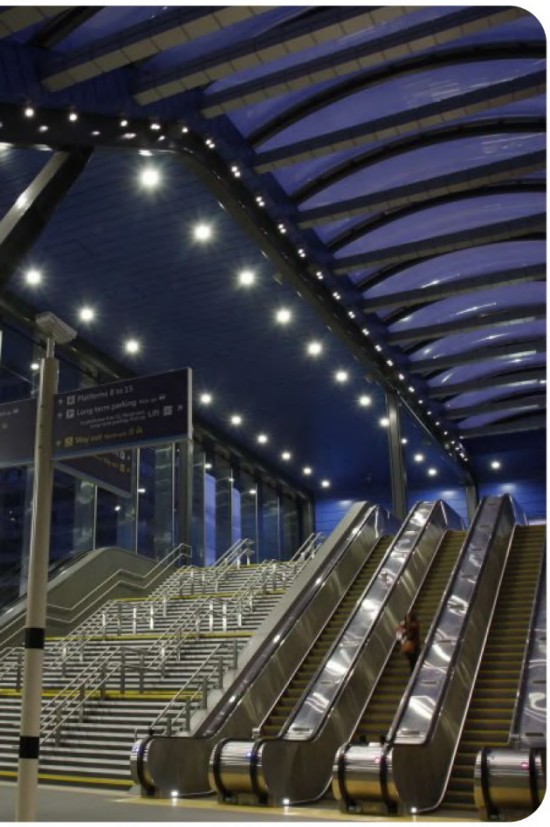

mode
transport planning

G Thompson Ltd

21A Brownlow Mews, London WC1N 2LA

Travel Plan

August 2022

modetransport.co.uk

G Thompson Ltd

21A Brownlow Mews, London WC1N 2LA

Travel Plan

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PROJECT NO: 326950

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CONTENTS

APPENDICES

1. Introduction

1.1 Overview

1.1.1 This Travel Plan (TP) has been prepared on behalf G Thompson Ltd in support of a planning application for the proposed change of use at 21A Brownlow Mew from sui generis use to Class E(g)(i) (offices) (LPA ref. 2021/5188/P).

1.2 Purpose of Travel Plan

1.2.1 The purpose of this TP is to set out both short and long-term strategies for reducing dependence on travel by private car and to encourage sustainable travel choices primarily for staff as well as visitors. The objective is to reduce single-occupancy private car journeys in favour of more sustainable modes of travel through the introduction of a package of measures that will assist and encourage staff and visitors to travel by more sustainable modes of transport.

1.2.2 It should be noted that this TP has been prepared in advance of occupation as the end-user has not yet been identified. As such, it is not possible at this stage to derive site-specific mode share targets. Consequently, this version of the TP represents an initial strategy through which sustainable travel patterns and behaviours will be promoted amongst staff.

1.3 Scope of Travel Plan

1.3.1 This Travel Plan has been prepared with the following structure, reflecting current best practice and planning policy, as well as the nature of the development.

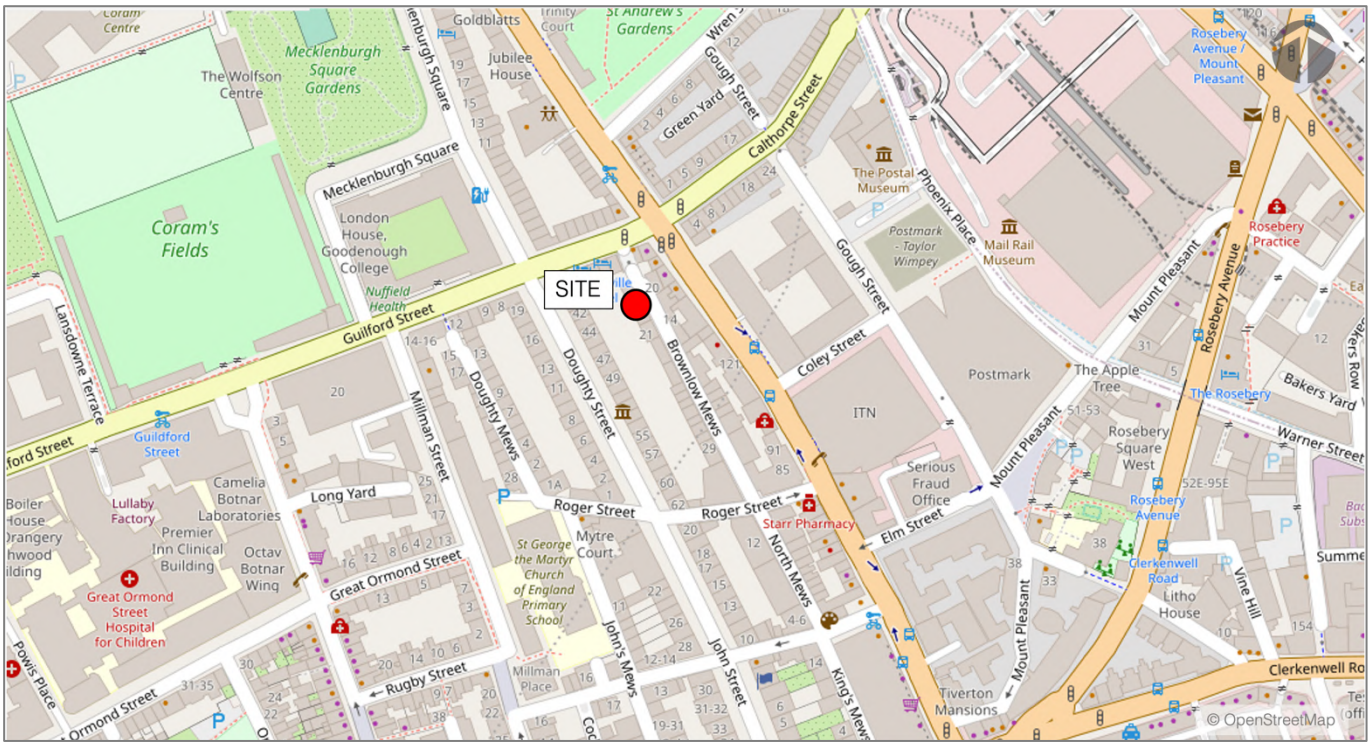
- **Section 2** describes the development proposals;
- **Section 3** details the sustainability credentials of the site in terms of sustainable travel infrastructure for pedestrians, cyclists and public transport availability;
- **Section 4** sets out the TP's objectives and benefits;
- **Section 5** outlines the TP targets focusing on encouraging sustainable travel to and from the site;
- **Section 6** sets out the roles and responsibilities of the Travel Plan Coordinator (TPC);
- **Section 7** outlines how the TP will be monitored and reviewed;
- **Section 8** sets out the sustainable transport measures that will be implemented to help achieve the objectives and targets of the TP; and
- **Section 9** outlines the TP's Action Plan.

