



ttp consulting
transport planning specialists

**Empiric (London Francis
Gardner) Limited**

**Francis Gardner Hall
89 – 91 West End Lane**

Travel Plan

September 2020

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1 INTRODUCTION

- 1.1 This BREEAM Travel Plan has been prepared for the student accommodation building known as Francis Gardner Hall, located in the London Borough of Camden (LBC). A site location plan is provided at **Figure 1.1** which also shows surrounding public transport options.

Figure 1.1 – Site location



- 1.2 The site is situated on the west side of West End Lane. It lies within a highly accessible area of Central London and benefits from very good access to public transport, being located within a walking distance of London Underground, London Overground and Thameslink services.
- 1.3 The building will provide a total of 88 bedrooms, an increase of 18 bedrooms from the existing building. The site will continue to provide no car parking spaces. A total of 88 long stay cycle parking spaces will be provided on the ground floor of the building, 6 will be provided in the form of Sheffield stands and 82 in the form of two-tier cycle parking. Short stay cycle parking will be provided at the front of the building for 6 bicycles.
- 1.4 The main aim of this Travel Plan is to put in place the management tools deemed necessary to enable the residents to make more informed decisions about their travel, which at the same time minimises the adverse impacts of their travel on the environment. This is achieved by setting out a strategy for eliminating the barriers keeping residents from using active modes, which in effect can self-manage public transport and taxi use.

The Need for a Travel Plan – Policy Context

National Planning Policy Framework

1.5 The revised National Planning Policy Framework (NPPF) was published on the 19th February 2019 setting out the Government's planning policies for England and how these are expected to be applied.

1.6 When considering the transport effects of a development, NPPF states that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

Camden's Planning Guidance - Transport

1.7 Travel Plan related guidance for development in Camden is set out in Camden's Planning Guidance – Transport. It includes information on when a Travel Plan should be provided and what should be included.

BREEAM Guidance

1.8 BREEAM is the world's first and leading sustainability assessment and certification scheme for the built environment. The BREEAM UK New Construction scheme aims to mitigate the life cycle impacts of new buildings on the environment. As such, building proposals are assessed and awarded credits in order to complete a sustainability appraisal. The relevant transport related credits within the 2018 BREEAM guidance are Tra 01 Transport Assessment and Travel Plan and Tra 02 Sustainable Transport Measures:

- Tra 01 – Transport Assessment and Travel Plan - Recognising developments in proximity to good public transport networks, thereby helping to reduce transport-related pollution and congestion.
- Tra 02 Sustainable Transport Measures – Recognising developments in close proximity of, and accessible to, local amenities which are likely to be frequently required and used by building occupants.

1.9 The site-specific travel assessment shall cover as a minimum:

- If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities;
- Predicted travel patterns and transport impact of future building or site users;
- Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors;

- Reporting of the number and type of existing accessible amenities within 500m of the site;
- Disabled access accounting for varying levels and types of disability, including visual impairment;
- Calculation of the existing public transport Accessibility Index (AI); and
- Current facilities for cyclists.

Scope

1.10 This Travel Plan sets out the sustainable travel options available to residents of the development and the measures and initiatives that will be used to incentivise travel by active modes. The remainder of this Travel Plan is structured as follows:

- Section 2 – Describes the accessibility and travel patterns of the development;
- Section 3 – Sets out the objectives and targets of the Travel Plan;
- Section 4 – Outlines the Travel Plan strategy;
- Section 5 – Identifies the measures and initiatives that will be implemented;
- Section 6 – Details the review and monitoring programme;
- Section 7 – Sets out the Action Plan; and
- Section 8 – Provides a summary.

2 ACCESSIBILITY AND TRAVEL PATTERNS

The Site and Surrounding Area

- 2.1 The site, 89 – 91 West End Lane, is a five storey building with current use as student accommodation. Pedestrian access to the site is taken from West End Lane.
- 2.2 The surrounding area is an established residential area, with King's Gardens Mansions located immediately to the south, whilst to the immediate north of the site there are 3 – 4 storey dwellings. The site is located within a short walk of West Hampstead Town Centre.
- 2.3 West Hampstead Underground Station is located 550m to the north of the site, West Hampstead Rail Station a further 50m to the north and West Hampstead Thameslink Station a further 150m. Kilburn High Road Overground Station is located 700m to the south of the site. Additionally, Brondesbury Overground Station, Swiss Cottage Underground Station, South Hampstead Overground Station and Finchley Road Underground Station are within 1.2km of the site and can be reached within a 15-minute walk / 5 minute cycle.

Local Highway Network

- 2.4 West End Lane (B510) runs north – south along the east of the site from Fortune Green Road to Kilburn High Road (A5). It provides a single lane for traffic in either direction. West End Lane and surrounding roads have a 20mph speed limit. A single yellow line runs along the west side of West End Lane and a double yellow line runs along the eastern side.
- 2.5 The site is located within Controlled Parking Zone (CPZ) CA-Q-K-R which is in operation Monday through Friday between the hours of 8:30am and 6:30pm.

