 giving AWT of 5.0 minutes
Route Metropolitan Line Aldgate to Amersham Direction N/B Frequency 1.3 giving AWT of 23.08 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 4.0 giving AWT of 7.5 minutes
Route Metropolitan Line Watford to Aldgate Direction S/B Frequency 2.3 giving AWT of 13.04 minutes
Route Metropolitan Line Aldgate to Watford Direction N/B Frequency 0.3 giving AWT of 100.0 minutes
Route Metropolitan Line Chesham to Aldgate Direction S/B Frequency 0.7 giving AWT of 42.86 minutes
Route Hammersmith and City Hammersmith (H&C Line) to Barking Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route Circle Line Edgware Road (Circle Line) to Hammersmith (H&C Line) Direction IN Frequency 6.0 giving AWT of 5.0 minutes
Route Metropolitan Line Aldgate to Harrow-on-the-Hill Direction N/B Frequency 2.3 giving AWT of 13.04 minutes

Stop Kings Cross St.Pancras

Walk time to stop from POI is 7.87 minutes

Walk distance to stop from POI is 629.47 metres

Route Piccadilly Line Arnos Grove to Ruislip Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
Route Metropolitan Line Aldgate to Watford Direction N/B Frequency 0.3 giving AWT of 100.0 minutes
Route Hammersmith and City Hammersmith (H&C Line) to Barking Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route Hammersmith and City Barking to Hammersmith (H&C Line) Direction IN Frequency 6.0 giving AWT of 5.0 minutes
Route Piccadilly Line Oakwood to Rayners Lane Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Metropolitan Line Aldgate to Uxbridge Direction N/B Frequency 4.0 giving AWT of 7.5 minutes
Route Metropolitan Line Aldgate to Wembley Park Direction N/B Frequency 1.0 giving AWT of 30.0 minutes
Route Metropolitan Line Aldgate to Amersham Direction N/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Heathrow Terminal 4 to Cockfosters Direction E/B Frequency 4.0 giving AWT of 7.5 minutes
Route Piccadilly Line Ruislip to Cockfosters Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Rayners Lane to Cockfosters Direction E/B Frequency 2.7 giving AWT of 11.11 minutes
Route Piccadilly Line Uxbridge to Oakwood Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Piccadilly Line Cockfosters to Rayners Lane Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route Metropolitan Line Croxley to Aldgate Direction S/B Frequency 0.3 giving AWT of 100.0 minutes
Route Metropolitan Line Amersham to Aldgate Direction S/B Frequency 3.0 giving AWT of 10.0 minutes
Route Metropolitan Line Watford to Aldgate Direction S/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Ruislip to Arnos Grove Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Rayners Lane to Arnos Grove Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Northfields to Arnos Grove Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Victoria Line Walthamstow Central to Brixton Direction S/B Frequency 15.0 giving AWT of 2.0 minutes
Route Circle Line Hammersmith (H&C Line) to Edgware Road (Circle Line) Direction OUT Frequency 6.0 giving AWT of 5.0 minutes
Route Northern Line Morden to Mill Hill East Direction N/B Frequency 2.7 giving AWT of 11.11 minutes
Route Northern Line Edgware to Morden Direction S/B Frequency 9.7 giving AWT of 3.09 minutes
Route Circle Line Edgware Road (Circle Line) to Hammersmith (H&C Line) Direction IN Frequency 6.0 giving AWT of 5.0 minutes
Route Piccadilly Line Oakwood to Uxbridge Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Metropolitan Line Chesham to Aldgate Direction S/B Frequency 0.7 giving AWT of 42.86 minutes
Route Northern Line Mill Hill East to Morden Direction S/B Frequency 0.3 giving AWT of 100.0 minutes
Route Piccadilly Line Cockfosters to Heathrow Terminal 4 Direction W/B Frequency 6.0 giving AWT of 5.0 minutes
Route Victoria Line Brixton to Seven Sisters Direction N/B Frequency 10.0 giving AWT of 3.0 minutes
Route Piccadilly Line Heathrow Terminal 4 to Arnos Grove Direction E/B Frequency 2.0 giving AWT of 15.0 minutes

