



JML House

Transport Statement

Augustus Regis Ltd

i-Transport Ref: VP/JN/ITL15238-001

Date: 16 August 2019

JML House

Transport Statement

Augustus Regis Ltd

i-Transport Ref: VP/JN/ITL15238-001

Date: 16 August 2019

i-Transport LLP
85 Gresham Street
London
EC2V 7NQ

Tel: 020 3705 9215

www.i-transport.co.uk

COPYRIGHT

The contents of this document must not be copied or reproduced in whole or in part without the written consent of i-Transport LLP

Quality Management

Report No.	Comments	Date	Author	Authorised
ITL15238-001	Draft	15/08/2019	JN/AC	VP
ITL15238-001	Final	16/08/2019	JN/AC	VP

File Ref: L:\PROJECTS\15000 SERIES\15238 - Foodstars Kentish Town 2\Admin\Report and Tech Notes\ITL15238-001 TS.docx

Contents

SECTION 1	INTRODUCTION	1
SECTION 2	POLICY CONTEXT	3
SECTION 3	EXISTING CONDITIONS	8
SECTION 4	PROPOSED DEVELOPMENT	11
SECTION 5	TRIP GENERATION	12
SECTION 6	SUMMARY AND CONCLUSIONS	17

Figures

FIGURE 1.1	SITE LOCATION PLAN
------------	--------------------

Appendices

APPENDIX A.	PTAL Output
-------------	-------------

SECTION 1 INTRODUCTION

1.1 Overview

- 1.1.1 Augustus Regis Ltd has appointed i-Transport LLP to provide highways and transport advice in respect of a change of use planning application at JML House, Regis Road, Kentish Town, London.
- 1.1.2 The site currently comprises 2,242sqm of B1a office, and this Transport Statement (TS) supports a change of use application for circa one third of the property to provide for flexible 'B' use classes (B1c, B2 & B8). The remaining two thirds of the property is to be retained as its current use as B1a offices. Two units would be formed with the Flexible B1c/B2/B8 use applying to the eastern unit comprising 808sqm. and the retained B1a use applying to the western unit comprising 1,434 sqm.
- 1.1.3 The site is located in the London Borough of Camden (LBC) and is bordered by additional office and industrial buildings. Pedestrian and vehicular access to the site is via Regis Road which is a private road, and access to the public highway is provided at the signalised junction of Regis Road with Kentish Town Road. A Site Location Plan is included as Figure 1.1.
- 1.1.4 The site was subject to a planning application in 2015 (planning ref: 2015/7232/P) which sought to retain unrestricted B1a use across the site (which was due to revert to a B8 use when JML vacated the site). That application was approved in April 2016, and thus the site's current permitted use is B1a (office) use.

1.2 Scope and Structure of the Report

- 1.2.1 This TS has been prepared to provide detail with respect to the following matters: the transport planning policy context; the existing transport conditions surrounding the site and the operation of the site including access arrangements, parking and trip generation of the proposal.
- 1.2.2 The remainder of this report is set out as follows:
- Section 2 – Policy Context;
 - Section 3 – Existing Transport Conditions;
 - Section 4 – Proposed Development;

- Section 5 – Trip Generation; and
- Section 6 – Summary and Conclusions.

SECTION 2 POLICY CONTEXT

2.1 Overview

- 2.1.1 This section sets out a review of the national, regional and local transport policy and guidance against which the proposal is assessed.

2.2 National Policy

National Planning Policy Framework (NPPF) (February 2019)

- 2.2.1 The National Planning Policy Framework (NPPF) published in February 2019 sets out the Government's planning policies for England and how these are expected to be applied. It also constitutes guidance for local planning authorities and decision makers both in drawing up plans and as material consideration in determining applications.
- 2.2.2 The specific transport policies are contained within Section 9 of the NPPF. This sets out the importance of facilitating sustainable development by reducing the need to travel and offering a 'genuine' choice of transport in favour of sustainable modes.
- 2.2.3 The NPPF requires all developments that generate significant amounts of movement provide a travel plan, and to be supported by either a Transport Statement or Transport Assessment. The three key transport tests are set out in Paragraph 108:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- ***Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;***
- ***Safe and suitable access to the site can be achieved for all users; and***
- ***Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*** (ref: NPPF, Paragraph 108)

- 2.2.4 With regards to highways matters, it is clear that development ***"should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*** (ref: NPPF, Paragraph 109)

2.3 Regional Policy

The London Plan (March 2016)