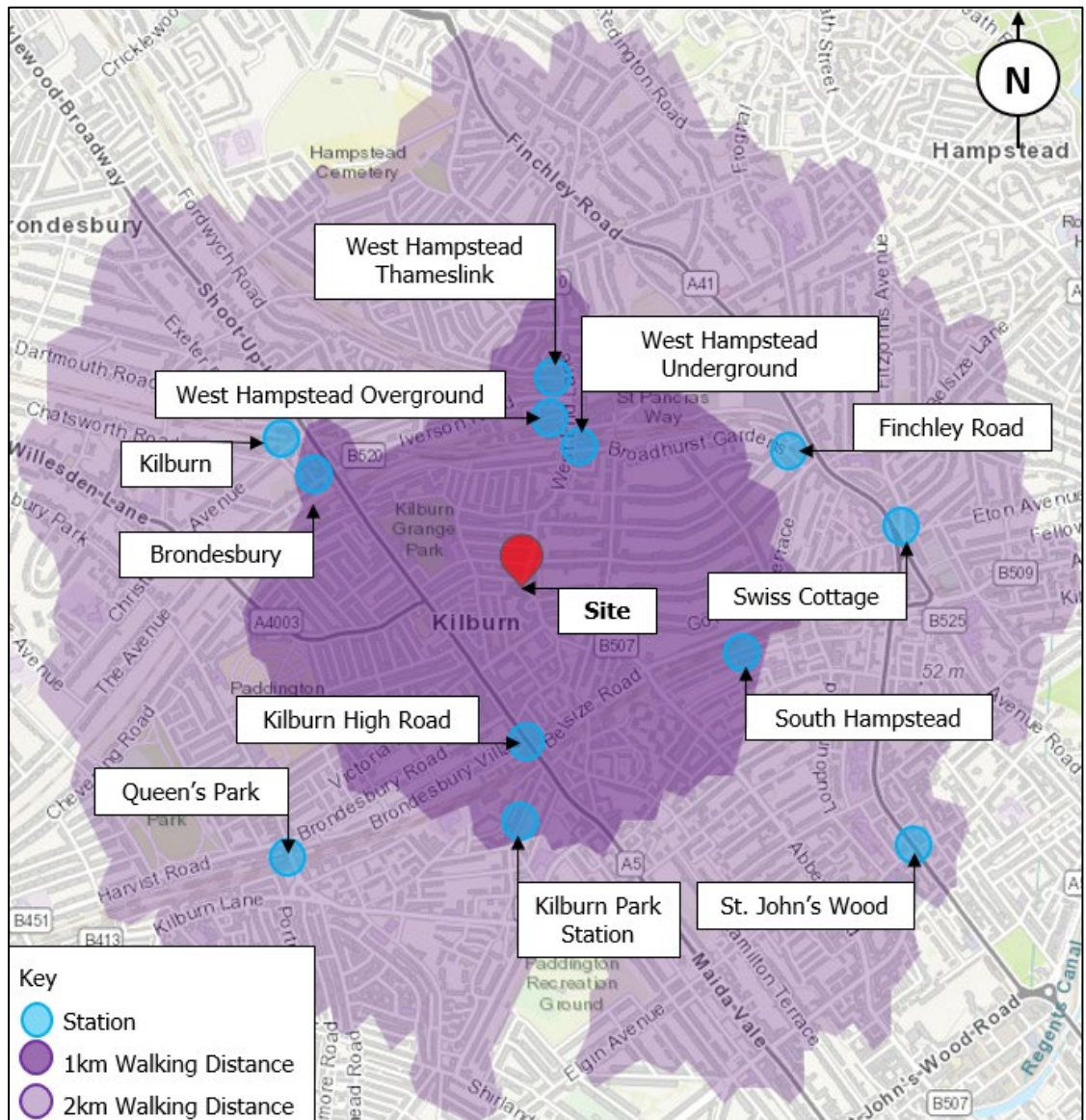
Accessibility

- 2.6 The site benefits from a very good level of accessibility (with a PTAL rating of 5), being within walking and cycling distance public transport opportunities, including to nearby universities and colleges. There are local facilities and amenities within walking distance of the site in West Hampstead Town Centre. As such, there are opportunities for future residents to use both public transport and active modes.

Walking

- 2.7 **Figure 2.1** provides details of a 1km and 2km walking catchment zone surrounding the site. The map shows how well connected the site is to Underground / Overground and train stations.
- 2.8 It also shows that a number of retail areas can be accessed on foot including in Kilburn, West / South Hampstead and Maida Vale.

Figure 2.1 – 1km and 2km Walk Distance from Site



- 2.9 The majority of crossings in the area are provided with dropped kerbs and tactile paving, and the desire line to West Hampstead Underground station is provided with step-free access. A zebra crossing is present 110m to the south of the site to facilitate access across West End Lane and push-button/green-man facilities are available 110m to the north of the site.
- 2.10 The local area benefits from a good pedestrian environment providing suitable and accessible links to numerous local facilities and public transport services. The site is connected to the main pedestrian routes that serve local facilities and amenities found on Finchley Road and Kilburn High Road, the proximity to which is summarised in **Table 2.1**

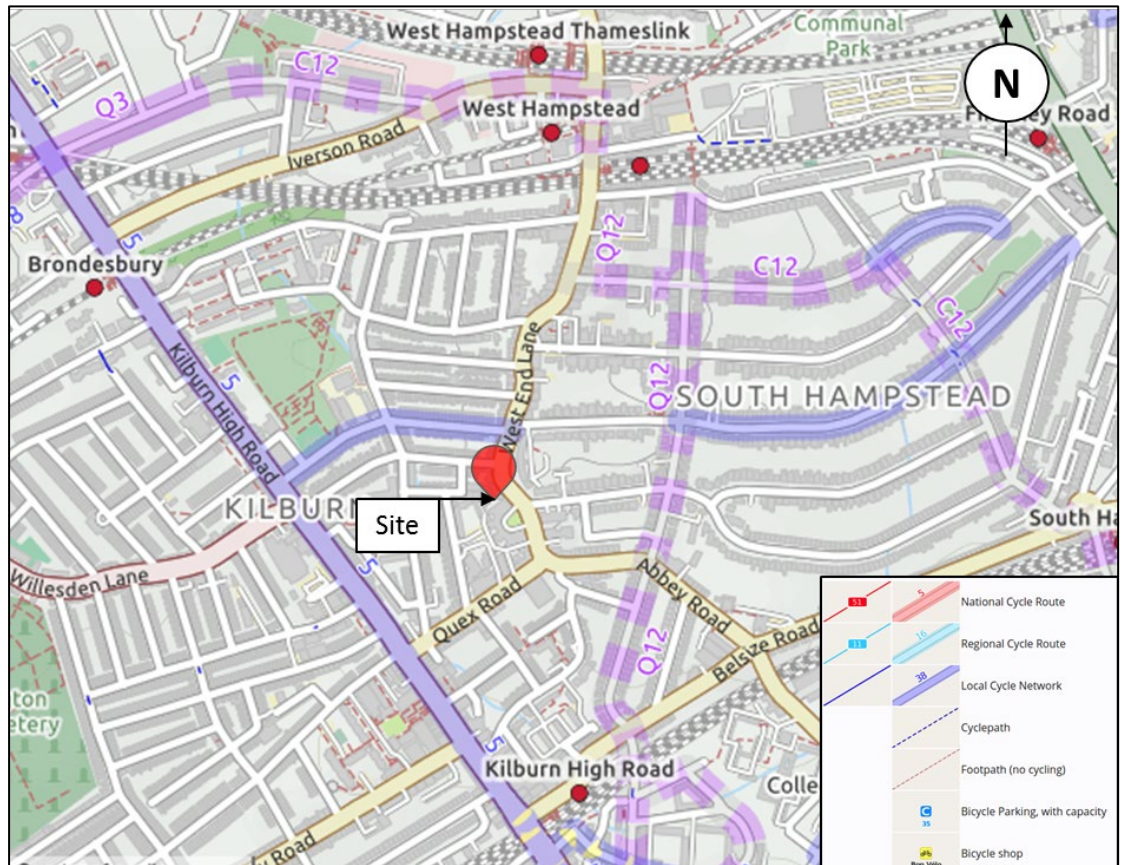
Table 2.1 – Approximate Walking Distances to Local Amenities and Facilities

