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Haringey Local Plan
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Dear Ms Laurence

SITE ALLOCATIONS DPD – SA22: CLARENDON SQUARE (REP ID RSA69, 70, 71)
DEVELOPMENT MANAGEMENT DPD - POLICY DM5 (REP ID RDM106 AND 107)

Please accept the submission of the ST Wiliam LLP's Hearing Statement in respect of the following:-

- Site Allocation DPD: Site SA22 Clarendon Square (Rep ID: RSA69, 70 and 71)
- Development Management Policies DPD: Policy DM5 & Appendix A (Rep ID: RDM106 and 107).

If you have any queries please do not hesitate to contact me.

Yours sincerely

Ben Ford
Director



St William



HARINGEY LOCAL PLAN HEARING STATEMENT
ST WILLIAM LLP

SITE ALLOCATIONS DPD – SA22: CLARENDON SQUARE (REP ID RSA69, 70, 71)
DEVELOPMENT MANAGEMENT DPD - POLICY DM5 (REP ID
RDM106 AND 107)

29TH JULY 2016

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1.0 Introduction

- 1.1 St William Homes LLP ("St William") has maintained an ongoing dialogue with the London Borough of Haringey ("Haringey") following submission of the March 2016 Local Plan Representations.
- 1.2 St William, Quod and the architectural teams meet with senior officers of Haringey every two weeks to discuss the reserved matters application for Site Allocation SA22: Clarendon Square ("Site SA22"); review growth aspirations for Wood Green; evaluate progress of the Wood Green AAP; and discuss alternative proposals for Site SA22. This is a collaborative relationship.
- 1.3 As part of this collaboration St William has suggested to Haringey that a Statement of Common Ground is entered into for the purposes of the Local Plan Review.
- 1.4 Whilst we await Haringey's comments on this proposal, we consider it necessary to submit a hearing statement to update our March 2016 representations.
- 1.5 This statement includes commentary on two aspects of the Local Plan:-
 - Site Allocation DPD: Site SA22 Clarendon Square (Rep ID: RSA69, 70 and 71)
 - Development Management Policies DPD: Policy DM5 & Appendix A (Rep ID: RDM106 and 107).
- 1.6 St William remains generally supportive of the key objectives of the Local Plan. However there are two principle issues which, we believe, result in the Local Plan being unsound, and therefore amendment is required:-
 - Site Allocation SA22 is the principle brownfield development site in Wood Green. It is expected to contribute 14% of borough wide housing delivery and 94% of all housing in Wood Green/Haringey Heartlands over the next 5 years (2016/17-2020/21). It is a critical site for Haringey, even though completions are not expected until 2019/2020 at the earliest. The proposed site allocation does not reflect its excellent public transport capacity (PTAL 4-6); its 'Central' density characteristics; the existence of tall buildings on site or those already approved; and therefore underestimates its development capacity. We believe that the proposed Site Allocation should be revised to reflect these factual considerations.
 - Local Views Policy DM5 is inflexible as it replicates (without appropriate caveat) London Plan policy which protects well established Strategic Views. The policy is not justified by an appropriate evidence base, and the policy does not effectively explain what aspect of the view it is seeking to protect. The policy unacceptably refers to an SPD document which does not exist. It is unclear whether the impact of the policy has been tested against the required minimum housing targets and the tall building allocations within the Site Allocation DPD. It may be that this policy will unduly limit development within the Council's Metropolitan Town Centre; Growth Area; Tall Building Growth Area; Wood Green AAP and future Opportunity Area.
- 1.7 All other issues are addressed in written format within March 2016 submission.

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2.0 Background

- 2.1 The following section provides an update on the planning history to Site SA22 following the March 2016 representations.
- 2.2 St William obtained a legal interest in the site in February 2016.
- a) Outline planning permission (ref.HGY/2009/0503) dated 21st March 2012**
- 2.3 Original outline permission (ref.HGY/2009/0503) dated 21st March 2012 has been amended twice by s.73. Application HGY/2013/2455 dated 7th April 2014 defined "Site Preparation Works" as a specific phase to allow works to be undertaken outside of the precedent pre commencement conditions. A further s.73 was approved on 23rd May 2016 reference HGY/2016/0026 to disaggregate information required to be submitted with the reserved matters.
- 2.4 A reserved matters application for Site SA22 was submitted to Haringey on the 3rd June 2016, and subsequently approved on 12th July 2016 for the following "a) Scale b) Layout c) Landscape and d) Appearance comprising a total of 1056 residential homes; 2,500m² (GEA) of commercial floorspace uses A1-A4/ B1/D1; 225 car parking spaces and car club facility; New pedestrian routes; Pressure Reduction Station (PRS); and Landscaping throughout the site including: A tree lined boulevard down Mary Neuer Road; 'Pocket Park' off Hornsey Park Road; Public Garden Square; Private residential Courtyard Garden; and Ecological Gardens".
- 2.5 Planning permission HGY/2009/0503 (as subsequently amended) has therefore been crystallised for Site SA22 by virtue of the submission and approval of all reserved matters; and implementation of the permission following commencement of demolition (as endorsed by the approval of CLOPUD reference HGY/2016/0543, dated 31/03/2016).
- 2.6 However, having presented the 2009 masterplan, and subsequent reserved matters to Haringey Officers; Haringey's Planning Committee; Haringey's Quality Review Panel; Haringey's Development Management Forum; and the public, it is clear that there is very limited appetite for the extant masterplan to be completed. It is considered that a more modern and appropriate masterplan should be explored to deliver more efficient use of the land; more appropriate greenspaces; better residential quality; and improved commercial, economic and social benefits; and potentially more affordable housing.
- 2.7 In addition, it is recognised that since the 2009 masterplan was approved in 2012, the London Plan (MALP) March 2016 ("The London Plan") minimum housing and commercial floorspace targets have significantly increased for Haringey. Site SA22 has been classified as a 'Central' location for density purposes. The site is also located within the Wood Green Growth Area (Strategic Policy SP1); the Wood Green Tall Building Growth Area; it is adjacent to the Wood Green Metropolitan Town Centre boundary; and it is within an aspirational Opportunity Area. These are all policy allocations which seek to maximise development capacity and are supported by improvements to public transport accessibility.
- 2.8 Haringey has also consulted upon its Issues and Options Wood Green AAP. The Council has confirmed that it is promoting Option 4 which results in significant growth expectations for Wood Green (6,000+