- 2.3.1 The London Plan sets out the strategic targets for spatial development of London to 2031 and beyond. From a transport perspective, the Mayor's vision is for London to be a city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling.
- 2.3.2 In achieving this aim, a series of policies have been developed that seek to ensure that new developments:
- Do not have an adverse effect upon the transport network and that impacts are appropriately assessed (Policy 6.3A);
 - Provide secure, integrated and accessible cycle parking facilities, together with on-site changing facilities (Policy 6.9B);
 - Incorporate high quality pedestrian links that connect with and enhance the current pedestrian environment (Policy 6.10B); and
 - Operate Delivery and Service Plans and Construction Logistics Plans to minimise disruption associated with larger vehicles (Policy 6.14B).

2.4 Local Policy

Camden Planning Guidance: Transport (2018)

- 2.4.1 The Camden Planning Guidance (CPD) on Transport was prepared to support the policies in the Camden Local Plan 2017 and was adopted in November 2018. The document covers information on all types of detailed transport issues within the borough, including but not limited to; assessing transport impact, Travel Plans, Delivery and servicing, parking and car-free development, cycling facilities and pedestrian and cycle movement.
- 2.4.2 The council will expect developments to provide, as a minimum, the number of cycle parking spaces as set out in the London Plan. The council will also seek an additional 20% spaces over and above the London plan standard to support the expected future growth of cycling for those that live and work in Camden. With reference to the emerging policy set out below, the Minimum cycle parking standards are set out in Table 2.1 overleaf.

Table 2.1 - Minimum Cycle Parking Standards

	Long stay (e.g. residents and staff)	Short-stay (e.g. visitors or customers)
B1 Business Offices	1.2* spaces per 75sqm (GEA)	First 5,000 sqm: 1.2* spaces per 500 sqm. Thereafter: 1 space per 5,000sqm
B1 Light industry and research and development	1.2* spaces per 250sqm (GEA)	1.2* spaces per 1000 sqm (GEA)
B2 – B8 General industrial, storage or distribution	1.2* spaces per 500 sqm (GEA)	1.2* spaces per 1000 sqm (GEA)

Source: Draft London Plan (July 2019)

*minimum standards include the additional 20% required in addition to the London Plan (Camden Planning Guidance: Transport 2018)

Camden Local Plan (July 2017)

2.4.3 The Camden Local Plan was adopted in July 2017 and sets out the Council's planning policies and their vision for the borough. The transport policies included in the Local Plan are detailed below.

- Policy T1 – Promoting sustainable travel by prioritising walking, cycling and public transport.** The Council are committed to encouraging sustainable travel by ensuring developments make improvements to the pedestrian environment, provide accessible and secure cycle parking facilities exceeding minimum standards set out within the London Plan and contribute to improvements to the bus network infrastructure where developments are shown to increase demand and exceed current capacity.
- Policy T2 – Limiting Parking and the requirement for all new developments in the borough to be car-free.** This policy is to reduce car ownership in the borough. Car-free development will be expected in the Central London area, town centres of Camden Town, Finchley Road/Swiss Cottage, Kentish Town and West Hampstead, along with other 'highly accessible areas' (i.e. areas with a PTAL rating of 4 or above).
- Policy T3 – Improving transport infrastructure.** The Council will not grant planning permission for proposals that are contrary to safeguarding and strategic improvement projects and will protect existing and proposed transport infrastructure, particularly walking, cycling and public transport routes and facilities.

- **Policy T4 – Promoting sustainable movement of goods and materials.** With the demand for freight likely to increase in the coming years, the Council will seek to promote sustainable movement of goods and materials, such as by canal, rail and bicycle, and the use of freight consolidation facilities to minimise the amount of road freight traffic.

2.5 Emerging Policy

Draft London Plan – Consolidated Changes Version (July 2019)

2.5.1 The Mayor of London has recently submitted a consolidated changes version of the Draft London Plan which incorporates all the Mayor's suggested changes. It is anticipated that an Examination version will be submitted in September 2019. With each updated revision, more weight should be placed on the policies. The new plan is anticipated to be adopted in the winter of 2019/20.

2.5.2 The key transport policy changes in the new London Plan are summarised below:

- Car-free development has no general parking but should still provide disabled persons parking;
- An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets;
- In some areas, it will be necessary for boroughs to introduce additional parking controls to ensure new development is sustainable and existing residents can continue to park safely and efficiently;
- Any car club spaces should have active charging facilities;
- Car clubs count towards the maximum parking permitted because they share many of the negative impacts of privately-owned cars. However, in some areas, car club spaces can help support lower parking provision and car-lite lifestyles by enabling multiple households to make infrequent trips by car. (outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking).