Service	Location	Distance	Approximate Walking Time (minutes)*
Public Transport			
Bus Stop 'Woodchurch Road'	West End Lane	60 – 140m	1 – 2
Bus Stop 'Cleve Road'	Cleve Road	300m	4
Bus Stop 'Kingsgate Place'	Kilburn High Road	500m	6
West Hampstead Underground Station	West End Lane	550m	7
West Hampstead Rail Station	West End Lane	600m	8
Kilburn High Road Station	Kilburn High Road	700m	9
West Hampstead Thameslink Station	West End Lane	750m	10
Local Amenities and Facilities			
Kingsgate Community Centre	Kingsgate Road	400m	5
Kilburn Grange – Tennis Courts	Messina Avenue	450m	6
Kilburn Grange - Open Space	Messina Avenue	500m	6
Sainsbury's Local & ATM	Kilburn High Road	550m	7
Chemist	Willesden Lane	550m	7
Belsize Health Centre	Belsize Road	550m	7
Post Office	Kilburn High Road	650m	8
Gym	Kilburn High Road	750m	9
*Based on 80m per minute			

Cycling

- 2.11 The site is close to a network of streets which are considered suitable for cycling. Camden's interactive mapping tool allows journey planning and displays the local cycle routes.
- 2.12 An extract of the mapping tool is included at **Figure 2.2** which shows the cycle infrastructure close to the site. Messina Avenue, Greencroft Gardens and Kilburn High Road are identified as local cycle routes, whilst Quietway 3 is located within a short cycle distance of the site. Quietway 3 provides a route between Regent's Park and Gladstone Park (Brent).
- 2.13 It is noted that the map shows information regarding Quietway 12, which was planned but was not implemented. Transport for London (TfL) are replacing cycle superhighways and Quietways with cycleways, which are routes that connect communities, businesses and destinations.

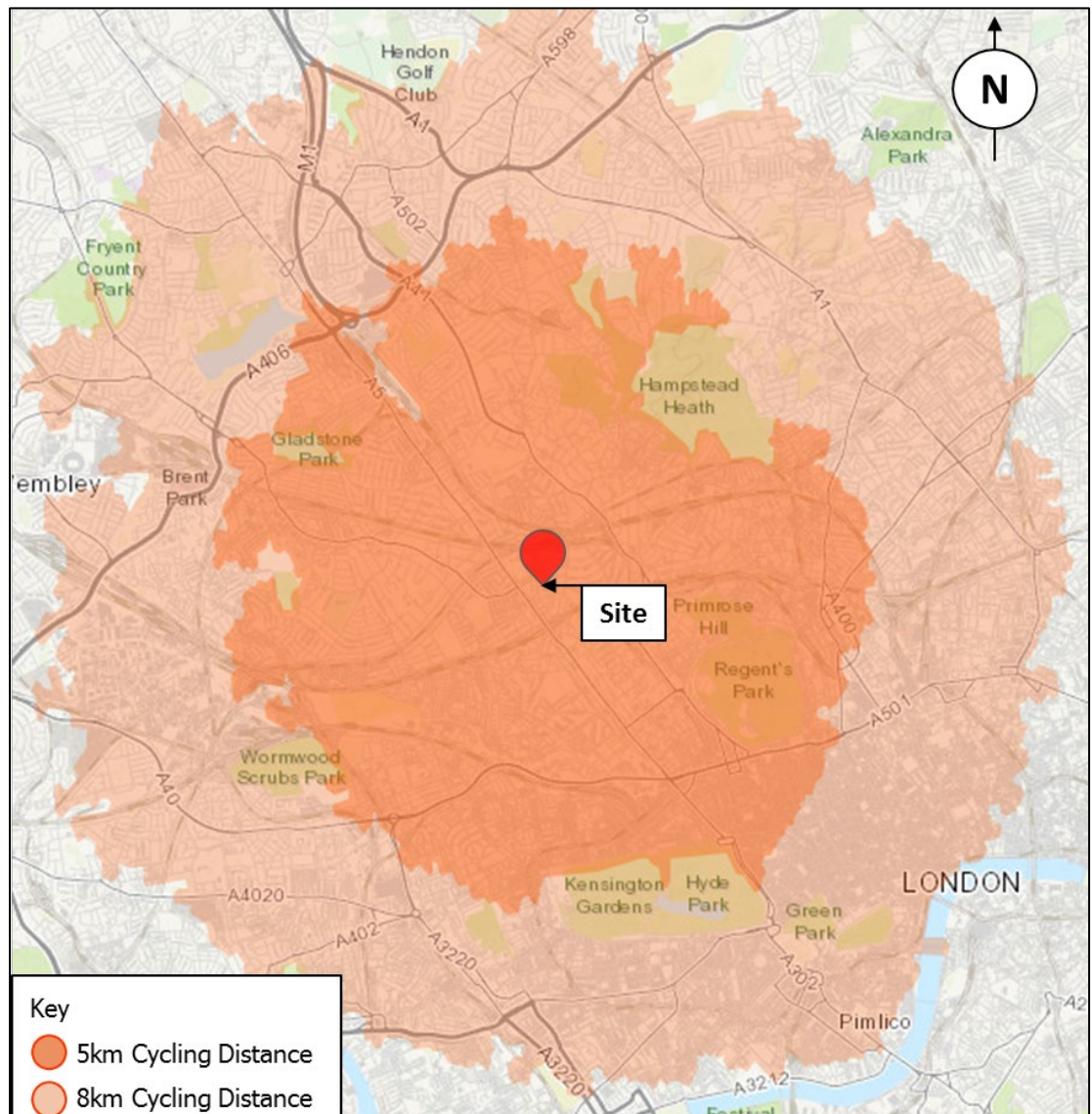
Figure 2.2 – Extract of Camden’s Cycling Tool