2. Site Information

2.1 Site Location

2.1.1 The site is located on Brownlow Mews which comprises a mix of commercial and residential properties. The site is located within the London Borough of Camden and the location of the site in the context of the local highway and transport network is identified in Figure 1.1.

Figure 2.1 Site Location



2.2 Development Details

2.2.1 The site occupies a gross floor space of 370m^2 over ground and first floors. The site will operate as an office operating with typical office hours of 8am – 6pm on weekdays.

2.2.2 There is an existing car parking space on-site which will be retained. Whilst it is recognised that the London Plan promotes car-free development, it is proposed to utilise this space for operational parking. The parking space is currently provided with an EV charger, which will be retained, in order to promote the use of electric vehicle travel to and from the site.

2.2.3 It is possible that the parking area will be used in the future for parking vehicles such as cargo bike, or bike with trailer or even e-scooters if the legislation is altered to permit this. The parking space can be flexibly utilised by the future occupier as part of their promotion of sustainable travel to the site.

2.2.4 Access to the site will be retained as per existing arrangements. Vehicular access is permitted from Roger Street and pedestrians can access via the site frontage.

2.2.5 The site will be provided with secure cycle parking facilities, located within the building for staff use. A total of 6 spaces will be provided which adheres with the London Plan (2021) standards of 1 space per 75m^2 for staff plus 1 space per 500m^2 for visitors.

3. Site Accessibility Audit

3.1 Overview

3.1.1 Travel behaviour can be affected by the extent of infrastructure in place to encourage the use of alternative modes of travel to the private car. The site location of the development is such that staff and visitors are provided with good opportunities to access the site by choice of modes of travel other than the private car.

3.2 Pedestrian and Cycle Accessibility

3.2.1 The location of the site is such that there is a well-established network of pedestrian and cycle routes along key highway links providing good connectivity to nearby bus stops and underground/rail stations, offering staff and visitors with a realistic opportunity to travel to the site by sustainable modes of transport.

3.2.2 Brownlow Mews primarily operates as a shared surface. For the first circa. 40m from Roger Street, a footway is provided along the east side of Brownlow Mews. Where Brownlow Mew junctions with Roger Street and N Mews dropped kerbs and tactile paving is provided along all pedestrian desire lines.

3.2.3 Roger Street is provided with lit footways along both sides of the carriageway and dropped kerbs and tactile paved crossings are provided at the junctions with John Street and Grays Inn Road.

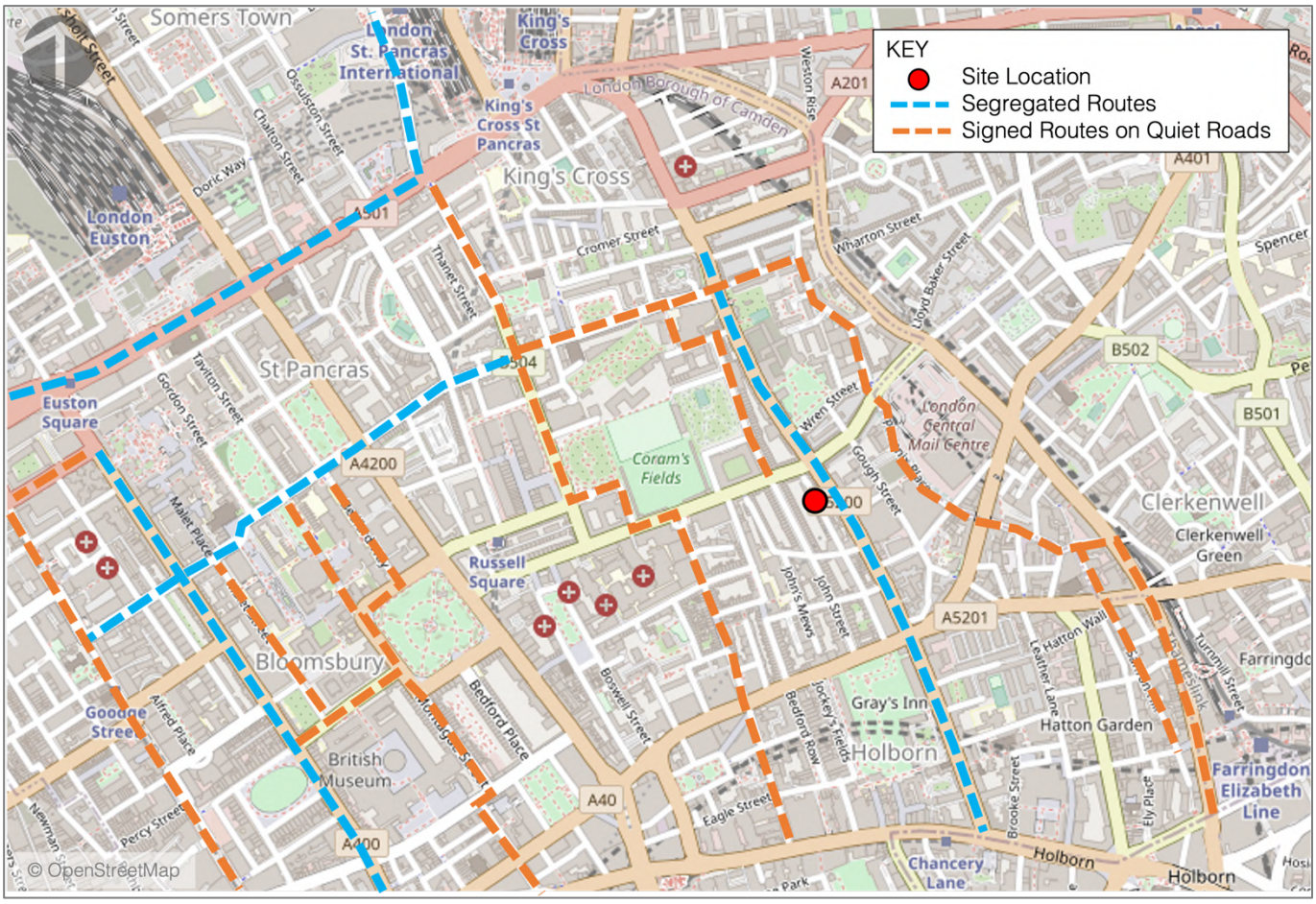
3.2.4 There is no vehicular access from Brownlow Mews through to Guildford Street however a pedestrian / cycle connection is provided which adjoins with lit footways along Guildford Street.

3.2.5 Signalised pedestrian crossing facilities are provided on all arms of the Guildford Street / Grays Inn Road / Calthorpe Street crossroad junction facilitating safe pedestrian access to nearby bus stops.

3.2.6 Grays Inn Road benefits from segregated cycle lanes along both sides of the carriageway providing connections north towards Kings Cross St. Pancras and south towards Holborn. Advanced cycle stop line are provided on all arms of the Guildford Street / Grays Inn Road / Calthorpe Street crossroad junction.