Route Victoria Line Seven Sisters to Brixton Direction S/B Frequency 11.7 giving AWT of 2.56 minutes
Route Piccadilly Line Uxbridge to Cockfosters Direction E/B Frequency 2.7 giving AWT of 11.11 minutes
Route Northern Line Morden to Edgware Direction N/B Frequency 9.7 giving AWT of 3.09 minutes
Route Piccadilly Line Cockfosters to Heathrow T5 Direction W/B Frequency 6.0 giving AWT of 5.0 minutes
Route Northern Line Morden to High Barnet Direction N/B Frequency 6.3 giving AWT of 4.76 minutes
Route Piccadilly Line Rayners Lane to Oakwood Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Piccadilly Line Arnos Grove to Rayners Lane Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Cockfosters to Uxbridge Direction W/B Frequency 2.0 giving AWT of 15.0 minutes
Route Piccadilly Line Arnos Grove to Uxbridge Direction W/B Frequency 1.3 giving AWT of 23.08 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 2.3 giving AWT of 13.04 minutes
Route Metropolitan Line Uxbridge to Aldgate Direction S/B Frequency 6.3 giving AWT of 4.76 minutes
Route Piccadilly Line Uxbridge to Arnos Grove Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Heathrow T5 to Cockfosters Direction E/B Frequency 6.0 giving AWT of 5.0 minutes
Route Metropolitan Line Aldgate to Harrow-on-the-Hill Direction N/B Frequency 2.3 giving AWT of 13.04 minutes
Route Piccadilly Line Arnos Grove to Northfields Direction W/B Frequency 2.3 giving AWT of 13.04 minutes
Route Piccadilly Line Cockfosters to Ruislip Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Oakwood to Ruislip Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Victoria Line Brixton to Walthamstow Central Direction N/B Frequency 15.7 giving AWT of 1.91 minutes
Route Northern Line High Barnet to Morden Direction S/B Frequency 9.0 giving AWT of 3.33 minutes

Stop Russell Square

Walk time to stop from POI is 11.17 minutes

Walk distance to stop from POI is 893.89 metres

Route Piccadilly Line Cockfosters to Rayners Lane Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Cockfosters to Ruislip Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Cockfosters to Uxbridge Direction W/B Frequency 2.0 giving AWT of 15.0 minutes
Route Piccadilly Line Cockfosters to Heathrow T5 Direction W/B Frequency 6.0 giving AWT of 5.0 minutes
Route Piccadilly Line Arnos Grove to Northfields Direction W/B Frequency 2.3 giving AWT of 13.04 minutes
Route Piccadilly Line Arnos Grove to Uxbridge Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Oakwood to Uxbridge Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Arnos Grove to Rayners Lane Direction W/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Oakwood to Ruislip Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Ruislip to Arnos Grove Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Oakwood to Rayners Lane Direction W/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Rayners Lane to Arnos Grove Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Cockfosters to Heathrow Terminal 4 Direction W/B Frequency 6.0 giving AWT of 5.0 minutes
Route Piccadilly Line Uxbridge to Oakwood Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Piccadilly Line Heathrow Terminal 4 to Arnos Grove Direction E/B Frequency 2.0 giving AWT of 15.0 minutes
Route Piccadilly Line Uxbridge to Arnos Grove Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Heathrow T5 to Cockfosters Direction E/B Frequency 6.0 giving AWT of 5.0 minutes
Route Piccadilly Line Uxbridge to Cockfosters Direction E/B Frequency 2.7 giving AWT of 11.11 minutes
Route Piccadilly Line Rayners Lane to Oakwood Direction E/B Frequency 0.3 giving AWT of 100.0 minutes
Route Piccadilly Line Arnos Grove to Ruislip Direction W/B Frequency 1.0 giving AWT of 30.0 minutes
Route Piccadilly Line Northfields to Arnos Grove Direction E/B Frequency 0.7 giving AWT of 42.86 minutes
Route Piccadilly Line Heathrow Terminal 4 to Cockfosters Direction E/B Frequency 4.0 giving AWT of 7.5 minutes
Route Piccadilly Line Ruislip to Cockfosters Direction E/B Frequency 1.3 giving AWT of 23.08 minutes
Route Piccadilly Line Rayners Lane to Cockfosters Direction E/B Frequency 2.7 giving AWT of 11.11 minutes