Source: <https://camden.cyclestreets.net/journey/>

- 2.14 It is generally accepted that cycling is a suitable mode of travel for journeys up to 8km in length although in London longer journeys are commonplace. **Figure 2.3** sets out catchment maps for a 5km and 8km cycle of the site.

Figure 2.3 – Cycling Catchment Map



- 2.15 The map shows that Maida Vale, Childs Hill, Dollis Hill, Notting Hill and Harlesden are within a 5km cycle of the site. Additionally, Finchley, Pentonville, Camden Town, Hammersmith, Chelsea and Wembley are located within an 8km cycle of the site.

Public Transport

Bus Services

- 2.16 The closest bus stops to the site are located on West End Lane 60m (northbound route) – 140m (southbound) of the site. Both bus stops benefit from seating, shelter and timetable information.
- 2.17 Step free access is provided to/from the southbound bus stop with push-button green-man facilities across West End Lane. A summary of the services available from bus stops available

within walking distance of the is shown in **Table 2.2**. The relevant TfL bus route map is included at **Appendix A**.

Table 2.2 – Summary of Bus Services					
Bus Stop	Route		Frequency (every 'x' minutes)		
			Mon-Fri	Saturday	Sunday
West End Lane	139	Golders Green and Waterloo	5 – 8	6 – 10	8 – 10
	328	Marble Arch and Brent Cross	6 – 10	4 – 8	10 – 13
Cleve Road	C11	Archway and Brent Cross	8 – 12	9 – 13	11 – 14
Quex Road	189	Marble Arch and Brent Cross	6 – 10	4 – 9	11 – 13
Kingsgate Place	16	Cricklewood and Victoria Station	6 – 9	5 – 11	9 – 11
	32	Edgware to Kilburn Park Station	7 – 10	6 – 8	15
	316	Cricklewood to White City	6 – 10	7 – 10	12 – 15
	332	Brent Park to Bishops Bridge	8 – 11	8 – 12	10 – 14
Willesden Lane	98	Willesden and Bloomsbury Square	6 – 10	6 – 8	7 – 12

London Underground / Rail Services

- 2.18 The site is located 550m to the south of West Hampstead Underground Station, 600m to the south of West Hampstead Rail Station, 750m to the south of West Hampstead Thameslink Station and 700m to the north of Kilburn High Road Station.
- 2.19 West Hampstead Underground Station is served by Jubilee Line services between Stanmore / Willesden Green and Stratford. There are services approximately every 2 – 6 minutes.
- 2.20 West Hampstead Rail Station is served by London Overground trains with services to Stratford, South Acton Rail Station, Richmond and Clapham Junction. There are services to Stratford every 5 – 10 minutes whilst services to Richmond, South Acton and Clapham Junction operate approximately every 15 minutes.
- 2.21 West Hampstead Thameslink Station is served by services to Rainham (Kent), St Albans City, Bedford, Sutton (Surrey), Brighton and Luton. There are approximately 2 trains per hour to Rainham, Brighton, Bedford and Luton and 4 trains per hour to St Albans and Sutton.
- 2.22 Kilburn High Road Station is served by London Overground trains to London Euston Rail Station and Watford Junction Rail Station. There are approximately 4 services per hour in each direction.

Public Transport Accessibility Level

- 2.23 Public Transport Accessibility Levels (PTAL) are a theoretical measure of the accessibility of a given point to the public transport network, considering walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a point.
- 2.24 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. The site has a PTAL level of 5, demonstrating that it has a 'very good' level of accessibility to public transport. The PTAL report is included at **Appendix B**.