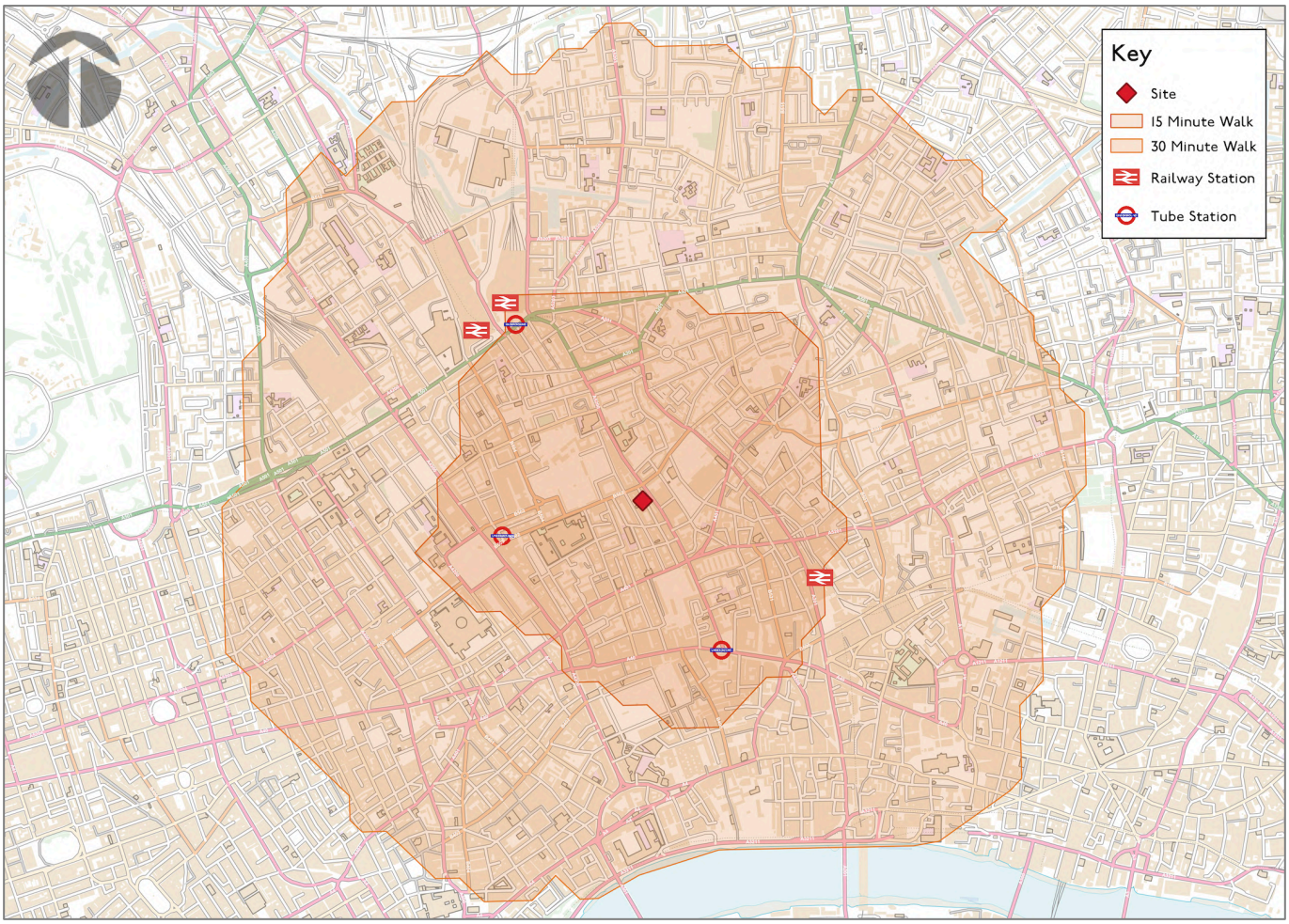
3.2.7 The local cycle routes in the vicinity of the site are illustrated in Figure 3.1 which identifies both segregated cycle lanes and signed routes on quieter roads offering connections to nearby public transport hubs and surrounding residential areas.

Figure 3.1 Local Cycle Routes



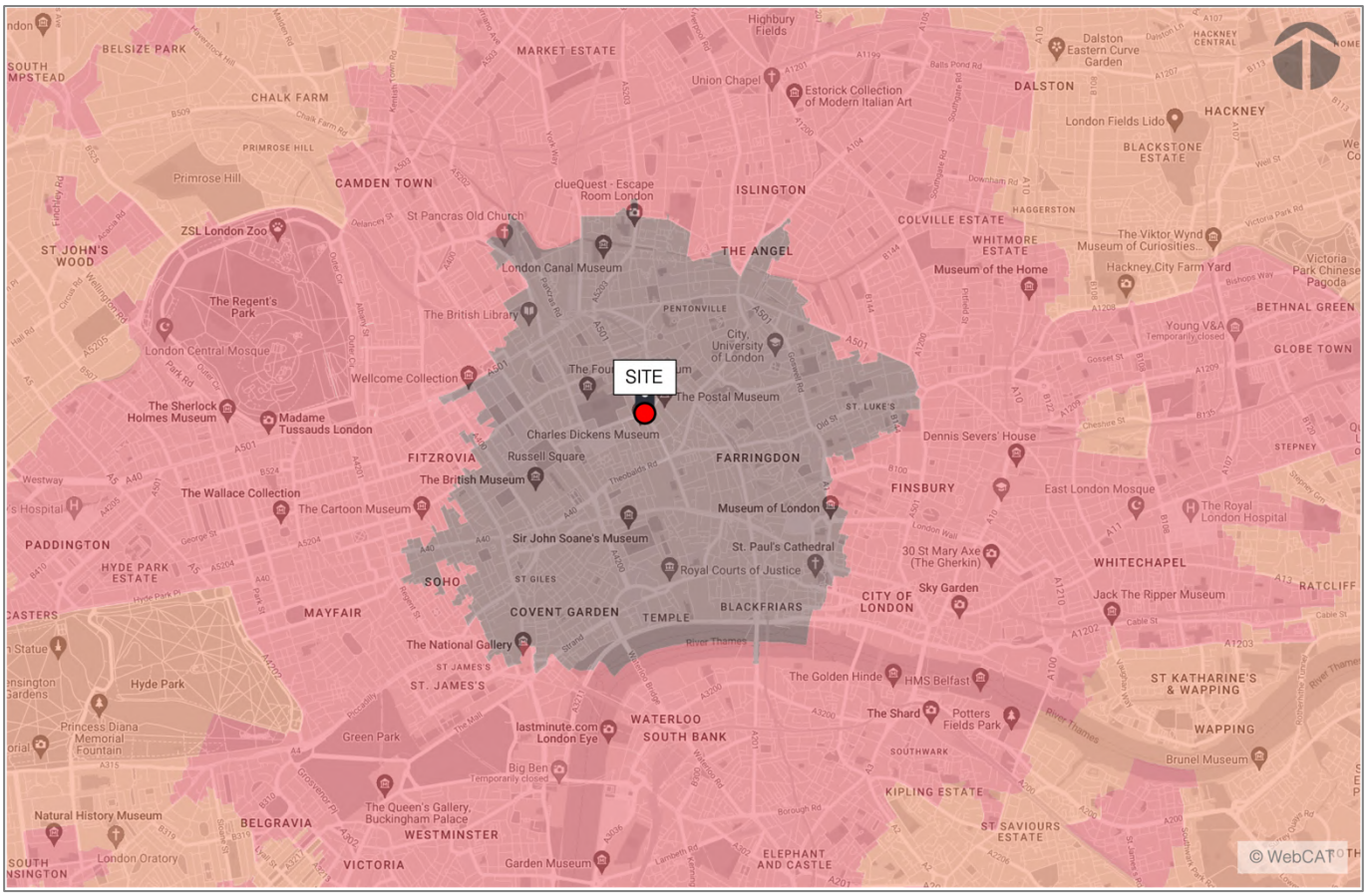
3.2.8 Walking time catchments in 15-minute and 30-minute isochrones from the application site, are shown in Figure 3.2, demonstrating that Clerkenwell and Farringdon areas including key public transport hubs, are accessible in a 15-minute walk distance, and areas such as Islington and Covent Garden are accessible in a 30-minute walk distance. These walking distances provide a realistic opportunity for staff and visitors to travel to the site on foot, including as part of a multi-modal trip utilising bus and rail services.