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residential units and 57,000m² of commercial floorspace) which well exceed the minimum housing targets set out in the Local Plan.

- 2.9 It is therefore considered appropriate to review the development capacity at this strategic site given the policy context within which it falls.
- 2.10 St William has therefore committed to formally progressing a New Masterplan for the whole site. This will result in the submission of a new hybrid planning application. Public consultation on this New Masterplan will take place during Autumn 2016.

b) Crossrail 2

- 2.11 Following the appointment of a new Government and Mayor of London, it remains unclear whether the Crossrail 2 Option via Wood Green will be announced for implementation as part of the Government's Autumn 2016 Statement.
- 2.12 To ensure robustness, St William has assumed a non-Crossrail 2 scenario for the purposes of the New Masterplan.
- 2.13 Clearly should Crossrail 2 be confirmed for Wood Green then this will have a significant beneficial impact on development capacity within Wood Green, albeit this does not appear to be an explicit consideration of the Local Plan or Policy DM5.

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3.0 Site Allocations DPD – SA22 – Clarendon Square (REP ID RSA69, 70, 71); MATTER 2(4) AND 2(7); MATTER 3

3.1 The factual considerations of Site Allocation DPD Site SA22 Clarendon Square are considered below, as well as indicative development capacity and the role that this site has to play in Haringey's 5 year housing supply.

a) **Site SA22: Site Density**

3.2 To understand an indication of appropriate site capacity for Site SA22, St William has undertaken a capacity assessment based upon Table 3.2 of the London Plan Density Matrix. Whilst we recognise that this is a theoretical desk based exercise, it is considered at this stage, the most appropriate way to validate the theoretical development capacity of the site, being fully cognisant that the actual site capacity will be subject to detailed discussions at planning application stage.

3.3 Three documents have been used to inform this assessment, namely:-

- Haringey Urban Character Study February 2015 Conclusions (Page 240)
- Vectos Site Accessibility Appraisal, July 2016
- Table 3.2 of the London Plan (Density Matrix)

3.4 The Haringey Urban Character Study February 2015 Conclusions Page 240 (replicated at **Appendix A**) defines the character of Site SA22 as a "Central" setting for the purpose of the London Plan Density Matrix. This is the correct interpretation of the setting as it meets the Table 3.2 London Plan definition as follows:-

Central – areas with very dense development, a mix of different uses, large building footprints and typically buildings of four to six storeys, located within 800 metres walking distance of an International, Metropolitan or Major town centre.

3.5 This is material as the site was previously allocated as an "Urban" setting within the Haringey Heartlands SPG, and as a result the 2009 Hybrid Application was limited to a density appropriate for an Urban PTAL 4-6 setting, namely 700hrha or 260u/ha.

3.6 The Vectos Accessibility Appraisal, enclosed as **Appendix B**, undertakes a manual assessment of PTAL at the site, as we dispute the proposed Site SA22 PTAL 3-4.

3.7 The manual PTAL calculation demonstrates that the actual accessibility of the site is considerably higher than PTAL 3-4. The majority of the site does in fact benefit from a PTAL level of PTAL 6, with PTAL 5 being recorded in the middle/west along the railway line and PTAL 4 at the bottom of the site of Mary Neuner Way.

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- 3.8 This demonstrates that the site is located in a highly accessible location within a short walking and cycling distance of a number of key destinations including Wood Green Town Centre and Turnpike Lane. This is amplified further by the Vectors analysis which also considers accessibility outside of PTAL.
- 3.9 The Vectos PTAL analysis, evidencing PTAL 4-6 across the site, has been submitted to Haringey's Principal Transportation Planner, who is in agreement with the PTAL assessment which is now common ground.
- 3.10 Policy 3.4 of the London Plan states that "Development should optimise housing output for different types of location within the relevant density range shown in Table 3.2" taking into account local context and character, design principles and public transport capacity.
- 3.11 Using Table 3.2 of the London Plan, a Central site of PTAL 4-6 can accommodate a density of up to 405 units/hectare or 1,100 habitable rooms/hectare as a matter of principle subject to local context and design principles. Across this 4.8ha site this could amount to an indicative site capacity of 1,944 units, considerably more than the 1,080 already permitted.
- 3.12 We consider that the text to Site Allocation SA22 should reflect the correct PTAL levels (PTAL 4-6) and the character setting of "Central" for the purposes of Table 3.2 of the London Plan. It would also seem appropriate to update the indicative capacity of the site to 1,944 units.