2.6 Summary

2.7 In summary, national and local policy sets out that:

- Opportunities for sustainable travel should be taken up, i.e. the site is accessible by a range of modes of transport including walking, cycling and public transport; **and**
- Access arrangements must be safe and suitable.

2.7.1 Fundamentally, development should not be prevented from coming forward for transport reasons where the residual impacts are not 'severe'.

SECTION 3 EXISTING CONDITIONS

3.1 **Site Location**

- 3.1.1 Pedestrian and vehicular access to the site is possible from Regis Road which is a private road and access to the public highway is provided at its signalised junction with Kentish Town Road.

3.2 **Local Highway Network**

- 3.2.1 Regis Road is circa 7.4m in width with parking bays of 2.4m in width on the southern side of the carriageway along the site frontage, and to the west of the site. Parking on Regis Road is by permit holders only and privately controlled. Along the northern side of the carriageway, and the southern side of the carriageway to the east of the site, there are double yellow line restrictions.
- 3.2.2 Regis Road meets the public highway at the junction of Kentish Town Road and Leighton Road. Kentish Town Road facilitates north/south links between Camden and Archway.

3.3 **Walking and Cycling**

- 3.3.1 A footway is provided along the full length of Regis Road on the southern side of the carriageway as well as partially along the northern side of the carriageway.
- 3.3.2 Leighton Road forms part of a signed/marked cycle route connecting with recommended cycle routes towards Holloway, Hampstead and Camden.

3.4 **Public Transport Accessibility**

Public Transport Accessibility Level

- 3.4.1 The Public Transport Accessibility Level (PTAL) methodology is used by TfL and London Boroughs to provide a measure of the accessibility of a site to the public transport network, taking into account the combination of walking time and service frequency. It is evident from the TfL 'WebCAT' tool that the site has a PTAL of 6a – for reference, a rating of 1a indicates the lowest level of accessibility to public transport and 6b indicates the highest level. The PTAL 6a rating identifies that the site has excellent access to the public transport network. A copy of the PTAL output is available at **Appendix A**.

- 3.4.2 Accordingly, it is clear from the above that the site is conveniently located for staff of the proposed development to travel by public transport. The transport options available to future occupiers of the site are discussed further below.

Bus

- 3.4.3 The nearest bus stops serving the site are located on Kentish Town Road, circa 350m walking distance from the site. Details of the local bus services are provided in Table 3.1 below.

Table 3.1 – Local Bus Services

Bus No.	Route	Typical Frequency (per hour)		
		Mon-Fri	Sat	Sun
88	Parliament Hill Fields – Camden Town – Oxford Circus – Westminster – Vauxhall – Clapham Common	6-10	6-10	6-7
134	North Finchley – Friern Barnet – Muswell Hill – Highgate Archway – Kentish Town – Camden Town – Tottenham Court Road	7-12	8-9	6-7
214	Highgate – Camden Town – Moorgate	6-10	6-10	4-5
393	Clapton Pond – Stoke Newington – Highbury – Holloway Road – North Road – Kentish Town – Chalk Farm	4-6	4-6	4
N20	Barnet Church – Finchley – Highgate – Archway – Camden Town – Trafalgar Square (Night Service)	2	2	2

Source: Travelline / TFL (May 2019)

Rail

- 3.4.4 The nearest railway station is Kentish Town, circa 300m walking distance from the site, equivalent to approximately a 4-minute walk. Kentish Town Railway Station provides both London Underground Limited and National Rail services. National Rail services are provided by Thameslink, providing routes to destinations including Sutton and Luton, and much of London. The National Rail services provided from Kentish Town are summarised in Table 3.2.

Table 3.2 – Local Rail Services

Destination	Average Duration	Frequency
Sutton (Surrey)	68 minutes	4 per hour
St Albans	28 minutes	4 per hour
Luton	46 minutes	Up to 4 per hour (peak times only)

Destination	Average Duration	Frequency
Orpington	63 minutes	2 per hour

Source: Realtimetetrains (August 2019)

London Underground

- 3.4.5 The underground station at Kentish Town serves the Northern Line, with routes to a large number of areas in London including Morden, Clapham, Waterloo, Tottenham Court Road, Euston and Finchley. There are also many opportunities to change to different lines on the wider underground network.
- 3.4.6 The northern line also offers a night tube service on Friday and Saturdays, where trains run on average every 15 minutes between Camden Town and High Barnet.