Figure 3.2 Walk Catchments



3.2.9 Cycle catchments to the application site in terms of journey time isochrones, as provide on the TfL WebCAT website, are shown in Figure 3.3, demonstrating that Farringdon, Bloomsbury and Covent Garden are within a 15-minute cycle time of the site, and Islington, Mayfair, South Bank and Whitchapel are within a 15-30-minute cycle time and therefore provides a realistic opportunity for staff and visitors to travel to the site on cycle.

Figure 3.3 Cycle Catchments



3.2.10 In summary, the site is in a prime position to take advantage of excellent pedestrian and cycle routes within the surrounding area, thereby offering staff and visitor with realistic modes of sustainable travel.

3.3 Public Transport Accessibility

PTAL

3.3.1 To determine the site's current level of accessibility, a Public Transport Access Level (PTAL) assessment has been undertaken. The PTAL methodology identifies the key factors that influence personal choice of public transport mode as being, number of accessible services, walk distances, frequency, reliability, and time of day / week, on the basis of these factors, a formula has been developed to calculate an Accessibility Index (AI) value for any given location.

3.3.2 The results (included as Appendix A) identify that the site has a PTAL banding of 6b and an AI value of 51.96. Overall, the accessibility of the site by public transport offers an excellent range of alternative travel choices for staff and visitors, and there is a wide range of journey origin/destinations that can be reached by bus and rail.

Bus Services

3.3.3 The nearest bus stops are located approximately 60m from the site on Grays Inn Road accessible in an average walk time of only 2 minutes. These bus stops are served by Route 17 and both northbound and southbound bus stops are provided with shelter, seating and timetable information.

3.3.4 Additional bus stops are located circa. 300m to the south of the site on Theobalds Road accessible in an average walk time of 4 minutes. Both eastbound and westbound bus stops are provided with shelter, seating and timetable information.

3.3.5 A summary of the bus services, including their route and approximate weekday frequency times is provided in Table 3.1.

Table 3.1 Local Bus Services

Bus Stop	Service	Weekday Daily Frequency	Route
Grays Inn Road	19	6 per hour	Battersea – Piccadilly – Islington – Finsbury Park
Theobalds Road	38	12 per hour	Clapton – Dalston – Holborn – Victoria
	55	9 per hour	Walthamstow – Hackney – Shoreditch – Oxford Circus
	243	8 per hour	Wood Green Stn – Stamford Hill – Shoreditch - Waterloo

London Underground Services

3.3.6 The nearest underground stations are Chancery Lane and Russell Square, both locates circa. 750m from the site, accessible in an average walk time of 10 minutes.

3.3.7 Chancery Lane is located to the south of the site and offers services on the Central Line which operate every 3 minutes.

3.3.8 Russell Square is located on the west of the site and offers services on the Piccadilly Line which operate every 3 minutes.

National Rail Services

3.3.9 The nearest railway station offering National Rail services is Farringdon, located circa. 900m to the south-east of the site, accessible in an average walk time of 13 minutes. It should be noted that this station is also served by the Elizabeth Line.

3.3.10 A summary of the rail services, including their weekday frequency and journey times is provided in Table 3.2.

Table 3.2 Direct Rail Connections from Farringdon Station

Destination	Frequency	Journey Time
London Paddington	15 per hour	8 – 19 minutes
Abbey Wood	13 per hour	21 minutes
Radlett	2 per hour	30 minutes
Dartford	2 per hour	50 minutes
Luton	2 per hour	52 minutes
Rainham (Kent)	2 per hour	94 minutes

3.3.11 It should be noted that Kings Cross St. Pancras is located to the north of the site, accessible in an average walk time of 16 minutes offering additional underground connections on the Victoria, Northern, Circle, Metropolitan and Hammersmith & City Lines as well as National Rail services to numerous destinations.

3.4 Summary

3.4.1 The location of the site reflects requirements of the NPPF and local policy in ensuring that patterns of growth make the fullest possible use of walking, cycling and public transport, and focus significant development in locations which are sustainable. The location of the site provides a realistic choice in travel modes to cater for daily journeys by sustainable modes which would act to reduce employees' and visitors' reliance on the private car.

4. Travel Plan Aims, Objectives and Benefits

4.1 Overarching Aim

4.1.1 The overarching aim of this TP is to put in place the management tools to enable staff and visitors to make informed decisions about their transport options when travelling to and from the site, which at the same time minimises the adverse impacts of travel on the environment. This is achieved by setting out a strategy for eliminating barriers that keep staff and visitors from making use of sustainable modes.

4.2 Objectives

4.2.1 The objectives of the TP are:

- To promote sustainable and active travel to the site from all staff members working on the site;
- To minimise single occupancy vehicle trips to and from the site;
- To reduce congestion and associated environmental impacts;
- Increase the awareness of the health, environmental and social benefits of using alternative modes of transport;
- To raise awareness of the sustainable modes of travel available to staff and visitors; and
- To encourage the use of electric vehicles through the provision and ongoing monitoring of charging points.

4.2.2 It is intended that the objectives will be met by identifying and implementing initiatives that provide employees and visitors with a variety of travel choices and in doing so, reduce the need to travel by private car.

4.3 Benefits

4.3.1 By meeting the objectives, the TP will bring about the following benefits:

Employee Benefits

- Health benefits associated with walking and cycling, including reduced levels of street and improved levels of overall well-being;
- The opportunity to save money by using alternatives modes of travel to the private car; and
- Improved quality and reliability of staff journeys to and work.