TATs for this mode

Route Northern Line Kennington to Edgware Stop Euston TAT 13.51 minutes EDF 2.22
Route Northern Line High Barnet to Morden Stop Euston TAT 10.84 minutes EDF 2.77
Route Victoria Line Seven Sisters to Brixton Stop Euston TAT 10.07 minutes EDF 2.98
Route Victoria Line Brixton to Walthamstow Central Stop Euston TAT 9.42 minutes EDF 3.18
Route Northern Line Mill Hill East to Kennington Stop Euston TAT 14.49 minutes EDF 2.07
Route Northern Line Morden to Mill Hill East Stop Euston TAT 37.51 minutes EDF 0.8
Route Northern Line Edgware to Morden Stop Euston TAT 10.6 minutes EDF 2.83
Route Northern Line Edgware to Morden Stop Euston TAT 11.12 minutes EDF 2.7
Route Northern Line High Barnet to Kennington Stop Euston TAT 13.07 minutes EDF 2.3
Route Northern Line Morden to High Barnet Stop Euston TAT 15.62 minutes EDF 1.92
Route Northern Line Morden to Mill Hill East Stop Euston TAT 18.62 minutes EDF 1.61
Route Metropolitan Line Croxley to Aldgate Stop Kings Cross St.Pancras TAT 108.62 minutes EDF 0.28
Route Metropolitan Line Aldgate to Wembley Park Stop Kings Cross St.Pancras TAT 38.62 minutes EDF 0.78
Route Metropolitan Line Uxbridge to Aldgate Stop Kings Cross St.Pancras TAT 13.38 minutes EDF 2.24
Route Circle Line Hammersmith (H&C Line) to Edgware Road (Circle Line) Stop Kings Cross St.Pancras TAT 13.62 minutes EDF 2.2
Route Metropolitan Line Aldgate to Watford Stop Kings Cross St.Pancras TAT 16.12 minutes EDF 1.86
Route Metropolitan Line Amersham to Aldgate Stop Kings Cross St.Pancras TAT 18.62 minutes EDF 1.61
Route Hammersmith and City Hammersmith (H&C Line) to Barking Stop Kings Cross St.Pancras TAT 13.62 minutes EDF 2.2
Route Metropolitan Line Watford to Aldgate Stop Kings Cross St.Pancras TAT 21.66 minutes EDF 1.38
Route Metropolitan Line Chesham to Aldgate Stop Kings Cross St.Pancras TAT 51.48 minutes EDF 0.58
Route Metropolitan Line Aldgate to Harrow-on-the-Hill Stop Kings Cross St.Pancras TAT 21.66 minutes EDF 1.38
Route Piccadilly Line Ruislip to Arnos Grove Stop Kings Cross St.Pancras TAT 31.7 minutes EDF 0.95
Route Piccadilly Line Oakwood to Rayners Lane Stop Kings Cross St.Pancras TAT 51.48 minutes EDF 0.58
Route Piccadilly Line Cockfosters to Heathrow Terminal 4 Stop Kings Cross St.Pancras TAT 13.62 minutes EDF 2.2
Route Piccadilly Line Ruislip to Cockfosters Stop Kings Cross St.Pancras TAT 31.7 minutes EDF 0.95
Route Piccadilly Line Rayners Lane to Cockfosters Stop Kings Cross St.Pancras TAT 19.73 minutes EDF 1.52
Route Piccadilly Line Oakwood to Uxbridge Stop Kings Cross St.Pancras TAT 51.48 minutes EDF 0.58
Route Piccadilly Line Rayners Lane to Arnos Grove Stop Kings Cross St.Pancras TAT 31.7 minutes EDF 0.95
Route Piccadilly Line Arnos Grove to Northfields Stop Kings Cross St.Pancras TAT 21.66 minutes EDF 1.38
Route Piccadilly Line Heathrow Terminal 4 to Arnos Grove Stop Kings Cross St.Pancras TAT 23.62 minutes EDF 1.27
Route Piccadilly Line Uxbridge to Cockfosters Stop Kings Cross St.Pancras TAT 19.73 minutes EDF 1.52
Route Piccadilly Line Cockfosters to Heathrow T5 Stop Kings Cross St.Pancras TAT 13.62 minutes EDF 2.2
Route Piccadilly Line Arnos Grove to Uxbridge Stop Kings Cross St.Pancras TAT 31.7 minutes EDF 0.95
Route Piccadilly Line Oakwood to Ruislip Stop Kings Cross St.Pancras TAT 51.48 minutes EDF 0.58