3.5 Summary

- 3.5.1 The site is extremely well located with respect to existing pedestrian and cycle networks and public transport services. This provides substantial opportunity for occupiers/staff working at the proposed development to travel to the site by non-car modes. This is in accordance with local and national planning policy.

SECTION 4 PROPOSED DEVELOPMENT

4.1 Development Description

4.1.1 The site currently comprises 2,242 sqm B1a use. To increase the marketability of the currently vacant site, the applicant is seeking to divide the unit into two, retaining approximately two thirds of the unit as B1a use in the western unit comprising 1,432 sqm. and introducing a change of use to flexible B1c/B2/B8 use in the eastern unit comprising 808 sqm. This TS supports the change of use application for the site to convert 808 sqm. of the eastern part of JML house from B1a use to flexible B1c/ B2/ B8 use.

4.1.2 The total development at JML will comprise:

- 1,434sqm B1a (office) use (retained) in the western unit; and
- 808sqm Flexible 'B' Uses (Use Classes B1c/B2/B8) in the eastern unit.

4.2 Access Proposals

4.2.1 No changes to the site access are proposed. Vehicle and pedestrian access will be retained to/from Regis Road, a private road.

4.3 Parking

4.3.1 Car parking will remain capped at the currently available six on-site spaces. Two of these will be allocated to the newly divided, flexible B use-class unit with the other four spaces retained for the B1a use.

4.3.2 An additional seven Sheffield stands will be provided close to the entrance of the flexible 'B' use unit, which will be in addition to the five Sheffield stands currently located at the site (and adjacent to the entrance of the retained B1a unit).

4.4 Deliveries and Servicing

4.4.1 There are no proposed changes to the existing delivery and servicing strategy of the site.

SECTION 5 TRIP GENERATION

5.1 Overview

- 5.1.1 This section of the TS sets out the vehicular trip generation of the change of use proposal and compares this against the current B1a use.

5.2 Existing Use

- 5.2.1 The site currently comprises 2,242sqm B1a (office) use class. Trip rates have been derived from the approved planning application (planning ref: 2015/7232/P) which sought to retain the B1a use class across the site. The trip rates and resulting trip generation is summarised in Table 5.1.

Table 5.1 – Existing Use Trip Generation (B1a Use Class)

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	In	Out	Two-Way	In	Out	Two-Way
Trip Rate (100sqm)	1.033	0.077	1.110	0.077	0.842	0.918
Trip Generation (2,242sqm)	23	2	25	2	19	21

Source: planning ref: 2015/7323/P

- 5.2.2 Table 5.1 demonstrates that the current B1a (office) use of the whole development has the potential to generate 25 two-way trips in the AM peak hour and 21 two-way trips in the PM peak hour. This is the accepted LBC position.
- 5.2.3 Since this application is for the change of use of only 808 sqm. of the site to a flexible B1c/B2/B8 use, it is necessary to understand the trip generation associated with that part of the site. Table 5.2 splits the existing use trip generation to identify trips associated with the western (1,434 sqm.) and eastern (808 sqm.) units.

Table 5.2 – Existing Use Trip Generation (B1a Use Class) – 808 sqm.

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	In	Out	Two-Way	In	Out	Two-Way
Trip Generation (808 sqm.)	8	1	9	1	7	8
Trip Generation (1,434 sqm.)	15	1	16	1	12	13

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	In	Out	Two-Way	In	Out	Two-Way
Total Site Trip Generation (2,242 sqm.)	23	2	25	2	19	21

5.3 Proposed Uses

5.3.1 This application is for the change of use of 808 sqm. of the site to a flexible B1c/B2/B8 use.

5.3.2 On this basis, trips rates for a B1c, B2 and B8 land use have been derived and applied to 808 sqm. to determine the potential trip impact arising from this application.

B1c Land Use

5.3.3 Trip rates for B1c use class have been obtained from the TRICS (v7.6.2) database using the following parameters:

- Land Use – Employment (industrial unit, B1);
- Location – Greater London only;
- Date – recent surveys only (01/01/11-10/09/14) undertaken on a weekday; and
- Size range – 620-6100sqm

5.3.4 The resulting trip rates and trip generation is summarised in Table 5.3 and includes reference to the previously accepted B1a trip rates and trip generation to be anticipated from the retained B1a office element of the proposals.