Occupier Benefits

- An improved compliance within the planning context;

- A demonstration of any environmental credentials;
- An incentives to recruiting and retaining staff; and
- A healthier and more productive workforce.

Wide Community Benefits

- Ongoing reductions in vehicular generated traffic on the local highway network;
- Increasing patronage on existing public transport modes;
- Health benefits associated with walking and cycling; and
- A contribution towards overall reduction in travel emissions.

4.3.2 It is intended that these objectives will be met by identifying and implementing initiatives, as detailed in Section 8, that provide staff and visitors with a variety of travel choices and reduce the need to travel by private car. By meeting the objectives set out above, the site and the future occupier will fulfil its desire to achieve consistency with national and local planning policy and facilitates accessibility by all available modes of travel to the site.

5. Travel Plan Targets

5.1 Overview

5.1.1 A key aim of the TP is to increase awareness of more sustainable travel options and to encourage their use, with the objective of reducing demand for private car-based travel. The monitoring and review programmes put in place will enable the progress of the TP to be checked and assessed in the context of specific targets.

5.1.2 Targets are the measurable goals by which progress will be assessed. This TP sets out targets that the occupier will seek to achieve over the duration of the TP. There is merit in all targets being SMART; that is Specific, Measurable, Achievable, Realistic and Time related.

5.1.3 It is not until the initial travel questionnaire surveys have been completed, reviewed and analysed, that specific targets can be identified which will form the baseline information of future assessments of the success of the TP. Once the initial travel questionnaire surveys have been undertaken, the TP will be revised to contain finalised targets against which the success of the TP can be judged.

5.1.4 For the purpose of this TP, indicative baseline mode shares have been based on the 2011 Census dataset 'Method of Travel to Work' for the site location, Camden 027 Middle Super Output Area (MSOA). The targets propose a 5% mode shift from single-occupancy car driver trips to sustainable modes from the baseline over a 5-year period. Indicative targets are shown in Table 5.1.

Table 5.1 Mode Share Targets

Target	Baseline Mode Share	Target Mode Share (Year 3)	Target Mode Share (Year 5)
To achieve a 10% decrease in single occupancy vehicle (SOV) trips to and from the site	9%	- 5%	- 10%
To achieve an increase in the use of public transport to offset reduction in SOV travel	78%	+ 3%	+ 5%
To achieve an increase in cycling as an alternative to SOV travel	7%	+ 1%	+ 3%
To achieve an increase in walking as an alternative to SOV travel	6%	+ 1%	+ 2%

5.2 Remedial Measures

5.2.1 If the modal share targets are not met, the TPC will ensure that corrective measures are put in place through a review meeting to determine what measures can be taken to further reduce travel-related impact and achieve greater up-take of the measures and initiatives included within the TP.

5.2.2 To achieve the required modal shift, remedial measures will be considered including identification and implementation of what measures can be taken to further reduce travel-related impacts and achieve a greater take up / reinforcement of measures included within the Travel Plan and additional Travel Plan measures to those already in place. Any remedial measures to be implemented will be agreed with stakeholders, LBC / TfL prior to implementation.

6. Travel Plan Strategy

6.1 Overview

6.1.1 This section of the TP outlines the strategy for managing the implementation of measures aimed at encouraging sustainable travel patterns amongst staff (and visitors).

6.2 Travel Pan Coordinator (TPC)

6.2.1 A Travel Plan Coordinator (TPC) will be appointed prior to the occupation of the development. The TPC will be responsible for the implementation, communication, monitoring and management of the overall aims and objectives defined within the TP, including:

- Overseeing the development and implementation of the TP;
- Promoting the objectives and benefits of the TP;
- Organising and coordinating the distribution of surveys and other data collection exercises required to monitor the TP;
- Coordinating of the monitoring programme for the TP including setting targets, review dates and reporting the results of the monitoring to TP officers at LBC, as required;
- To act as a point of contact for staff and visitors requiring information on travel-related matters as well as acting as a point of liaison with external organisation e.g. LBC, transport operators etc.
- Ongoing promotion of the TP through effective communication at all levels;
- Ensuring the travel information provided to staff is kept up to date.

6.2.2 Contact details of the TPC will be provided to LBC once the position has been appointed.

6.2.3 The TPC would be a part-time role and the appointed TPC will assign an appropriate level of input to the ongoing management of the TP to ensure that obligations for monitoring and review are fully met.

6.3 Communication and Marketing

6.3.1 The TPC will need to ensure that the principles and initiatives within the TP are fully understood and will act as the first point of contact for any TP related issues or queries. The TPC will also ensure that staff are given the opportunity to feedback on the success or otherwise of schemes implemented within the TP.

6.3.2 Staff will be made aware of the TP upon commencement of their employment. The following method could be used as a means of communicating information to staff as well as promoting events / campaigns.

- Staff noticeboards;
- Staff newsletters;
- Staff Travel Information Pack;
- E-groups / forms.

7. Monitoring and Review

7.1 Overview

7.1.1 A programme of monitoring and review will be implemented to generate information for which the success of the TP can be evaluated. Monitoring and review will be the responsibility of the TPC and will need to be both a progressive and a staged process.

7.2 Monitoring Strategy

7.2.1 To monitor the progress of the TP, the TPC will distribute travel survey questionnaires to all staff which will seek to identify current travel patterns and perceived barriers to using sustainable modes of transport.

7.2.2 The questionnaire surveys will be undertaken in a neutral month and carried out within 6 months of occupation to establish baseline travel patterns and travel habits. This baseline travel information would be provided to LBC within 3 months of completing the survey.

7.2.3 The travel survey questionnaire would be repeated during Year 3 and Year 5, enabling a mode shift to be identified and monitoring which TP measures are most effective in influencing travel behaviour. The reissuing of the travel survey questionnaires will offer the opportunity to gather new information about wider attitudes to travel and tailor the TP appropriately.

7.2.4 The modal split captures through the baseline questionnaire surveys will be used for monitoring purposes, whereby the results of future travel surveys will be compared within the results of the initial travel survey.

7.2.5 The monitoring strategy will also include monitoring the utilisation and demand for cycle parking onsite as well as the demand for the retained car parking space which will be fitted with an EV charging point.

7.3 Review

7.3.1 The TPC will provide a summary report of the travel surveys to LBC within 3 months of the date of the survey. The summary report would include a review of the preceding period to highlight the progress towards the TP targets.

8. Sustainable Transport Measures

8.1 Overview

8.1.1 This section of the TP outlines the specific physical and management measures to be incorporated within the TP. The measures outlined are designed to be suitable for review monitoring, however, the list is not exhaustive and the TPC is free to investigate other potential initiatives.

8.2 Travel Information Pack

8.2.1 A Travel Information Pack (TIP) will be provided to all staff which will detail information on the transport options, by all modes, available for journeys to and from the site. This would include local walking and cycling routes, public transport services (i.e., timetables, route maps, nearest bus stops, underground, rail stations, ticketing information) and journey planning websites.