Best EDF is 3.18

Half of all other EDFs is 26.18

AI for this mode is 29.36

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 St Pancras Domestic

Walk time to stop from POI is 8.33 minutes

Walk distance to stop from POI is 666.09 metres

- Route MOORGATE to LUTON Direction T621-T82 Frequency 0.33 giving AWT of 90.91 minutes
- Route BEDFORD MIDLAND to MOORGATE Direction T72-T621 Frequency 2.6 giving AWT of 11.54 minutes
- Route ST ALBANS BR to SUTTON (SURREY) Direction T86-T390 Frequency 0.67 giving AWT of 44.78 minutes
- Route ST ALBANS BR to WEST NORWOOD BR Direction T86-T437 Frequency 0.33 giving AWT of 90.91 minutes
- Route BEDFORD MIDLAND to LONDON BLACKFRIARS Direction T72-T217 Frequency 0.33 giving AWT of 90.91 minutes
- Route DOVER PRIORY to St Pancras Domestic Direction T155-T40 Frequency 1.33 giving AWT of 22.56 minutes
- Route LUTON to MOORGATE Direction T82-T621 Frequency 0.33 giving AWT of 90.91 minutes
- Route St Pancras Domestic to MARGATE Direction T40-T145 Frequency 1.0 giving AWT of 30.0 minutes
- Route WIMBLEDON BR to ST ALBANS BR Direction T512-T86 Frequency 1.33 giving AWT of 22.56 minutes
- Route SELHURST to ST ALBANS BR Direction T433-T86 Frequency 0.33 giving AWT of 90.91 minutes
- Route SUTTON (SURREY) to ST ALBANS BR Direction T390-T86 Frequency 0.33 giving AWT of 90.91 minutes
- Route St Pancras Domestic to FAVERSHAM Direction T40-T262 Frequency 2.0 giving AWT of 15.0 minutes
- Route Ebbsfleet to St Pancras Domestic Direction T808-T40 Frequency 1.33 giving AWT of 22.56 minutes
- Route MOORGATE to LUTON Direction T621-T82 Frequency 0.67 giving AWT of 44.78 minutes
- Route WIMBLEDON BR to LUTON Direction T512-T82 Frequency 0.33 giving AWT of 90.91 minutes
- Route MOORGATE to BEDFORD MIDLAND Direction T621-T72 Frequency 0.6 giving AWT of 50.0 minutes
- Route WIMBLEDON BR to BEDFORD MIDLAND Direction T512-T72 Frequency 0.33 giving AWT of 90.91 minutes
- Route BEDFORD MIDLAND to MOORGATE Direction T72-T621 Frequency 1.0 giving AWT of 30.0 minutes
- Route BEDFORD MIDLAND to BRIGHTON Direction T72-T329 Frequency 2.0 giving AWT of 15.0 minutes
- Route BEDFORD MIDLAND to SUTTON (SURREY) Direction T72-T390 Frequency 0.33 giving AWT of 90.91 minutes
- Route BROADSTAIRS to St Pancras Domestic Direction T140-T40 Frequency 1.0 giving AWT of 30.0 minutes
- Route MOORGATE to ST ALBANS BR Direction T621-T86 Frequency 1.0 giving AWT of 30.0 minutes
- Route ST ALBANS BR to MOORGATE Direction T86-T621 Frequency 0.67 giving AWT of 44.78 minutes
- Route WIMBLEDON BR to BEDFORD MIDLAND Direction T512-T72 Frequency 0.33 giving AWT of 90.91 minutes
- Route LUTON to MOORGATE Direction T82-T621 Frequency 0.67 giving AWT of 44.78 minutes

Stop LONDON EUSTON BR

Walk time to stop from POI is 6.76 minutes

Walk distance to stop from POI is 540.79 metres

- Route BLETCHLEY to LONDON EUSTON BR Direction T19-T50 Frequency 1.0 giving AWT of 30.0 minutes
- Route Rugby to LONDON EUSTON BR Direction T18-T50 Frequency 0.33 giving AWT of 90.91 minutes
- Route LONDON EUSTON BR to TRING Direction T50-T26 Frequency 2.0 giving AWT of 15.0 minutes
- Route MILTON KEYNES CENTRAL to LONDON EUSTON BR Direction T22-T50 Frequency 1.3 giving AWT of 23.08 minutes
- Route LONDON EUSTON BR to WATFORD JUNCTION Direction T50-T31 Frequency 3.0 giving AWT of 10.0 minutes
- Route WATFORD JUNCTION to LONDON EUSTON BR Direction T31-T50 Frequency 0.33 giving AWT of 90.91 minutes