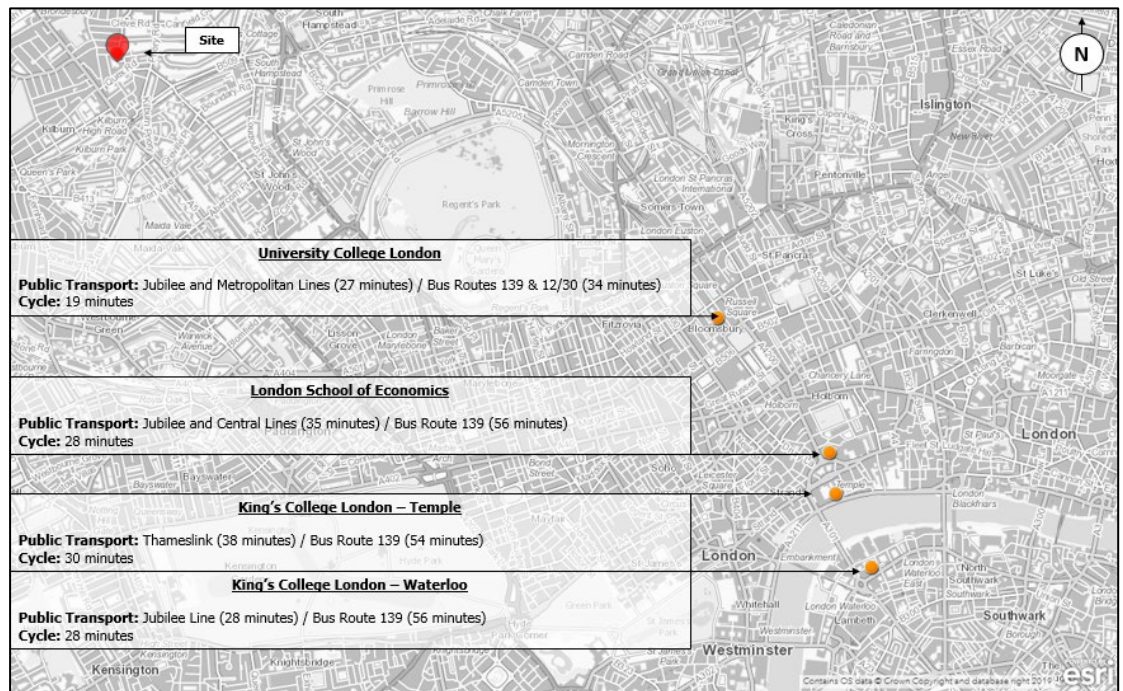
Travel Patterns

- 2.25 A survey was carried out in order to find out how existing residents currently travel to the site on a daily basis, i.e. what mode they use and what university / college they attend. Existing residents were also asked how they travel when they initially move in. A summary of the results of existing residents daily travel modes to university/college is shown in **Table 2.3**.

Table 2.3 – Existing Modal Split (To/From University/College)	
Mode	Total People
Walk	29%
Underground	57%
Bus	14%
Total	100%

- 2.26 The results showed that 7% of existing residents attend University College London, 14% attend King's College London, 21% attend University of Westminster, whilst the remaining 58% attend other universities/colleges, of which all were different. As such, travel modes and services used by residents to travel to and from their university/college are likely to differ. The proximity of the site to the above three universities and the likely journey time by cycle, bus and rail/overground/underground are shown in **Figure 2.4**.
- 2.27 All of the three universities are located within a 30-minute cycle of the site and within a 60 minute journey by public transport.

Figure 2.4 – Location of the Site and Universities Attended by Existing Residents



2.28 The nature of accommodation such as this is that the tenants are likely to change every 12 months and consequently the travel patterns and predominant travel mode are also subject to change, being a function of the chosen institution's location. As such, a multi-modal travel survey will be undertaken within the first month of occupation i.e. September / October. In the interim, a baseline modal split will be based upon the survey results collated from the January 2020 survey for the existing site.

3 OBJECTIVES AND TARGETS

3.1 This section sets out the overarching objectives for the Travel Plan, as well as targets for the short and medium term.

- **Objectives** are the high-level aims of the Travel Plan. They help to give the Travel Plan direction and provide a clear focus.
- **Targets** are the goals by which progress will be assessed.

Objectives

3.2 The Travel Plan's overriding objective is: *To engage with and encourage residents to use active modes of travel to / from the development through more effective promotion. This will provide health and wider sustainability benefits.*

3.3 The sub-objectives are:

- **Sub-objective 1:** To increase resident awareness of the advantages and availability of sustainable / active modes of transport;
- **Sub-objective 2:** To promote the health and fitness benefits of active travel to all users;
- **Sub-objective 3:** To discourage deliveries to the site and promote deliveries to hub/lockers/collection points;
- **Sub-objective 4:** To introduce a package of physical and management measures that will facilitate resident travel by sustainable modes; and therefore,
- **Sub-objective 5:** To reduce unnecessary use of the car for the journey to and from the development by residents and visitors.

Targets

3.4 Travel Plan targets are measurable goals by which progress can be assess. These targets should be reviewed through a programme of monitoring to ensure they remain SMART (Specific, Measurable, Achievable, Realistic and Timed).

3.5 Targets come in two forms – Action and Aim targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time. Aim Targets are quantifiable and in the case of this travel plan related to the degree of modal shift the plan is seeking to achieve.

Action Targets

3.6 Targets are essential for the success of the Travel Plan. The key Action Targets are set out below:

- A Travel Plan Co-ordinator (TPC) will be appointed at least one month before first occupation and will remain in place for the duration of this Travel Plan. Residents will be provided with a Travel Pack, detailing the measures set out in this document, prior to occupation of their room;
- Each monitoring survey will occur within one month of the anniversary of the baseline survey every other year; and
- A sustainable transport noticeboard will be provided and located in a prominent location. The noticeboard will be periodically updated so that it details up-to-date information.

Aim Targets

3.7 **Table 3.1** outlines the Aim Targets set out for the rooms. The targets are set to measure progress towards the main objectives over 5 years.

3.8 The interim targets are defined as those which the Travel Plan will seek to achieve within 3 years of the launch of the Travel Plan and the final targets those sought after 5 years of the launch of the Travel Plan.

3.9 The Baseline figures are taken from travel survey data (see **Table 2.3**). These baseline figures will be revised following completion of the initial travel survey. In summary, the objectives are to achieve increased participation of walking and cycling for residents.

3.10 Indicators are the elements which will be measured in order to assess progress towards meeting the final and interim targets. For the most part this will be the main mode listed by residents of the development in the monitoring surveys conducted in years 1, 3 and 5. Travel Plan AIM Targets can be found in **Table 3.1**.

3.11 In addition to AIM targets, the Travel Plan will seek to achieve a reduction in goods delivered to the site through the promotion of Amazon (and similar) locker facilities.

Table 3.1 – Travel Plan AIM Targets

Target	Indicator	Baseline	Year 1	Interim Year 3	Final Year 5
Residents					
Decrease public transport modal share by 10%	Modal Split monitoring from travel survey	71%	68%	65%	61%
Increase cycling modal share by 5%	Modal Split monitoring from travel survey	0%	1%	3%	5%
Increase walking modal share by 5%	Modal Split monitoring from travel survey	29%	30%	32%	34%
Visitors					
Increase the awareness of cycling and walking as viable options available to access the development	No Surveys Necessary	-	-	-	

4 TRAVEL PLAN STRATEGY

Travel Plan Management

- 4.1 A Travel Plan Coordinator (TPC) will be explained to the on-site reception team at least one month before the occupation of the first student room of the new building. The TPC contact details will be provided to the Council within 30 days of appointment.