Table 5.3 – Proposed Use Trip Generation (B1c Use Class – 808 sqm. ONLY)

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	In	Out	Two-Way	In	Out	Two-Way
Trip Rate (100sqm)	0.441	0.300	0.741	0.240	0.401	0.641
Trip generation (808sqm B1c)	4	2	6	2	3	5
Net Chane from B1a (Table 5.2)	-4	+1	-3	+1	-4	-3

Source: planning ref: 2015/7323/P and TRICS 7.6.2.

- 5.3.5 Table 5.3 demonstrates that if the proposed eastern unit comprising 808sqm was to comprise of the B1c use class, it would result in a net reduction of 3 two-way trips in both the AM and PM Peak hours.

B2 Land Use

- 5.3.6 Trip rates for B2 use class have been obtained from the TRICS (v7.6.2) database using the following parameters:

- Land Use – Employment (industrial unit, B2);
- Location – Greater London only;
- Date – recent surveys only (01/01/11-10/09/14) undertaken on a weekday; and
- Size range – 620-6100sqm

- 5.3.7 The resulting trip rates and trip generation are summarised in Table 5.4 below.

Table 5.4 – Proposed Use Trip Generation (B2 Use Class ONLY)

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	In	Out	Two-Way	In	Out	Two-Way
Trip Rate (100sqm)	0.115	0.098	0.213	0.148	0.393	0.541
Trip Generation (808sqm B2)	1	1	2	1	3	4
Net Chane from B1a (Table 5.2)	-7	0	-7	0	-4	-4

Source: TRICS

- 5.3.8 Table 5.4 demonstrates that if the proposed eastern unit comprising 808sqm were to comprise B2 use class, it would result in a net reduction of 7 two-way trips in the AM peak hour and a reduction of 4 two-way trips in the PM peak peak hour.

B8 Land Use

- 5.3.9 Trip rates for B8 use have been derived from the approved planning application (planning ref: 2015/7323/P) which sought to retain the B1a use class at the site and are summarised in Table 5.5 overleaf.

Table 5.5 – Proposed Use Trip Generation (B8 Use Class ONLY)

	AM Peak (0800-0900)			PM Peak (1700-1800)		
	In	Out	Two-Way	In	Out	Two-Way
Trip Rate (100sqm)	0.454	0.106	0.560	0.151	0.387	0.538
Trip generation (808sqm B8)	4	1	4	1	3	4
Net Chane from B1a (Table 5.2)	-4	0	-5	+1	-4	-3

Source: planning ref: 2015/7323/P

- 5.3.10 Table 5.5 demonstrates that if the proposed 808sqm. of flexi-office were to comprise B8 use class, it would result in a net reduction of 5 two-way trips in the AM peak hour and 3 two-way trips in the PM peak hour.

5.4 Net Change

- 5.4.1 The above tables have identified the anticipated trip attraction associated with the proposed change of use of 808 sqm. in an eastern unit, would result in a net change in trips for that element of the site compared to the existing B1a use.
- 5.4.2 Table 5.6 considers the total trip generation for the site including the western unit of 1,434 sqm retained as B1a and each of the flexible B use classes applied to the eastern unit of 808 sqm.

Table 5.6 – Total Development Consideration and Net Change

	AM Peak (0800-0900)				PM Peak (1700-1800)			
	In	Out	Two-Way	NET CHANGE	In	Out	Two-Way	NET CHANGE
Existing Consented Use								
B1a (2,241sqm)	23	2	25		2	19	21	
Potential Uses (Total Development) and NET CHANGE								
B1a (1,434sqm) + B1c (808sqm)	19	3	22	-3	3	15	18	-3
B1a (1,1434 sqm) + B2 (808sqm)	16	2	18	-7	2	15	17	-4
B1a (1,434 sqm) + B8 (808sqm)	19	2	20	-5	2	15	17	-4

Source: Combination of Tables 5.1 – 5.4

- 5.4.3 Again, Table 5.6 demonstrates that all scenarios under the proposed flexible B1c/B2/B8 use class would generate fewer trips in both the AM and PM peak hours than the existing B1a use that currently applies to the site.
- 5.4.4 Therefore, the proposed change of use will not result in an adverse impact on the existing operation of the local highway network. In fact, the number of trips is likely to reduce during the AM and PM peak hours as a result of this application.