Stop LONDON KINGS CROSS BR

Walk time to stop from POI is 7.87 minutes

Walk distance to stop from POI is 629.47 metres

- Route WELWYN GARDEN CITY to LONDON KINGS CROSS BR Direction T661-T656 Frequency 0.33 giving AWT of 90.91 minutes
- Route LETCHWORTH to LONDON KINGS CROSS BR Direction T648-T656 Frequency 0.67 giving AWT of 44.78 minutes
- Route Cambridge to LONDON KINGS CROSS BR Direction T759-T656 Frequency 2.3 giving AWT of 13.04 minutes
- Route WELWYN GARDEN CITY to LONDON KINGS CROSS BR Direction T661-T656 Frequency 0.33 giving AWT of 90.91 minutes
- Route ROYSTON HERTS to LONDON KINGS CROSS BR Direction T649-T656 Frequency 0.33 giving AWT of 90.91 minutes
- Route WELWYN GARDEN CITY to LONDON KINGS CROSS BR Direction T661-T656 Frequency 0.33 giving AWT of 90.91 minutes

Route LETCHWORTH to LONDON KINGS CROSS BR Direction T648-T656 Frequency 0.33 giving AWT of 90.91 minutes

Route LONDON KINGS CROSS BR to Peterborough Direction T656-T657 Frequency 2.0 giving AWT of 15.0 minutes

Stop LONDON ST PANCRAS

Walk time to stop from POI is 7.73 minutes

Walk distance to stop from POI is 618.02 metres

TATs for this mode

Route MOORGATE to LUTON Stop St Pancras Domestic TAT 99.99 minutes EDF 0.3

Route BEDFORD MIDLAND to MOORGATE Stop St Pancras Domestic TAT 20.61 minutes EDF 1.46

Route ST ALBANS BR to SUTTON (SURREY) Stop St Pancras Domestic TAT 53.85 minutes EDF 0.56

Route ST ALBANS BR to WEST NORWOOD BR Stop St Pancras Domestic TAT 99.99 minutes EDF 0.3

Route BEDFORD MIDLAND to LONDON BLACKFRIARS Stop St Pancras Domestic TAT 99.99 minutes EDF 0.3

Route DOVER PRIORY to St Pancras Domestic Stop St Pancras Domestic TAT 31.63 minutes EDF 0.95

Route LUTON to MOORGATE Stop St Pancras Domestic TAT 99.99 minutes EDF 0.3

Route St Pancras Domestic to MARGATE Stop St Pancras Domestic TAT 39.08 minutes EDF 0.77

Route WIMBLEDON BR to ST ALBANS BR Stop St Pancras Domestic TAT 31.63 minutes EDF 0.95

Route SELHURST to ST ALBANS BR Stop St Pancras Domestic TAT 99.99 minutes EDF 0.3

Route SUTTON (SURREY) to ST ALBANS BR Stop St Pancras Domestic TAT 99.99 minutes EDF 0.3

Route St Pancras Domestic to FAVERSHAM Stop St Pancras Domestic TAT 24.08 minutes EDF 1.25

Route Ebbsfleet to St Pancras Domestic Stop St Pancras Domestic TAT 31.63 minutes EDF 0.95

Route MOORGATE to LUTON Stop St Pancras Domestic TAT 53.85 minutes EDF 0.56

Route WIMBLEDON BR to LUTON Stop St Pancras Domestic TAT 99.99 minutes EDF 0.3

Route MOORGATE to BEDFORD MIDLAND Stop St Pancras Domestic TAT 59.08 minutes EDF 0.51

Route WIMBLEDON BR to BEDFORD MIDLAND Stop St Pancras Domestic TAT 99.99 minutes EDF 0.3

Route BEDFORD MIDLAND to MOORGATE Stop St Pancras Domestic TAT 39.08 minutes EDF 0.77

Route BEDFORD MIDLAND to BRIGHTON Stop St Pancras Domestic TAT 24.08 minutes EDF 1.25

Route BEDFORD MIDLAND to SUTTON (SURREY) Stop St Pancras Domestic TAT 99.99 minutes EDF 0.3

Route BROADSTAIRS to St Pancras Domestic Stop St Pancras Domestic TAT 39.08 minutes EDF 0.77

Route MOORGATE to ST ALBANS BR Stop St Pancras Domestic TAT 39.08 minutes EDF 0.77

Route ST ALBANS BR to MOORGATE Stop St Pancras Domestic TAT 53.85 minutes EDF 0.56