b) Site SA22: Tall Buildings

- 3.13 Paragraph 2.39 of the Development Management DPD defines tall buildings as 10 storeys and over. This reflects London Plan definition at paragraph 7.25 (inter alia, 30m and above).
- 3.14 The site currently accommodates a tall building (39m + at c.13 storeys), and has done so for many years. The 2009 hybrid planning permission and subsequent reserved matters approval includes a tall building block.
- 3.15 In addition, the Site Allocation Wood Green and Western Heartlands Area confirms that there is a proposed tall building location at Penstock foot tunnel, signalling the connection between Wood Green and Alexandra Park (para 2.11). Further Paragraph 2.21 states that it may be possible to add a tall buildings cluster at the junction of Western and Coburg Roads to mark the entrance to Wood Green from Alexandra Park and the West of the Borough.
- 3.16 The 2015 Haringey Potential Tall Buildings Validation Study 2015 states that there is potential for tall buildings to provide a land-marking role for the Wood Green Metropolitan Town Centre, as well as identifying the locations of the underground station and/or Penstock Foot Tunnel and access to and from Alexandra Palace. (para 4.1.2).
- 3.17 The Issues and Options Wood Green AAP states that "The redundant gasholders on the Clarendon Road development site are also highly visible, and their removal may emphasise the need for a landmark or significant building in this location as a wayfinding device". Each option promoted in the document (Option 1, 2, 3 and 4) promotes tall buildings along Coburg Road.
- 3.18 The site is allocated within the Tall Building Growth Area (Development Management DPD) Figure 2.2.

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3.19 Owing to the factual existence of tall buildings on site and those approved by the extant planning permission, as well as the approved and emerging policy context, we consider that Site Allocation SA22 should include reference to the site's ability to accommodate tall buildings as a matter of principle recognising that any future proposal would need to be subject to detailed design considerations.

c) Site SA22: Deliverability

3.20 Site allocation SA22 is a brownfield previously developed site comprising the largest unused site within the Wood Green Site Allocations DPD by virtue of its size and residential unit capacity. The site will be made available to St William at the end of 2017 by National Grid following remediation works.

3.21 Strategic Policy SP1 Table 2 identifies a minimum delivery of 4,595 units within Haringey Heartlands/Wood Green area over a 15 year period disaggregated as follows: 0-5 years (2011/12-2015/16) 250 units; 6-10 years (2016/17-2020/21) 1,150 units; and 11-15 years (2021/22-2025/26) 3,195 units. Delivery is noticeably "rear loaded".

3.22 There is no direct tabular relationship between the 4,350 units identified as indicative capacity within the Site Allocations DPD for Wood Green (Sites SA5-SA25); Strategic Policy SP1 Table 2; and the objectively assessed need for Wood Green and therefore a direct analysis of demand/supply is difficult to undertake. *We note that the Inspector has requested clarification of this issue at in Inspector Note 1.*

3.23 However it might be reasonable to conclude that the 6-10 years (2016/17-2020/21) supply of 1,150 units (disaggregated between Haringey Heartlands 1,080 units and Wood Green 70 units) is fundamentally reliant on the delivery of Site SA22.

3.24 The 2014-2015 Haringey AMR confirms that the housing target for the 2015-2020 period is 7,886 net additional units for the Borough as a whole (1,502 units x 5 years (7,510 units) + 5% (376 units). Strategic Policy SPI Table 2 indicates a figure below this of 7,685 units. If this is the case, then Site SA22 comprises 14% of the borough wide delivery between (2016/17-2020/21) and 94% of all housing in Wood Green/Haringey Heartlands. It also suggests that Haringey is planning only to meet the minimum London Plan target which offers limited flexibility should there be unforeseen issues surrounding housing delivery.

3.25 The latest available AMR (2014/2015) projects completions well below the London Plan target for the period up to 2018. The Strategic Policies Appendix 1 Housing Trajectory by contrast now projects completions from 2015/16 onwards at or above the new London Plan Target. Whilst there may be evidence to support this, it seems a challenging prospect certainly when one considers previous completions which, as far back as 2000/2001, have never reached current London Plan targets of 1,502 units.

3.26 It also might be challenging when one considers that, the 1,080 units at Haringey Heartlands (assuming this to be Site SA22) will not be delivered in totality during the 2016/17-20/21 period. The site is expected to start providing completions in 2019/2020 across an 8 year build programme.

3.27 This already places pressure on the completions targets of Strategic Policy SP1 Table 2 (1,080 for the period could actually read 300). It raises concerns about the appropriateness of planning to meet the minimum housing targets without building in flexibility; amplifies the critical importance of Site SA22 to

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the Borough; and the need to maximise development at appropriate, highly accessible, and deliverable locations such as Site SA22.

d) Recommendation

3.28 We recommend that Site Allocation SA22 is revised as follows:

Recommendation: Site Allocation SA22	
Planning Designations	Reference to Tall Building Growth Area (Development Management DPD) Figure 2.2
PTAL	Reference to site PTAL of 4-6
Planning Designations	Reference to a "Central" character setting for the purposes of Table 3.2 definition
Development Guidelines	Include the text "Whilst any new planning application would have to be subject to development control considerations and be determined on its own merits, the PTAL accessibility of this site (PTAL 4-6) and its Central character setting could result in a density of 405u/ha subject to site specific design considerations".
Development Guidelines	Include the text "The site contains one of the tallest buildings in the borough and at 13 storeys is a tall building. Extant planning permission HGY/2009/0503 and the subsequently approved reserved matters approve tall buildings in this location. It is considered that tall buildings at this site are acceptable in principle, and could form part of the Coburg/Western Road tall building cluster, subject to detailed design and testing against other Local Plan policies."