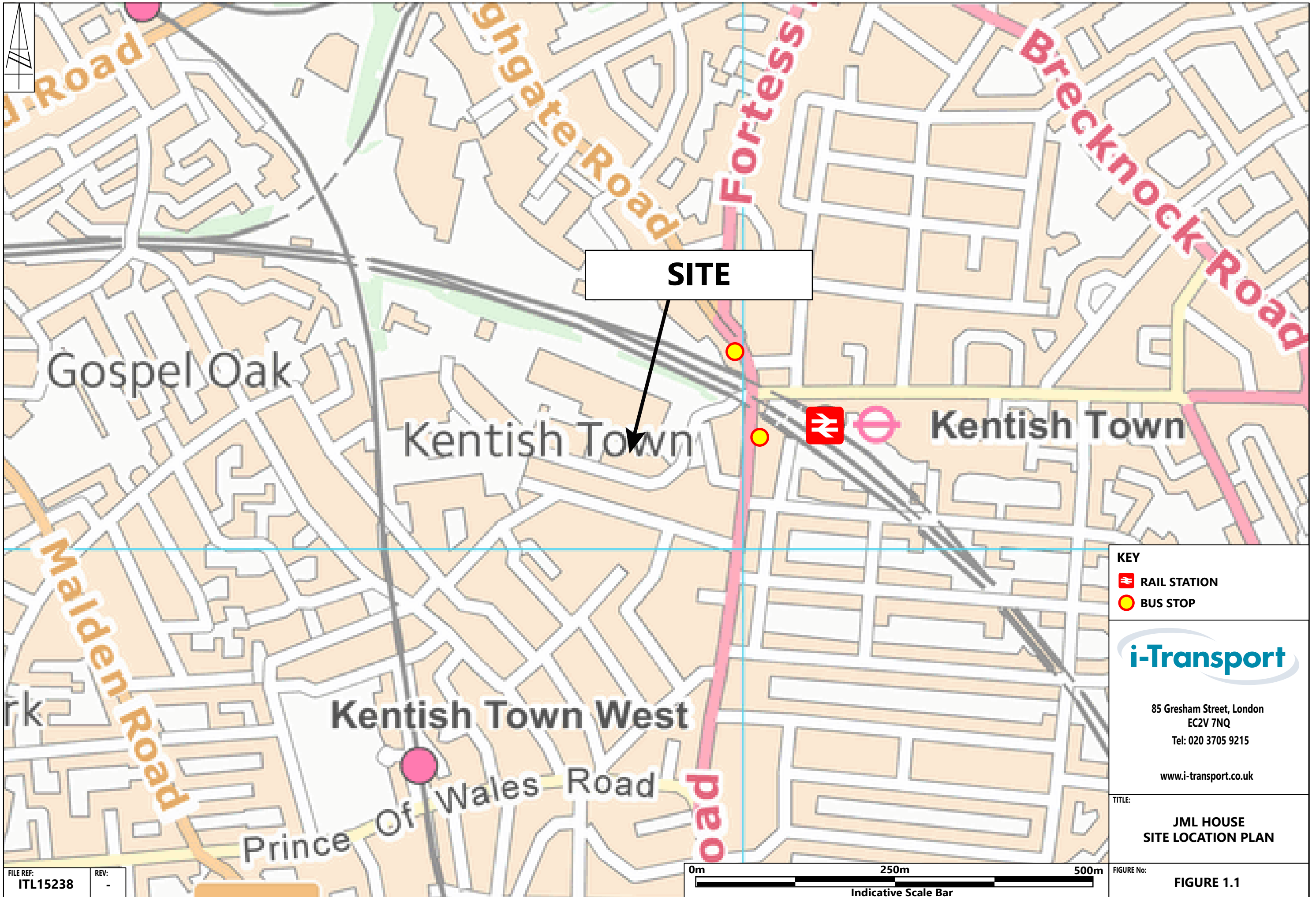
SECTION 6 SUMMARY AND CONCLUSIONS

- 6.1.1 Augustus Regis Ltd has appointed i-Transport LLP to provide highways and transport advice in respect of a change of use planning application at JML House, Regis Road, Kentish Town, London. The site currently operates as B1a use, and this Transport Statement (TS) supports a change of use from B1a to B1c/B2/B8 use for 808sqm. of the site.
- 6.1.2 Pedestrian and vehicular access to the site is via Regis Road which is a private road and access to the public highway is provided at the signalised junction of Regis Road with Kentish Town Road. In terms of transport accessibility, the site is within walking distance of a wide range of public transport services at Kentish Town Railway Station. Bus stops are located on Kentish Town Road. The public transport accessibility level (PTAL) is 6a, indicating excellent public transport accessibility.
- 6.1.3 The change of use application would generate fewer trips in both the morning and evening peak hours than the existing B1a use that currently exists across the site. Therefore, the development will not result in an adverse impact on the existing operation of the local highway network.