Route WIMBLEDON BR to BEDFORD MIDLAND Stop St Pancras Domestic TAT 99.99 minutes EDF 0.3

Route LUTON to MOORGATE Stop St Pancras Domestic TAT 53.85 minutes EDF 0.56

Route BLETCHLEY to LONDON EUSTON BR Stop LONDON EUSTON BR TAT 37.51 minutes EDF 0.8

Route Rugby to LONDON EUSTON BR Stop LONDON EUSTON BR TAT 98.42 minutes EDF 0.3

Route LONDON EUSTON BR to TRING Stop LONDON EUSTON BR TAT 22.51 minutes EDF 1.33

Route MILTON KEYNES CENTRAL to LONDON EUSTON BR Stop LONDON EUSTON BR TAT 30.59 minutes EDF 0.98

Route LONDON EUSTON BR to WATFORD JUNCTION Stop LONDON EUSTON BR TAT 17.51 minutes EDF 1.71

Route WATFORD JUNCTION to LONDON EUSTON BR Stop LONDON EUSTON BR TAT 98.42 minutes EDF 0.3

Route WELWYN GARDEN CITY to LONDON KINGS CROSS BR Stop LONDON KINGS CROSS BR TAT 99.53 minutes EDF 0.3

Route LETCHWORTH to LONDON KINGS CROSS BR Stop LONDON KINGS CROSS BR TAT 53.39 minutes EDF 0.56

Route Cambridge to LONDON KINGS CROSS BR Stop LONDON KINGS CROSS BR TAT 21.66 minutes EDF 1.38

Route WELWYN GARDEN CITY to LONDON KINGS CROSS BR Stop LONDON KINGS CROSS BR TAT 99.53 minutes EDF 0.3

Route ROYSTON HERTS to LONDON KINGS CROSS BR Stop LONDON KINGS CROSS BR TAT 99.53 minutes EDF 0.3

Route WELWYN GARDEN CITY to LONDON KINGS CROSS BR Stop LONDON KINGS CROSS BR TAT 99.53 minutes EDF 0.3

Route LETCHWORTH to LONDON KINGS CROSS BR Stop LONDON KINGS CROSS BR TAT 99.53 minutes EDF 0.3

Route LONDON KINGS CROSS BR to Peterborough Stop LONDON KINGS CROSS BR TAT 23.62 minutes EDF 1.27

Best EDF is 1.71

Half of all other EDFs is 12.02

AI for this mode is 13.74

Total AI for this POI is 69.93. X: 529782, Y: 182833.

PTAL Rating is 6b.

Appendix D – London’s Rail and Tube Services Map

London's Rail & Tube services

Key to lines and symbols

- Bakerloo
 - Central
 - Circle
 - District
 - District (limited service)
 - Hammersmith & City
 - Jubilee
 - Metropolitan
 - Northern
 - Piccadilly
 - Victoria
 - Waterloo & City
 - Docks Light Railway
 - London Overground
 - London Tramlink
 - Emirates Air Line
 - Chiltern Railways
 - c2c
 - First Capital Connect
 - First Capital Connect (limited service)
 - First Great Western
 - Greater Anglia
 - Heathrow Connect
 - Heathrow Express
 - London Midland
 - Southern
 - Southern (limited service)
 - Southeastern
 - Southeastern (limited service)
 - Southeastern high speed
 - South West Trains
-
- Interchange stations
 - Airport
 - Riverboat services
 - Emirates Air Line

Special fares

- Archway Station in both fare zones
- Tramlink fare zone
- Emirates Air Line fare zone