8.2.2 The TIP will also include information about the health benefits of active travel along with contact details of the TPC.

8.2.3 The TIP will be provided to staff upon employment but prior their first day in order to inform staff of their travel options.

8.3 Promotion of Walking

8.3.1 The benefits of walking will be promoted to all staff. The merits of walking to work can be actively promoted to those employees living within a suitable walk distance of the site or in combination with other transport modes such as public transport. It The following measures are proposed in order to promote walking to and from the site:

- TPC will provide staff and visitors with information and maps about walking routes to the site, which will also be provided within the TIP;
- TPC will raise awareness of the health and well-being benefits of walking; and
- TPC will encourage participation in 'Walk to Work Week' and / or other relevant events to encourage walking.

8.4 Promotion of Cycling

8.4.1 The benefits of cycling as an alternative mode will be promoted to all staff, albeit recognising that cycling is only a realistic option for those living within a suitable cycle distance from the site. The merits of cycling to work can be actively promoted to those employees living within 5km of the site on this basis.

8.4.2 The following measures are proposed in order to promote cycling to and from the site:

- Secure, covered cycle parking will be provided internally within the building;
- Employees will be made aware of free cycle training courses available from LBC;
- Employees will be made aware of Dr Bike cycle maintenance sessions available from LBC;
- The utilisation for cycle parking for both staff and visitors will be monitored on a regular basis by the TPC to determine demand. Should demand out way provision, the occupier will investigate providing additional facilities;
- TPC will raise awareness of the health and well-being benefits for cycling;
- All staff will be provided with any available cycle orientated travel information such as maps of local cycle routes which will also be provided within the TIP;
- TPC will encourage participation in national and local cycle events such as 'Bike Week' or 'Cycle to Work Day' and / or other relevant events to encourage cycling.

8.5 Promotion of Public Transport

8.5.1 The publicity, marketing and promotion of the public transport services will inform staff as to the benefits of travelling by bus and rail. Bus and rail timetable information and locations of bus stops / stations will also be provided in the TIP. Journey Planner websites, smartphone applications (apps) and enquiry phone numbers will also be promoted through all relevant means including the TIP.

8.5.2 The TPC will ensure that information distributed to staff remains up to date and that staff are informed of any changes to timetables, fares etc. Bus and train timetables are free from all stations and could be displayed on noticeboards.

8.6 Electric Vehicles

8.6.1 The retained car parking space that will be used for operational purposes will be provided with an EV charging point to promote the use of electric vehicle travel to and from the site as well as minimising emissions.

9. Action Plan

9.1 Overview

9.1.1 To achieve the aims and objectives of the TP, a clear framework of targets and milestones in the form of both short and long-term objectives will be set out in an Action Plan.

9.1.2 The Action Plan will be reviewed by the TPC prior to any review to check performance and identify the need for any corrective actions that may need to be put in place for the following period.

9.2 Action Plan

9.2.1 The Action Plan is outlined in Table 9.1 which sets out the measures included within the TP that directly influence travel patterns.

Table 9.1 Action Plan

Measure	Timescale	Responsibility
Provision of cycle parking facilities	Prior to occupation	Developer
Appoint TPC	Prior to occupation	Occupier
Provision of Travel Information Pack (TIP)	Upon employment and updated as required	TPC
General promotion of sustainable travel opportunities	Ongoing	TPC
Provision of information related to walking and cycling routes in the area	Ongoing	TPC
Undertake baseline staff travel survey questionnaire	Within 6 months of occupation	TPC
Monitor usage of staff cycle parking and EV space	Ongoing	Occupier / TPC
Undertake Year 3 staff travel questionnaire surveys	Year 3 anniversary of baseline survey	Occupier / TPC
Undertake Year 5 staff travel questionnaire surveys	Year 5 anniversary of baseline survey	Occupier / TPC
Update TP with survey and monitoring findings for the preceding period and issue to the LBC	Within 3 months of survey	TPC

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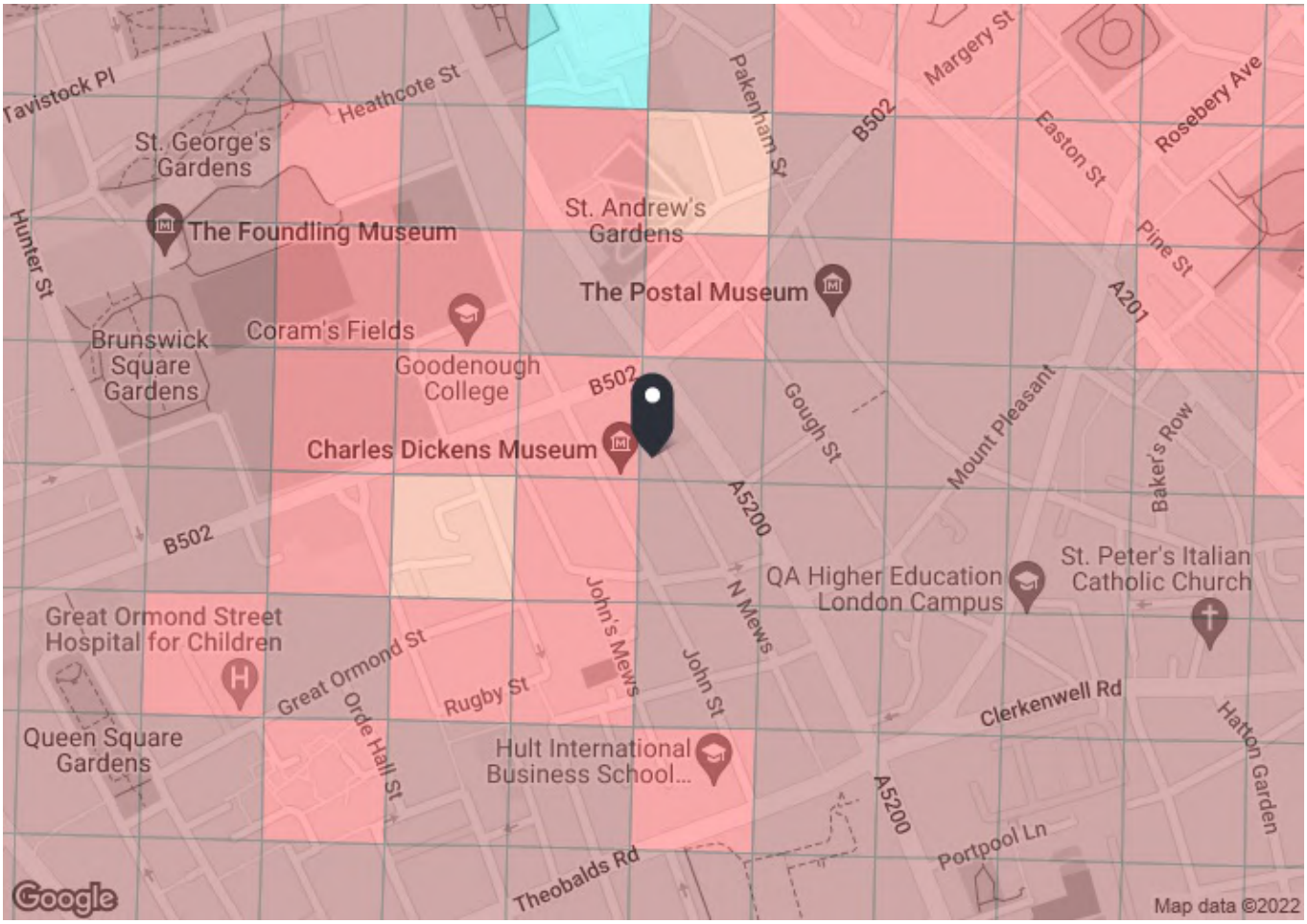
APPENDICES