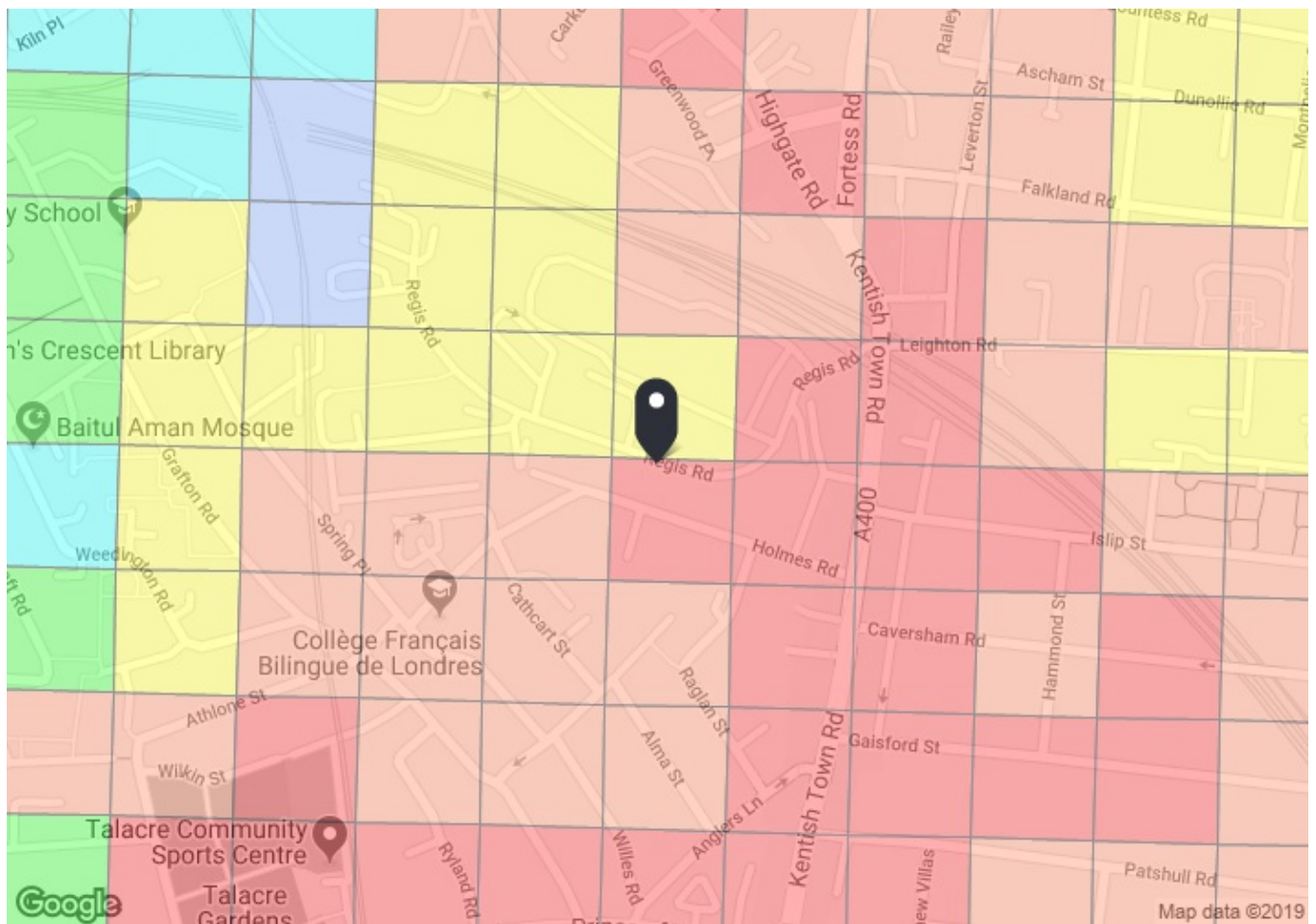
6.2 Conclusion

- 6.2.1 In conclusion, there is no evidence to demonstrate that the transport impacts of the development proposal will be severe. Therefore, the application should not be refused on transport grounds.