Name:

Position:

- 4.2 The TPC will be responsible for overseeing the management, development, implementation, monitoring and review of this Travel Plan across the whole student accommodation. If there is any change in the specified person, the Council will be notified.

- 4.3 The TPC will be responsible for overseeing the management, development, implementation and review of this Travel Plan.

- 4.4 The primary responsibilities of this role include:

- The implementation of measures as set out in the Travel Plan (including reviewing the Travel Pack and noticeboards to ensure they are up-to-date);
- To undertake Travel Surveys in years 0, 1, 3 and 5 and supply evidence of this to the Council;
- To oversee the development and implementation of the Travel Plan;
- Promoting the objectives and benefits of the Travel Plan;
- To ensure the travel information available is up to date;
- Liaison with Camden Council; and
- Act as the point of contact for information with residents.

- 4.5 Regular updating of this Travel Plan document is part of the responsibility of the nominated person.

Marketing Strategy

- 4.6 Each resident will be provided with a Travel Pack on first occupation. The Travel Pack will include a summarised version of the Travel Plan along with information on public transport, the local walking and cycling network, car clubs, cycle hire location, delivery lockers and contact details for taxi operators.

5 MEASURES AND INITIATIVES

Introduction

- 5.1 This section of the Travel Plan outlines the specific physical and management measures to be implemented as part of the Travel Plan which will help achieve the set targets. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, is the core of the Travel Plan.

Walking

- 5.2 Initiatives to help promote walking to residents of the development will include:
- London Borough of Camden provides information on walking schemes and activities within the borough such as walking groups, walking routes (such as the Jubilee Greenway) and Green Gyms. More information can be found at <http://oneyoucamden.org/topic/walk-more/>;
 - Residents will be provided with information and advice concerning recommended pedestrian routes to the development within the Travel Pack; and
 - Health benefits of walking to be promoted e.g. '10,000 steps a day campaign.'

Cycling

- 5.3 Cycle parking will be provided within the development. Resident cycle parking will be secure, weatherproof and lit and located on the ground floor of the site. Residents will be provided with information and advice concerning cycle routes within the Travel Pack. The resources listed on Camden's website (<https://www.camden.gov.uk/cycling>) will be highlighted. LBC provides a bike loan scheme for those living in Camden who want to try a bike before purchasing one, further information is provided at <https://www.camden.gov.uk/try-a-bicycle-for-4-weeks>. Camden Cycle Skills (<https://www.camden.gov.uk/cycle-skills-and-bike-maintenance-courses>) teaches cycling skills for all abilities covering a range of topics including off cycling on busy roads and looking after a bike.
- 5.4 The TPC will explore with local bicycle retailers the possibility of providing discounts on cycling equipment to residents. Other resident specific cycle promotions will include the following:
- Promotion of the health benefits of cycling;
 - Provision of local cycle maps to those residents that request them; and
 - Cycle routes and other cycling information provided on notice boards, and in the Travel Pack etc. Cycling events such as Bike Week can be promoted within the development (www.bikeweek.org.uk).

Public Transport

- 5.5 TfL and National Rail related applications, such as Citymapper and Trainline, will be promoted through all relevant means.
- 5.6 The TPC will promote sustainable travel for general travel as part of a healthier way of life not only for travel to and from university / college.

Taxis

- 5.7 Taxis have an important role in providing for residents and visitors when other modes of transport may not be available. The TPC will ensure that the contact details for local taxi operators are available on site.

6 MONITORING AND REVIEW

- 6.1 The Travel Plan is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant. This section sets out the proposals for monitoring and review of the Travel Plan.

Monitoring

- 6.2 The monitoring programme begins with the initial baseline travel survey. The Travel Plan will be monitored for 5 years. Additional Travel surveys will take place on the 1st, 3rd and 5th anniversary of the Travel Plan to monitor progress towards the interim and final targets.
- 6.3 Additional monitoring of the following will also be used to judge whether the implementation or proportion of certain measures needs to be modified. The following factors will be monitored on a constant basis:
- The level of usage of residential cycle parking;
 - Demand for additional cycle parking facilities; and
 - Comments received from residents relating to the operation and implications of the Travel Plan.
- 6.4 A Travel Plan Review will occur each year over the lifetime of the Plan that will ensure the Travel Plan remains up-to-date. The Review will include updates to the Travel Pack to ensure its content remains relevant.

Reporting

- 6.5 The TPC will compile a report every other year that will include the results of any monitoring that has been undertaken, including the results of the biennial review and travel surveys. The report will be issued to the Council for information to enable consideration to be given to the following:
- The success of the measures since the previous review;
 - The need to amend or introduce new targets; and
 - The need to change or introduce new measures if targets are not met.

7 ACTION PLAN

7.1 **Table 7.1** sets out the Action Plan for the implementation of the various measures associated with the Travel Plan along with who is responsible and how funding will be secured.