APPENDIX A

PTAL Output

TRANSPORT FOR LONDON



PTAL output for Base Year
6b

21E Brownlow Mews, London WC1N 2LA, UK
Easting: 530807, Northing: 182211

Grid Cell: 89402

Report generated: 19/07/2022

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HOLBORN HALL	341	391.6	6	4.9	7	11.9	2.52	0.5	1.26
Bus	HOLBORN HALL	243	396.89	11	4.96	4.73	9.69	3.1	0.5	1.55
Bus	HOLBORN HALL	38	396.89	10	4.96	5	9.96	3.01	0.5	1.51
Bus	HOLBORN HALL	19	396.89	8	4.96	5.75	10.71	2.8	0.5	1.4
Bus	HOLBORN HALL	55	396.89	10	4.96	5	9.96	3.01	0.5	1.51
Bus	GRAYS INN RD GUILFORD S	46	64.23	6	0.8	7	7.8	3.84	0.5	1.92
Bus	GRAYS INN RD GUILFORD S	17	64.23	7.5	0.8	6	6.8	4.41	1	4.41
Bus	GRAYS INN RD GUILFORD S	45	64.23	7	0.8	6.29	7.09	4.23	0.5	2.12
Bus	FARRINGDON R CALTHORPE S	63	420.66	12	5.26	4.5	9.76	3.07	0.5	1.54
Rail	Farringdon Turnmill	'BEDFDM-SVNOAKS 1E62'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BEDFDM-BROMLYS 1E83'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BEDFDM-ORPNGTN 1L60'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BEDFDM-SUTTON 1O13'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BEDFDM-KENTHOS 1S85'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BEDFDM-BRGHTN 1T11'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BEDFDM-BRGHTN 1T15'	924.96	0.67	11.56	45.53	57.09	0.53	0.5	0.26
Rail	Farringdon Turnmill	'BRGHTN-BEDFDM 1T83'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BEDFDM-SUTTON 1V23'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BEDFDM-SUTTON 1V82'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BRGHTN-BEDFDM 1W06'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BRGHTN-BEDFDM 1W81'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BEDFDM-BRGHTN 1W84'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BEDFDM-BRGHTN 1W86'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'STALBCY-SVNOAKS 2E11'	924.96	1	11.56	30.75	42.31	0.71	1	0.71
Rail	Farringdon Turnmill	'BEDFDM-SVNOAKS 2E19'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'LUTON-SVNOAKS 2E21'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'STALBCY-SVNOAKS 2E95'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'SUTTON-LUTON 2O00'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'SUTTON-BEDFDM 2O04'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'SUTTON-STALBCY 2O06'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'SUTTON-LUTON 2O10'	924.96	1	11.56	30.75	42.31	0.71	0.5	0.35
Rail	Farringdon Turnmill	'LUTON-SUTTON 2O17'	924.96	0.67	11.56	45.53	57.09	0.53	0.5	0.26
Rail	Farringdon Turnmill	'STALBCY-SUTTON 2O21'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'STALBCY-SUTTON 2O29'	924.96	0.67	11.56	45.53	57.09	0.53	0.5	0.26
Rail	Farringdon Turnmill	'LUTON-BCKNHMJ 2S91'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'STALBCY-BROMLYS 2S93'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BRGHTN-BEDFDM 2T02'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BRGHTN-BEDFDM 2T04'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BEDFDM-BRGHTN 2T15'	924.96	1	11.56	30.75	42.31	0.71	0.5	0.35
Rail	Farringdon Turnmill	'BEDFDM-BRGHTN 2T25'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BRGHTN-LUTON 2T99'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'SUTTON-STALBCY 2V02'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'SUTTON-STALBCY 2V08'	924.96	0.67	11.56	45.53	57.09	0.53	0.5	0.26
Rail	Farringdon Turnmill	'BEDFDM-SUTTON 2V15'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'SUTTON-BEDFDM 2V16'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'LUTON-SUTTON 2V19'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'SUTTON-KNTSHTN 2V20'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'STALBCY-SUTTON 2V27'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'LUTON-SUTTON 2V31'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BRGHTN-BEDFDM 2W08'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BRGHTN-BEDFDM 2W12'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BRGHTN-BEDFDM 2W16'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'ASHFKY-BEDFDM 1E61'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'ASHFKY-BEDFDM 1E63'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'RCHT-BEDFDM 1E67'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'SVNOAKS-BEDFDM 1E69'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BROMLYS-BEDFDM 1E82'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Turnmill	'BCKNHMJ-BEDFDM 1G65'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Rail	Farringdon Tunnmill	'KENTHOS-BEDFDM 1G71'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Tunnmill	'ORPNGTN-STALBCY 2D93'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Tunnmill	'ORPNGTN-LUTON 2D95'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Tunnmill	'SVNOAKS-STALBCY 2E59'	924.96	0.67	11.56	45.53	57.09	0.53	0.5	0.26