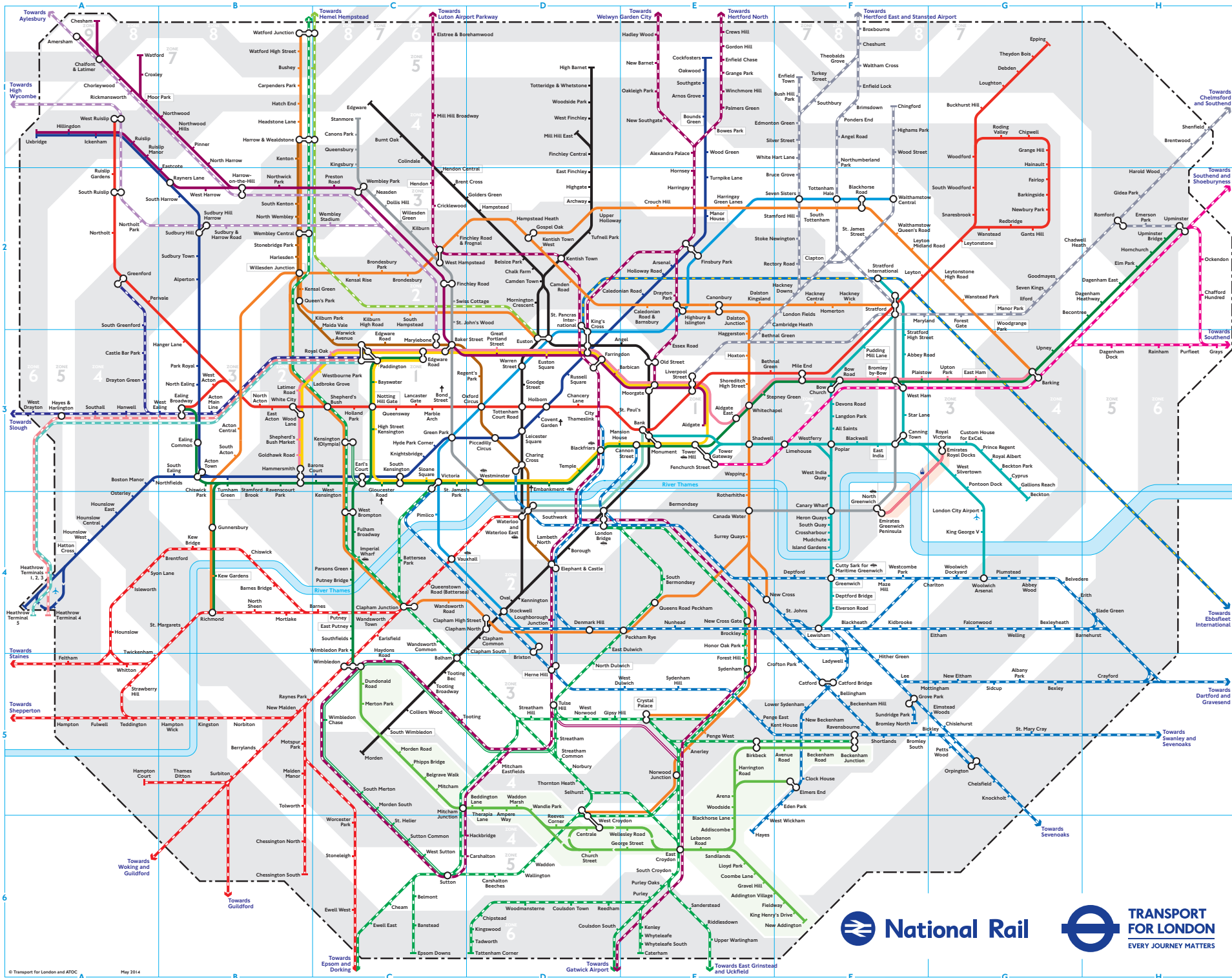
Pay as you go fares are available between all stations within the black broken line **except for travel on:**

- Southeastern high speed.
- Heathrow Express and Heathrow Connect between Hayes & Harlington and Heathrow.