4.0 Development Management – DPD Policy DM5 (REP ID RDM 106 AND 107)

- 4.1 Given the correlation between Site SA22 and Policy DM5 we have included our comments on the Development Management policies within the same hearing statement. We believe that the drafting of Policy DM5 is unsound.
- 4.2 Policy DM5 refers to the Council's Tall Buildings and Views Supplementary Planning Document, a document which to date remains unavailable and has not yet been issued for public comment or analysis. It is not sound to refer in policy to a document that does not yet exist and therefore all reference to the document should be omitted from the Local Plan.
- 4.3 The wording to Policy DM5 seeks to partially adopt the wording contained within London Plan Policy 7.12 Implementing the London View Management Framework. There are three concerns with this.
- 4.4 The first is that the important caveat "where possible" has been omitted from Policy DM5 and as a minimum should be reinstated.
- 4.5 The second is that London Plan Policy 7.12 relates to Strategic Views and World Heritage Sites and whilst the policy states that Boroughs may wish to use the principles of the policy for the designation and management of local views, there must be recognition that these are local views not Strategic Views and therefore the policy test should be weighted accordingly.
- 4.6 Thirdly, unlike the LVMF which is supported by extensive photographic evidence of the views, and a commentary as to the composition of a view and what makes it important, which in turn helps to inform how the policy may be applied, there is no such evidence base for Policy DM5. There is limited information on the specific viewpoint; what comprises the linear view; the landmark being viewed (as a photograph) or how that view is composed. In the case of View 20, this is nearly some 5km to the east, which given the distance to the naked eye, and tree lines between the bridge and Alexandra Palace, it is genuinely unclear what view is being protected. Policy DM5 as drafted cannot therefore be applied effectively.
- 4.7 It also remains unclear whether the effect of controlling development within Locally Significant Views 19, 20, 21 and 22 which cross Wood Green Metropolitan Centre has been considered in the context of achieving minimum housing delivery targets for Wood Green as well as the tall building allocations in the Site Allocations Plan SA8 (Station Road Officers); SA11 (Wood Green Library); SA14 (16-54 Wood Green High Road); SA24 (NW of Clarendon Square); SA25 (L/A Coronation sidings) to determine if the two are compatible. Figure 2.1 suggests that the whole of Wood Green, including the northern part of Site SA22, is blanketed by a divulgence of linear views.
- 4.8 Finally we would suggest that it is not appropriate to retrospectively support this policy with further information to be provided within the Council's Tall Buildings and Views Supplementary Planning Document.

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a) Recommendation: Policy DM5

4.9 We recommend that Policy DM5 is revised as follows

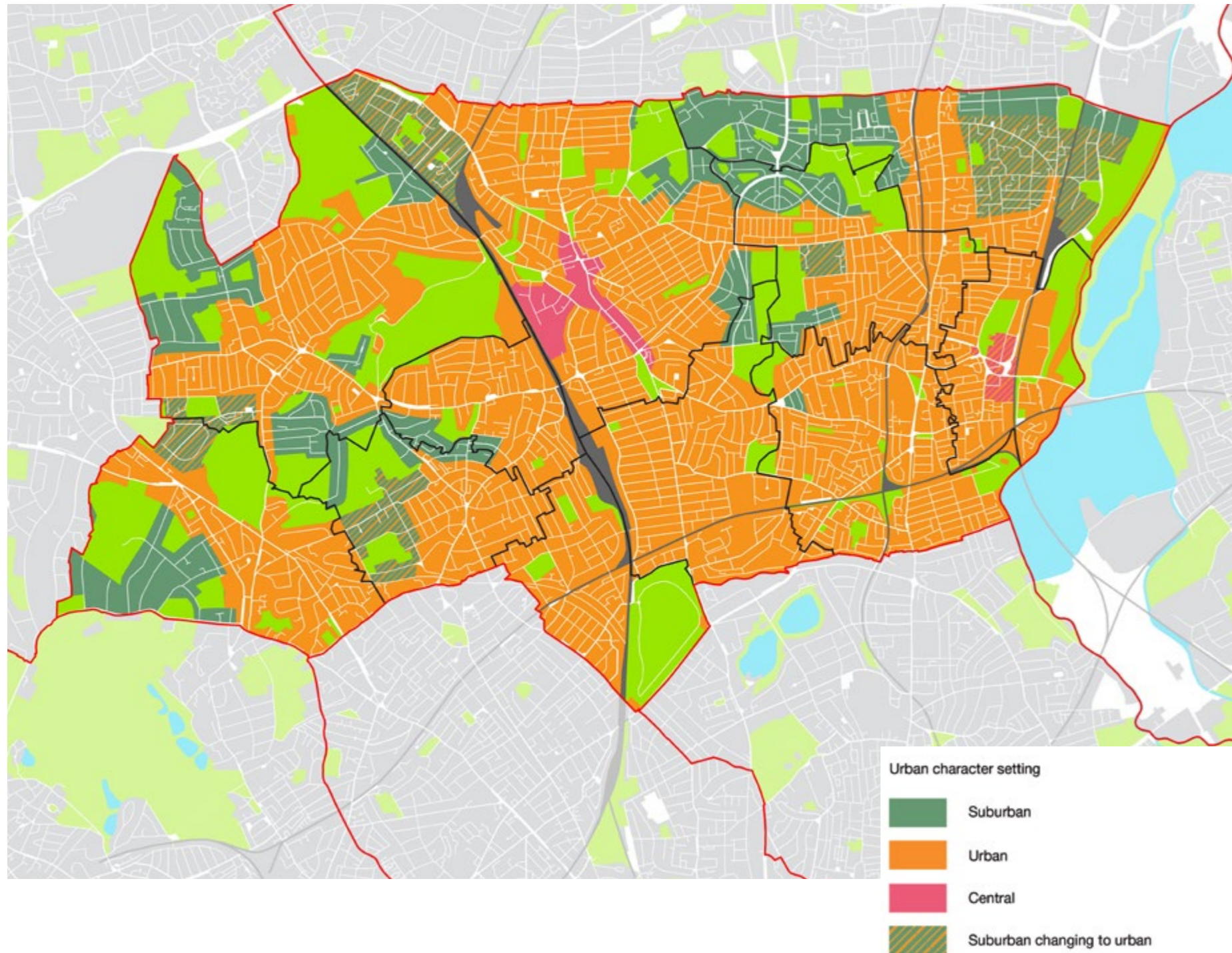
Recommendation: Policy DM5 Locally Significant Views	
All	Delete the policy pending the preparation of the Council’s Tall Buildings and Views Supplementary Planning Document; or
All	Include the London Plan caveat “where possible”; and
All	Reword policy to make it effective and justified; and
A(c)	Remove reference to the Council’s Tall Buildings and Views Supplementary Planning Document