Table 7.1 – Travel Plan Action Plan				
Action	Target	Funding	Measure	Responsibility
Production of Travel Plan	The Developer / TTP Consulting	Developer	Travel Plan	Developer
Appointment of Travel Plan Co-ordinator in place on interim TPC	At least 1 month prior to first occupation	Developer	Appointment of Travel Plan Co-ordinator	Developer
Launch of Travel Plan	Prior to reoccupation	Developer	-	TPC
Provision of Cycle Parking	Prior to first occupation	Developer	On completion of the development	Developer
Baseline Travel Survey	Given to each resident within the first month of occupation i.e. September / October	Developer	Receipt of survey results	TPC
Interim Surveys	1 st , 3 rd and 5 th anniversaries of Travel Plan Implementation	Developer	Receipt of survey results	TPC
Full Review at end of Year 5	5 years after Baseline Survey	Developer	Receipt of survey results	TPC

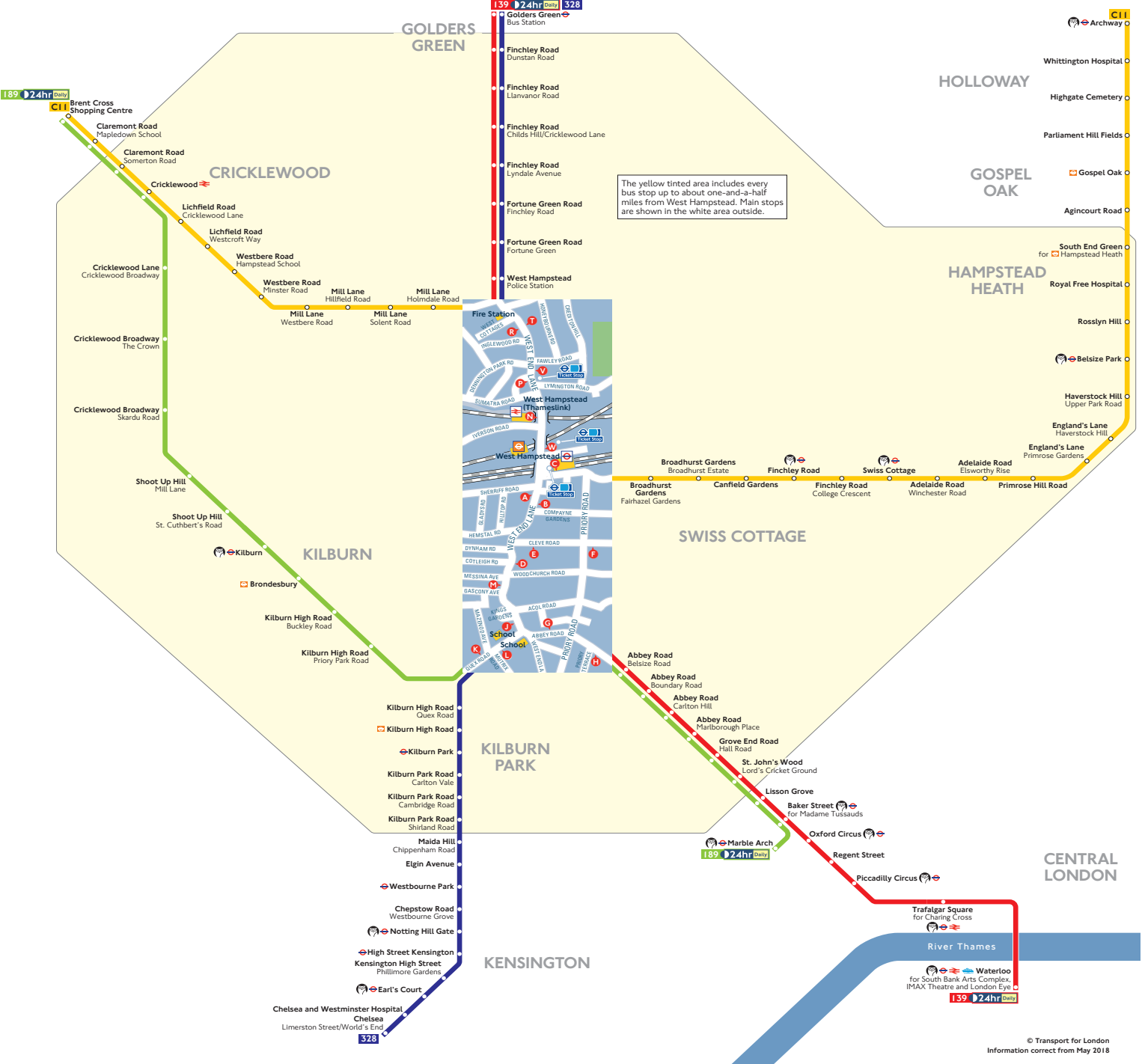
8 SUMMARY

- 8.1 This Travel Plan has been written in accordance with TRA 01 of the BREEAM UK New Construction 2018 guidance, with the objective of achieving a credit as part of a wider BREEAM accreditation. A description of existing travel patterns within the area by mode, including walking and cycling has been detailed with a commentary on the likely estimated impact of future building users.
- 8.2 A commentary of the disabled access of the local highway infrastructure between the site and the local transport opportunities has also been provided, commenting on step-free access and amenities for the visually impaired. Additionally, local walking and cycling routes between the site and popular transport nodes have been reviewed in context of all possible users.
- 8.3 A package of measures for the site and its users has been included within the Travel Plan to help deliver a modal shift towards active modes with the help of a TPC.

Appendix A

(Bus Route Map)

Buses from West Hampstead



The yellow tinted area includes every bus stop up to about one-and-a-half miles from West Hampstead. Main stops are shown in the white area outside.

Route finder

Bus route	Towards	Bus stops
139 24hr Daily	Golders Green	A H J M N P R
	Waterloo	B D G T V W
189 24hr Daily	Brent Cross Shopping Centre	H L
	Marble Arch	G K
328	Chelsea	B D L T V W
	Golders Green	A J K M N P R
C11	Archway	C T V W
	Brent Cross Shopping Centre	A E N P R