FIGURES



APPENDIX A. PTAL Output



PTAL output for Base Year 6a

32 Holmes Rd, Kentish Town, London NW5 3AB, UK
Easting: 528834, Northing: 185089

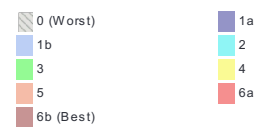
Grid Cell: 104196

Report generated: 09/08/2019

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	CAVERSHAM ROAD	393	236.71	5	2.96	8	10.96	2.74	0.5	1.37
Bus	CAVERSHAM ROAD	C2	236.71	8	2.96	5.75	8.71	3.44	0.5	1.72
Bus	CAVERSHAM ROAD	134	236.71	12	2.96	4.5	7.46	4.02	1	4.02
Bus	CAVERSHAM ROAD	214	236.71	8	2.96	5.75	8.71	3.44	0.5	1.72
Bus	P OF WALES R KENTISH T R	46	494.27	6	6.18	7	13.18	2.28	0.5	1.14
Rail	Kentish Town West	'CLPHMJ2-STFD 2L50'	509.65	3.67	6.37	8.92	15.3	1.96	1	1.96
Rail	Kentish Town West	'STFD-CLPHMJ2 2Y11'	509.65	3.67	6.37	8.92	15.3	1.96	0.5	0.98
Rail	Kentish Town	'STALBCY-SVNOAKS 2E11'	300.29	1	3.75	30.75	34.5	0.87	0.5	0.43
Rail	Kentish Town	'STALBCY-SVNOAKS 2E95'	300.29	0.33	3.75	91.66	95.41	0.31	0.5	0.16
Rail	Kentish Town	'SUTTON-STALBCY 2O06'	300.29	0.33	3.75	91.66	95.41	0.31	0.5	0.16
Rail	Kentish Town	'SUTTON-LUTON 2O10'	300.29	1	3.75	30.75	34.5	0.87	0.5	0.43
Rail	Kentish Town	'STALBCY-SUTTON 2O21'	300.29	0.33	3.75	91.66	95.41	0.31	0.5	0.16
Rail	Kentish Town	'STALBCY-SUTTON 2O29'	300.29	0.67	3.75	45.53	49.28	0.61	0.5	0.3
Rail	Kentish Town	'LUTON-BCKNHMJ 2S91'	300.29	0.33	3.75	91.66	95.41	0.31	0.5	0.16
Rail	Kentish Town	'STALBCY-BROMLYS 2S93'	300.29	0.33	3.75	91.66	95.41	0.31	0.5	0.16
Rail	Kentish Town	'SUTTON-STALBCY 2V08'	300.29	0.67	3.75	45.53	49.28	0.61	0.5	0.3
Rail	Kentish Town	'SUTTON-KNTSHTN 2V20'	300.29	0.33	3.75	91.66	95.41	0.31	0.5	0.16
Rail	Kentish Town	'STALBCY-SUTTON 2V27'	300.29	0.33	3.75	91.66	95.41	0.31	0.5	0.16
Rail	Kentish Town	'SVNOAKS-STALBCY 2E59'	300.29	0.67	3.75	45.53	49.28	0.61	0.5	0.3
Rail	Kentish Town	'SVNOAKS-LUTON 2E61'	300.29	0.33	3.75	91.66	95.41	0.31	0.5	0.16
Rail	Kentish Town	'SVNOAKS-KNTSHTN 2E65'	300.29	0.33	3.75	91.66	95.41	0.31	0.5	0.16
Rail	Kentish Town	'SVNOAKS-KNTSHTN 2E67'	300.29	0.33	3.75	91.66	95.41	0.31	0.5	0.16
Rail	Kentish Town	'BROMLYS-LUTON 2E93'	300.29	0.33	3.75	91.66	95.41	0.31	0.5	0.16
Rail	Kentish Town	'ORPNGTN-KNTSHTN 2L65'	300.29	0.33	3.75	91.66	95.41	0.31	0.5	0.16
LUL	Kentish Town	'Morden-HighBarnet'	300.29	14.67	3.75	2.79	6.55	4.58	1	4.58
LUL	Kentish Town	'Morden-MillHillE'	300.29	4	3.75	8.25	12	2.5	0.5	1.25
LUL	Kentish Town	'HighBarnet-Morden'	300.29	0.33	3.75	91.66	95.41	0.31	0.5	0.16
LUL	Kentish Town	'HighBarnet-Kenningt'	300.29	5.33	3.75	6.38	10.13	2.96	0.5	1.48
LUL	Kentish Town	'MillHill-Morden'	300.29	1.67	3.75	18.71	22.47	1.34	0.5	0.67
LUL	Kentish Town	'MillHillE-Kenningt'	300.29	1.67	3.75	18.71	22.47	1.34	0.5	0.67
Total Grid Cell AI:										25.4