End

General recommendations

Eight

Future Character Settings



The London Plan and Mayor’s Housing SPG sets out three character settings; suburban, urban and central, to help decisions on selecting appropriate density ranges in conjunction with PTAL and habitable room mix. This study has analysed the character setting across the borough and allocated one of these three settings.

The majority of the borough is considered ‘urban’ in character, with some suburban areas to the north and west. Wood Green is the only area considered central in character due to it being a metropolitan town centre. Some areas are currently suburban but have the potential to become more urban with intensification and development, these areas are also defined as ‘suburban changing to urban’.

London Plan Density Matrix (habitable rooms and dwellings per hectare):

Setting	Public Transport Accessibility Level (PTAL)		
	0 to 1	2 to 3	4 to 6
Suburban	150–200 hr/ha	150–250 hr/ha	200–350 hr/ha
3.8–4.6 hr/unit	35–55 u/ha	35–65 u/ha	45–90 u/ha
3.1–3.7 hr/unit	40–65 u/ha	40–80 u/ha	55–115 u/ha
2.7–3.0 hr/unit	50–75 u/ha	50–95 u/ha	70–130 u/ha
Urban	150–250 hr/ha	200–450 hr/ha	200–700 hr/ha
3.8–4.6 hr/unit	35–65 u/ha	45–120 u/ha	45–185 u/ha
3.1–3.7 hr/unit	40–80 u/ha	55–145 u/ha	55–225 u/ha
2.7–3.0 hr/unit	50–95 u/ha	70–170 u/ha	70–260 u/ha
Central	150–300 hr/ha	300–650 hr/ha	650–1100 hr/ha
3.8–4.6 hr/unit	35–80 u/ha	65–170 u/ha	140–290 u/ha
3.1–3.7 hr/unit	40–100 u/ha	80–210 u/ha	175–355 u/ha
2.7–3.0 hr/unit	50–110 u/hr	100–240 u/ha	215–405 u/ha

Appropriate density ranges are related to setting in terms of location, existing building form and massing, and the index of public transport accessibility (PTAL). The setting can be defined as:

- central – areas with very dense development, a mix of different uses, large building footprints and typically buildings of four to six storeys, located within 800 metres walking distance of an International, Metropolitan or Major town centre.
- urban – areas with predominantly dense development such as, for example, terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800 metres walking distance of a District centre or, along main arterial routes
- suburban – areas with predominantly lower density development such as, for example, detached and semi-detached houses, predominantly residential, small building footprints and typically buildings of two to three storeys.

St William

**Clarendon Gas Works,
London Borough of Haringey**

Accessibility Appraisal

June 2016

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1 INTRODUCTION

- 1.1 Vectos are retained by St William to provide traffic and transport advice on the proposed redevelopment of the site known as Clarendon Square, London Borough of Haringey.
- 1.2 The site covers an area of approximately 4.83 hectares (ha) and the centre of the site is located within approximately 900m southwest of Wood Green town centre, northeast London, within the administrative boundary of the London Borough of Haringey (LBH) and its location is shown on **Figure 1**.

Planning History

- 1.3 The section below presents a brief planning history.
- 1.4 In November 2009, NGPH and the GLA submitted an outline planning application (HGY/2009/0503) for the comprehensive redevelopment of the Site for a residential led mixed use development. The application sought consent for the following:

“Outline planning application for demolition of existing structures and redevelopment to provide a residential led, mixed-use development, comprising between 950 to 1,080 residential units (C3); with 460 sqm to 700 sqm of office uses (B1); 370 sqm to 700 sqm of retail/financial and professional services uses (A1/A2); 190 sqm to 550 sqm of restaurant/café/drinking establishment uses (A3/A4); 325 sqm to 550 sqm of community/assembly/leisure uses (D1/D2); new landscaping, public and private open space, an energy centre, two utility compounds, up to 251 car parking spaces, cycle parking, access and other associated infrastructure works.”