Key

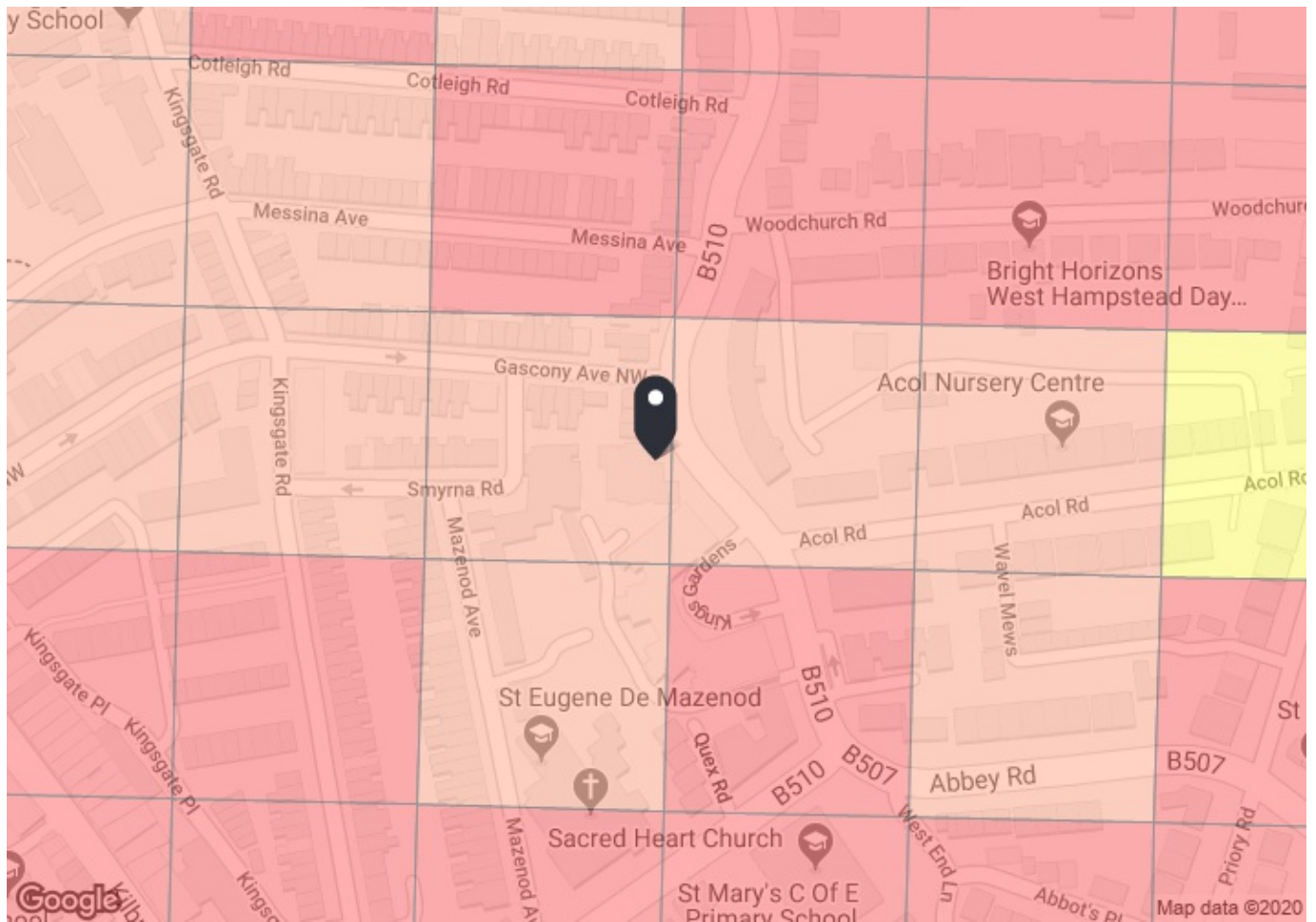
	Connections with London Underground
	Connections with London Overground
	Connections with National Rail
	Connections with river boats
	Tube station with 24-hour service Friday and Saturday nights

Ways to pay

	Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.
	Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.
	Sign up for an online account to top up online and see your travel history and spending.

Appendix B

(PTAL Output)



PTAL output for Base Year 5

91 West End Ln, London NW6 4SY, UK
Easting: 525391, Northing: 184136

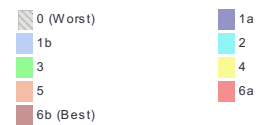
Grid Cell: 99258

Report generated: 15/01/2020

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	QUEX R/W END LN/ABBEY RD	189	275.97	7.5	3.45	6	9.45	3.17	0.5	1.59
Bus	WEST END LN MESSINA AVE	139	174.49	7.5	2.18	6	8.18	3.67	0.5	1.83
Bus	WEST END LN MESSINA AVE	328	174.49	9	2.18	5.33	7.51	3.99	1	3.99
Bus	CLEVE ROAD	C11	375.62	7.5	4.7	6	10.7	2.8	0.5	1.4
Bus	KILBURN MARKET	16	471.07	9	5.89	5.33	11.22	2.67	0.5	1.34
Bus	KILBURN MARKET	32	471.07	7.5	5.89	6	11.89	2.52	0.5	1.26
Bus	KILBURN MARKET	316	471.07	7.5	5.89	6	11.89	2.52	0.5	1.26
Bus	KILBURN MARKET	332	471.07	6	5.89	7	12.89	2.33	0.5	1.16
Bus	WILLESDEN L KILBURN H RD	98	390.43	9	4.88	5.33	10.21	2.94	0.5	1.47
Rail	West Hampstead	'CLPHMJ2-STFD 2L50'	691.4	3.67	8.64	8.92	17.57	1.71	1	1.71
Rail	West Hampstead	'STFD-CLPHMJ2 2Y11'	691.4	3.67	8.64	8.92	17.57	1.71	0.5	0.85
Rail	Kilburn High Road	'WATFJDC-EUSTON 2C06'	746.94	2.67	9.34	11.99	21.32	1.41	0.5	0.7
Rail	Kilburn High Road	'EUSTON-WATFJDC 2D86'	746.94	3	9.34	10.75	20.09	1.49	0.5	0.75
LUL	West Hampstead	'WembleyPark-Stratfo'	607.04	3.67	7.59	8.92	16.51	1.82	0.5	0.91
LUL	West Hampstead	'WillesdenGreen-Stra'	607.04	4.33	7.59	7.68	15.27	1.97	0.5	0.98
LUL	West Hampstead	'Stanmore-Stratford'	607.04	17.65	7.59	2.45	10.04	2.99	1	2.99

Total Grid Cell AI: 24.2