Rail	Farringdon Tunnmill	'SVNOAKS-LUTON 2E61'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Tunnmill	'SVNOAKS-WHMPSTM 2E63'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Tunnmill	'SVNOAKS-KNTSHTN 2E65'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Tunnmill	'SVNOAKS-KNTSHTN 2E67'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Tunnmill	'BROMLYS-LUTON 2E93'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Tunnmill	'ORPNGTN-LUTON 2L59'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Tunnmill	'ORPNGTN-KNTSHTN 2L65'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Tunnmill	'BEDFDM-ELPHNAC 1J87'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
Rail	Farringdon Tunnmill	'BEDFDM-ELPHNAC 1J88'	924.96	0.33	11.56	91.66	103.22	0.29	0.5	0.15
LUL	Farringdon Tunnmill	'Hammersmith-Edgware'	924.96	6	11.56	5.75	17.31	1.73	0.5	0.87
LUL	Farringdon Tunnmill	'Barking-Hammersmith'	924.96	6.34	11.56	5.48	17.04	1.76	0.5	0.88
LUL	Farringdon Tunnmill	'Hammersmith-Plaistow'	924.96	1	11.56	30.75	42.31	0.71	0.5	0.35
LUL	Farringdon Tunnmill	'Aldgate-AmerFast'	924.96	1	11.56	30.75	42.31	0.71	0.5	0.35
LUL	Farringdon Tunnmill	'Ches-AldgateFast'	924.96	2	11.56	15.75	27.31	1.1	0.5	0.55
LUL	Farringdon Tunnmill	'Uxbridge-AldSlow'	924.96	5.33	11.56	6.38	17.94	1.67	0.5	0.84
LUL	Farringdon Tunnmill	'Watford-AldSfast'	924.96	3.67	11.56	8.92	20.49	1.46	0.5	0.73
LUL	Farringdon Tunnmill	'Aldg-WatfordSlow'	924.96	3.67	11.56	8.92	20.49	1.46	0.5	0.73
LUL	Farringdon Tunnmill	'Ald-HarrowHill'	924.96	1.33	11.56	23.31	34.87	0.86	0.5	0.43
LUL	Chancery Lane	'Epping-Ealing'	748.26	3	9.35	10.75	20.1	1.49	0.5	0.75
LUL	Chancery Lane	'WRuislip-Epping'	748.26	3	9.35	10.75	20.1	1.49	0.5	0.75
LUL	Chancery Lane	'RuislipGar-Epping'	748.26	1	9.35	30.75	40.1	0.75	0.5	0.37
LUL	Chancery Lane	'WhiteCity-Epping'	748.26	0.33	9.35	91.66	101.01	0.3	0.5	0.15
LUL	Chancery Lane	'Epping-NActon'	748.26	1	9.35	30.75	40.1	0.75	0.5	0.37
LUL	Chancery Lane	'Northolt-Epping'	748.26	0.67	9.35	45.53	54.88	0.55	0.5	0.27
LUL	Chancery Lane	'Debden-WRuislip'	748.26	0.33	9.35	91.66	101.01	0.3	0.5	0.15
LUL	Chancery Lane	'WhiteCity-Debden'	748.26	0.33	9.35	91.66	101.01	0.3	0.5	0.15
LUL	Chancery Lane	'Debden-Northolt'	748.26	1	9.35	30.75	40.1	0.75	0.5	0.37
LUL	Chancery Lane	'RuislipGdns-Debden'	748.26	0.33	9.35	91.66	101.01	0.3	0.5	0.15
LUL	Chancery Lane	'Loughton-WRuislip'	748.26	1	9.35	30.75	40.1	0.75	0.5	0.37
LUL	Chancery Lane	'NActon-Loughton'	748.26	0.67	9.35	45.53	54.88	0.55	0.5	0.27
LUL	Chancery Lane	'RuislipGdns-Loughton'	748.26	0.67	9.35	45.53	54.88	0.55	0.5	0.27
LUL	Chancery Lane	'Loughton-WhiteCity'	748.26	0.67	9.35	45.53	54.88	0.55	0.5	0.27
LUL	Chancery Lane	'Loughton-Northolt'	748.26	0.33	9.35	91.66	101.01	0.3	0.5	0.15
LUL	Chancery Lane	'Ealing-Loughton'	748.26	1	9.35	30.75	40.1	0.75	0.5	0.37
LUL	Chancery Lane	'Ealing-NewburyPark'	748.26	0.67	9.35	45.53	54.88	0.55	0.5	0.27
LUL	Chancery Lane	'WRuislip-NewburyPark'	748.26	0.33	9.35	91.66	101.01	0.3	0.5	0.15
LUL	Chancery Lane	'NActon-NewburyPark'	748.26	0.33	9.35	91.66	101.01	0.3	0.5	0.15
LUL	Chancery Lane	'Hainault-Ealing'	748.26	5.33	9.35	6.38	15.73	1.91	0.5	0.95
LUL	Chancery Lane	'Hainault-Nacton'	748.26	1.33	9.35	23.31	32.66	0.92	0.5	0.46
LUL	Chancery Lane	'Hainault-WRuislip'	748.26	3.33	9.35	9.76	19.11	1.57	0.5	0.78
LUL	Chancery Lane	'RuislipGdns-NP-Hain'	748.26	0.67	9.35	45.53	54.88	0.55	0.5	0.27
LUL	Chancery Lane	'WhiteCity-Hainault'	748.26	1.67	9.35	18.71	28.07	1.07	0.5	0.53
LUL	Chancery Lane	'Hainault-NP-Northolt'	748.26	1	9.35	30.75	40.1	0.75	0.5	0.37
LUL	Chancery Lane	'GrangeHill-WD-Eal'	748.26	1	9.35	30.75	40.1	0.75	0.5	0.37
LUL	Chancery Lane	'GrangeHill-Wdfd-Whit'	748.26	0.67	9.35	45.53	54.88	0.55	0.5	0.27
LUL	Chancery Lane	'GrangeHill-Wdfd-WRsp'	748.26	0.67	9.35	45.53	54.88	0.55	0.5	0.27
LUL	Russel Square	'Cockfosters-LHRT4LT'	745.3	4.67	9.32	7.17	16.49	1.82	0.5	0.91
LUL	Russel Square	'RayLane-Cockfosters'	745.3	3.67	9.32	8.92	18.24	1.64	0.5	0.82
LUL	Russel Square	'LHRT4LT-ArnosGrove'	745.3	4.67	9.32	7.17	16.49	1.82	0.5	0.91
LUL	Russel Square	'ArnosGrove-RayLane'	745.3	0.33	9.32	91.66	100.98	0.3	0.5	0.15
LUL	Russel Square	'ArnosGrove-Nthfields'	745.3	3	9.32	10.75	20.07	1.5	0.5	0.75
LUL	Russel Square	'Oakwood-RayLane'	745.3	0.33	9.32	91.66	100.98	0.3	0.5	0.15
LUL	Russel Square	'Nthfields-Cockfoster'	745.3	1	9.32	30.75	40.07	0.75	0.5	0.37
LUL	Russel Square	'LHRT5-Cockfosters'	745.3	6	9.32	5.75	15.07	1.99	1	1.99

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
LUL	Russel Square	'Uxbridge-Cockfosters'	745.3	3.67	9.32	8.92	18.24	1.64	0.5	0.82
LUL	Russel Square	'Ruislip-Cockfosters '	745.3	2.33	9.32	13.63	22.94	1.31	0.5	0.65
LUL	Russel Square	'ArnosGrove-Uxbridge '	745.3	1	9.32	30.75	40.07	0.75	0.5	0.37
LUL	Russel Square	'Oakwood-Uxbridge '	745.3	0.33	9.32	91.66	100.98	0.3	0.5	0.15
LUL	Russel Square	'Oakwood-Ruislip '	745.3	0.33	9.32	91.66	100.98	0.3	0.5	0.15
									Total Grid Cell AI:	**51.96**

mode

transport planning

keep up with mode:

Birmingham
0121 794 8390

London
020 7293 0217

Manchester
0161 464 9495

Reading
0118 211 8180

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