- 1.5 The application was consented by LBH in March 2012 following completion of a S106 agreement. Following the grant of consent there have been subsequent S73 applications which have been granted consent which have sought to amend conditions or make minor amendments to the original application.

Scope of Report

1.6 This report has been prepared to provide a detailed assessment of the existing and future accessibility of the site and summarise the effects of a potential increase in residential density on the site on the capacity of the public transport network.

1.7 The remainder of this report is structured as follows:

- Section 2 - Existing Accessibility
- Section 3 - Going Beyond PTAL
- Section 4 - Improvements to Accessibility
- Section 5 - Changing Travel Habits
- Section 6 - Effect of Higher Density Housing on Transport Demand
- Section 7 - Summary and Conclusion

2 EXISTING ACCESSIBILITY

2.1 This section of the report demonstrates the existing accessibility of the site by all modes of transport.

Walking

2.2 The site is located to the west of Hornsey Park Road, to the east of the rail lines and depot, to the north of commercial units fronting onto Clarendon Road and to the south of Coburg Road. The site location is shown at a strategic level at **Figure 1** and at a local level at **Figure 2**.

2.3 The primary pedestrian access points of the site are from Western Road to the North West of the site and Clarendon Road to the south of the site. In line with the approved planning consent for the site there are other access points into the site including from Hornsey Park Road to the east and Brook Road to the north east.

2.4 Access to the west of the rail line is provided via the Penstock Footpath, which provides a connection to New River Village. New River Village is a large residential development located approximately 300m south-west of the Site on the other side of the railway.

2.5 Footpaths surrounding the site are wide and well-lit linking to the nearby housing estates and local facilities to the east.

2.6 Central government research states that distances less than 2 kilometres are suited to journeys on foot. Furthermore, the IHT Guidelines suggest a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2 kilometres and a 2km walking isochrones is included at **Figure 3**.

2.7 The centre of the site is located within 900m walking distance of Wood Green High Road which provides an excellent range of local facilities including a wide range of food and non-food retail units, The Mall Shopping Centre, banks, library services, post office plus a wide range of ancillary services. A local facilities plan is included at **Figure 4**.

2.8 To access central London and a wider range of locations it is necessary to make use of bus, rail or underground services. A plan showing the main walking routes to underground and rail stations is included at **Figure 5**.

- 2.9 As can be seen on **Figure 5**, Wood Green station is located in the north east corner of High Road/Lordship Lane junction, 720m northeast of the site's northern boundary and 1km from the centre of the site. Turnpike Lane station is located in the southeast corner of the Turnpike Lane/High Road junction and is located approximately 794m from the southern boundary of the site and 1km from the centre of the site. These walking routes include good quality footways and incorporate formal signalised pedestrian crossing facilities. Therefore, these two stations can be easily reached from the site.
- 2.10 In addition, there are two National Rail Stations within easy walking distance of the site, also shown on **Figure 5**, at Alexandra Palace and Hornsey. Alexandra Palace Station is approximately 440m northwest of the northern point of the site and 950m from the centre of the site. Hornsey Station is located approximately 700m from the southernmost point of the site and 850m from the centre of the site. Therefore these stations are also easily accessible from the site.
- 2.11 Furthermore, a wide range of bus services are also located within a short walking distance of the site and these can also be seen on **Figure 4**.

Cycling

- 2.12 Central government research explains that for journeys less than 5km cycling has the potential to replace car trips. However in London greater distances are regularly undertaken and the DfT's '*Cycle Infrastructure Design*' (October 2008) states that "*for commuter journeys, a trip distance of over five miles (7.2km) is not uncommon*". For completeness an 8km cycle isochrones is included at **Figure 6**.
- 2.13 Given the location of the site it is likely that residents and visitors would be able to access it by cycling from locations such as Stoke Newington, Holloway, East Finchley and Southgate as shown on **Figure 6**.
- 2.14 The roads surrounding the site are wide and considered suitable for cyclists. Within TfL's local cycling guide, Coburg Road is highlighted as a quieter road that has been recommended by other cyclists. East of the site, Gladstone Avenue is a route that has been marked for use by cyclists as a mixture of quiet or busier roads.

2.15 Further afield residents can cycle in to central London with a distance of 10km to Oxford Circus and 11km to Bank. This would equate to a circa 30 minute cycle ride.

Bus Services

2.16 The closest bus stops to the site are located 500m south of the site (6 minute walk) on Turnpike Lane (Wightman Road Stops E and H) which is served by 4 bus routes, including 2 night bus routes. East of the site on High Road (A105), approximately 900m (11 minute walk) there are a number of bus stops served by a total of 15 services. There are further bus stops on Station Road approximately 650 metres north of the site (8 minute walk) which are served by 2 services.

2.17 In addition to these bus stops both Wood Green and Turnpike Lane bus stations are within approximately 10 minutes' walk of the site providing access to an additional 4 bus services to those available on Turnpike Lane, High Road and Station Road. **Table 2.1** below provides a summary of the services surrounding the site.