For fares information visit tfl.gov.uk/tickets

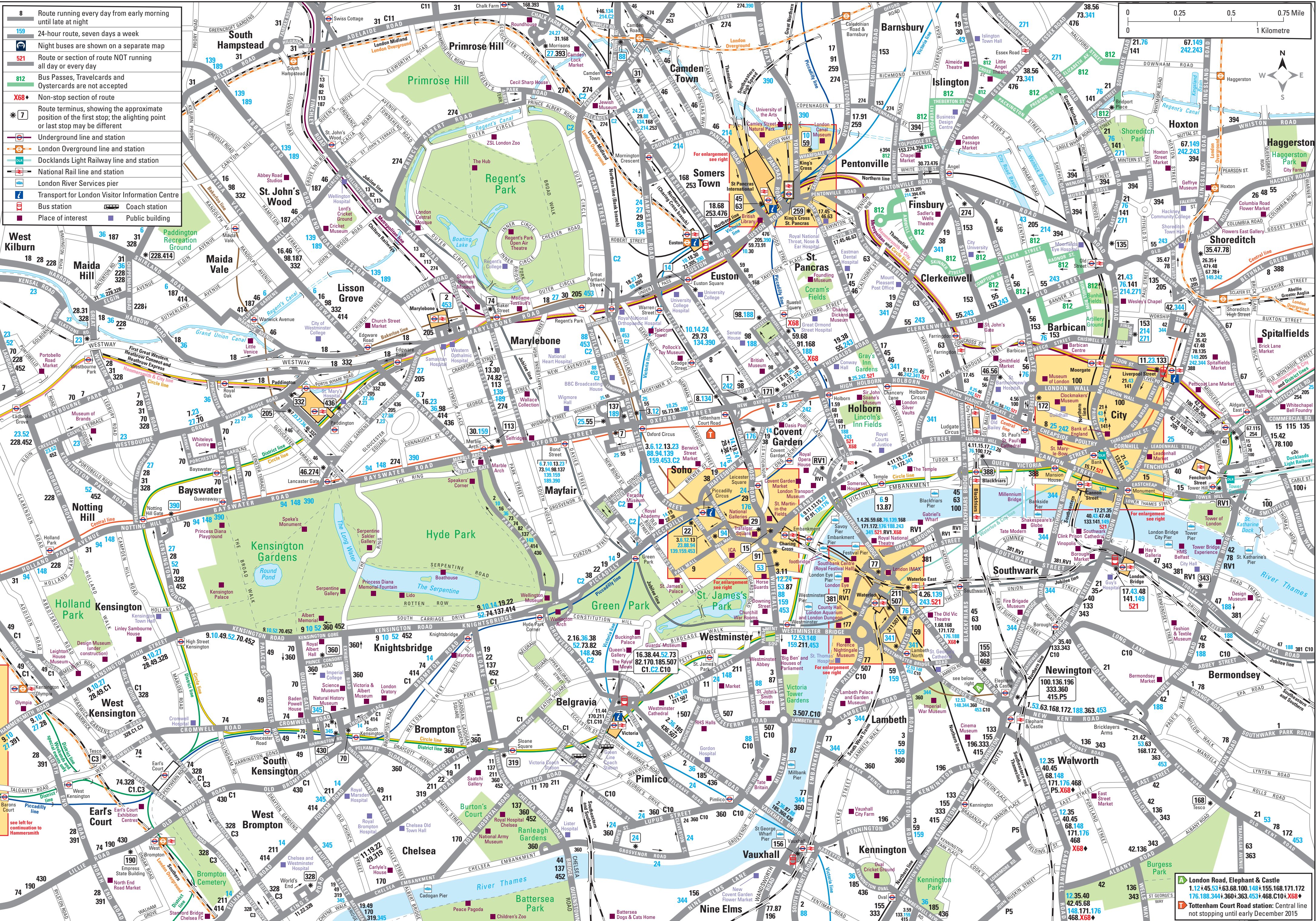
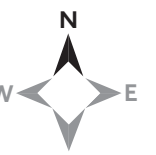
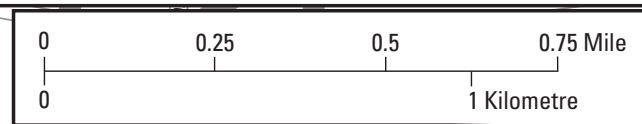
Tube stations affected by engineering works

- † **Bond Street**
Central line trains will not stop at this station until late June and Jubilee trains will not stop from early July until early December 2014
- † **Covent Garden**
Exit only until mid-November 2014. Also, on Saturdays and Sundays, westbound trains will not stop. Please use Leicester Square instead.
- † **Embankment**
Bakerloo and Northern line trains will not stop at this station until early November 2014
- † **Gloucester Road**
Piccadilly line trains will not stop at this station until mid-December 2014



Appendix E – Central London Bus Route Map

- 8 Route running every day from early morning until late at night
- 159 24-hour route, seven days a week
- Night buses are shown on a separate map
- 521 Route or section of route NOT running all day or every day
- 812 Bus Passes, Travelcards and Oystercards are not accepted
- X68+ Non-stop section of route
- * [7] Route terminus, showing the approximate position of the first stop; the alighting point or last stop may be different
- Underground line and station
- London Overground line and station
- Docklands Light Railway line and station
- National Rail line and station
- London River Services pier
- Transport for London Visitor Information Centre
- Bus station
- Coach station
- Place of interest
- Public building



A London Road, Elephant & Castle
 1.12.45.53+63.68.100.148+155.168.171.172
 176.188.344+360+363.453+468.C10+X68+

B Tottenham Court Road station: Central line
 not stopping until early December 2015