Table 2.1: Local Bus Services

Service	Route	Average Frequency	
		Weekday	Weekend
29	Trafalgar Square – Charing Cross Station – Wood Green	3-6	4-7
41	Tottenham Hale – Turnpike Lane – Hornsey – Crouch End – Archway	5 – 8	5 – 10
67	Wood Green – West Green – Stamford Hill – Stoke Newington – Dalston – Shoreditch – Aldgate	10	10 – 15
121	Enfield Lock – Enfield – Southgate – Palmers Green – Turnpike Lane	10 – 15	10 – 15
123	Ilford – Southend Road – Forest Road – Tottenham – Wood Green	11 – 12	11 – 15
141	Palmers Green – Wood Green – Harringay – Newington Green – Hoxton – Moorgate – London Bridge	5 – 10	7 – 12
144	Edmonton Green – Upper Edmonton – Wood Green – Hornsey – Muswell Hill	7 – 8	7 – 10
184	Barnet – East Barnet – New Southgate – Bounds Green – Turnpike Lane	8 – 9	8 – 10
217	Waltham Cross – Enfield Retail Park – Great Cambridge Road – Turnpike Lane	12	15 – 20
221	Edgware – Mill Hill – North Finchley – Friern Barnet – Bounds Green – Turnpike Lane	12	12
230	Upper Walthamstow – Leyton – Walthamstow – Tottenham – Wood Green	12	12 – 15
231	Enfield Chase Station – Southbury Road – Great Cambridge Road – Turnpike Lane	13 – 15	15 – 20
232	Brent Cross – Finchley – New Southgate – Palmers Green – Wood Green	15	15 – 20
243	Wood Green – Tottenham – Stamford Hill – Dalston – Shoreditch – Holborn – Waterloo	6 – 7	8 – 12
329	Turnpike Lane Station – Wood Green – Palmers Green – Enfield	4 – 8	5 – 10
444	Chingford – Upper Edmonton – Turnpike Lane	10 – 13	10 – 20
W3	Finsbury Park – Northumberland Park Bus Stand	5-9	6-10
W4	Oakthorpe Park – Wood Green – Broadwater Farm – Tottenham – Ferry Lane Estate	8 – 11	9 – 15

2.18 **Appendix A** displays the Tfl Spider Diagram for bus routes surrounding Wood Green.

London Underground Services

2.19 As noted above, Wood Green and Turnpike lane Underground stations are within walking distance of the site.

2.20 Both stations are served by the Piccadilly line which provides high frequency services to Cockfosters to the north and Heathrow Airport or Uxbridge via central London to the south.

2.21 **Table 2.2** below provides a summary of the services provided at both Turnpike Lane and Wood Green station as they are on the same line.

Table 2.2: London Underground (Piccadilly Line from Wood Green & Turnpike Lane)

Destination	AM Peak Hour Frequency	PM Peak Hour Frequency	Average Weekday Frequency (Trains per hour)
Northbound	24	24	17 – 18
Southbound	24	24	7-8

Current Demand for London Underground Services

- 2.22 Data has been sourced from TfL to establish the current demand for London Underground Rail Services. This analysis has been based on TfL Rail Origin and Destination Data (RODs) and information from TfL websites. Furthermore it has been based on a maximum capacity of a Piccadilly Line train at 684 people.
- 2.23 It has been established that the Piccadilly Line is well used during the AM and PM Peak periods and the line loading is outlined in **Table 2.3 & Table 2.5** (AM Peak Hour) and **Table 2.4 & Table 2.6** (PM Peak Hour).

Table 2.3: London Underground Line Loading – Wood Green Station - AM Peak Hour

Direction	08:00-08:15	08:15-08:30	08:30-08:45	08:45-09:00	Total
Arrivals (from Bounds Green)	1,623	1,657	1,481	1,260	6,021
Arrivals (from Turnpike Lane)	533	569	596	587	2,285
Departures (to Bounds Green)	372	387	393	376	1,528
Departures (to Turnpike Lane)	2,223	2,310	2,104	1,813	8,450

Table 2.4: London Underground Line Loading –Wood Green Station - PM Peak Hour

Direction	08:00-08:15	08:15-08:30	08:30-08:45	08:45-09:00	Total
Arrivals (from Bounds Green)	454	484	475	448	1,861
Arrivals (from Turnpike Lane)	1,339	1,482	1,646	1,769	6,236
Departures (to Bounds Green)	860	941	1,044	1,132	3,977
Departures (to Turnpike Lane)	742	782	763	725	3,012

Table 2.5: London Underground Line Loading – Turnpike Lane Station - AM Peak Hour

Direction	08:00-08:15	08:15-08:30	08:30-08:45	08:45-09:00	Total
Arrivals (from Wood Green)	2,223	2,310	2,104	1,813	8,450
Arrivals (from Manor House)	595	629	654	644	2,522
Departures (to Wood Green)	533	569	596	587	2,285
Departures (to Manor House)	2,838	2,995	2,769	2,399	11,001

Table 2.6: London Underground Line Loading – Turnpike Lane Station - PM Peak Hour

Direction	08:00-08:15	08:15-08:30	08:30-08:45	08:45-09:00	Total
Arrivals (from Wood Green)	742	782	763	725	3,012
Arrivals (from Manor House)	1,779	1,986	2,194	2,315	8,274
Departures (to Wood Green)	1,339	1,482	1,646	1,769	6,236
Departures (to Manor House)	894	947	929	884	3,654

- 2.24 In the AM Peak Hour between 08:00-09:00 it has been estimated that at Wood Green the line operates at 51% capacity in a southbound direction and at Turnpike Lane the line operates at 67% southbound. However, it has also been observed that the closer the line gets to Russell Square the number of passengers increases significantly. It has been estimated that between Kings Cross and Russell Square that the line operates at approximately 90% of capacity in the AM Peak Hour.
- 2.25 In a northbound direction, the usage of the line in the AM Peak is significantly lower and it is estimated that at Wood Green the line operates at approximately 14% of capacity and at Turnpike Lane the line operates at approximately 15%.
- 2.26 In the PM Peak Hour between 17:00-18:00, it has been estimated that at Wood Green the line operates at 38% of capacity in the northbound direction and at Turnpike Lane it operates at 50% of capacity. In the southbound direction in the PM Peak Hour at Wood Green, the line operates at 18% of capacity and at Turnpike Lane operates at 22%. It should be noted that around central London in the PM Peak that the Piccadilly Line operates at approximately 70% of capacity across the hour.

National Rail Services

- 2.27 Both Alexandra Palace and Hornsey National Railway stations are located within a reasonable walking distance of the Site.
- 2.28 Alexandra Palace Station is located to the northwest of Wood Green Common, accessed by an overbridge from Buckingham Road.
- 2.29 Hornsey Station is accessed from Tottenham Lane or from Wightman Lane, via an overbridge from Hampden Road.
- 2.30 Both of the identified stations operate on the Moorgate / London Kings Cross to Letchworth Garden City/Hertford North route. **Table 2.4** below provides a summary of the services provided at both Alexandra Palace and Hornsey station as they are on the same line. No passenger capacity information is readily available for these rail services.

Table 2.4: Rail Services from Alexandra Palace and Hornsey Stations

Destination	Average Weekday Frequency (Trains per hour)	Average Weekend Frequency (Trains per hour)
Moorgate	6 – 11	4
London Kings Cross	2 – 4 ¹	-
Letchworth Garden City	1 – 2 ²	-
Welwyn Garden City	3	2
Hertford North	3 – 4	2

¹Two AM services and four PM service; ²No services between 15:00 and 19:40

Car Hire

- 2.31 Zipcar is a car club which gives access to cars and vans when required, without the need for people to own a private vehicle. The provision of these vehicles will allow future residents to access a car as and when they require one and complements the location of the site in relation to key public transport interchanges.
- 2.32 The closest Zipcar is located on Parkland Road, approximately 480 metres north east of the site. From this docking station hourly and daily rental of either a van or car is possible.

Public Transport Accessibility Level

- 2.33 The Public Transport Accessibility Level (PTAL) is a theoretical measure of the accessibility of a given point to the surrounding public transport network, taking into account walk access time and service availability. The method used is essentially a way of measuring the density of the public transport network at a particular point.
- 2.34 The PTAL measure reflects:
- The walking distance from the point of interest to the public transport access points
 - The reliability of the service modes available
 - The number of services available within the catchment; and
 - The level of service at the public transport access points – i.e. average waiting time
- 2.35 The PTAL is categorised into eight levels, 1a to 6b, where 6b represents an excellent level of accessibility and 1a a low level of accessibility.
- 2.36 TfL has produced a London wide assessment of PTAL using the WebCat assessment tool which is available on TfL's website. The output from the WebCAT PTAL assessment is shown below in **Figure 7**.
- 2.37 From TfL's WebCat services it has identified that the PTAL within the site varies between 2-4 however the areas surrounding the site have high PTAL scores of 6a and 6b, particularly those along High Road and Turnpike Lane.
- 2.38 We consider the scores represented by WebCAT are too low as they are for 100m squared areas and do not consider the opportunities for pedestrian permeability through the site. This relates to both existing routes and routes that will be created through the approved scheme. In addition, the WebCat does not take account of the pedestrian route alongside the Library that gives access to certain bus routes.
- 2.39 In order to accurately assess the PTAL level of the site, a manual calculation has been carried out with distances recorded from the entrances of the site (north, south and eastern entrances) to the relevant public transport nodes, in accordance with the guidance set out in Appendix B PTAL Methodology of TfL's *"Transport Assessment Best Practice Guidance Document"*.

- 2.40 In addition, further measurements to/from each block within the site have been undertaken to present a more detailed measurement of accessibility through the site. The output of the manual PTAL calculation for each area within the site is shown in **Appendix B**.
- 2.41 The manual PTAL calculation has shown that the actual accessibility of the site is considerably higher with the lowest PTAL of any area being 4 (at the southern end of the site) and the highest being 6 (at the north eastern end of the site).
- 2.42 The measurements for each building plot have been taken from the building's front door to the relevant LUL or rail station entrance or bus stop flag, using the pedestrian routes and formal crossing points that would be expected to be used by the majority of pedestrians.
- 2.43 Using the manual PTAL calculation, it has been shown that the site benefits from a good (4) to excellent (6a) accessibility.

Summary

- 2.44 This site is located in a highly accessible location within a short walking and cycling distance of a number of key destinations including Wood Green Town Centre and Turnpike Lane. The PTAL assessment of the site has identified that across the site the overall accessibility ranges from a 4 to a 6 which is classed as good to excellent.

3 GOING BEYOND PTAL

3.1 Whilst PTAL is a useful basis for comparing the transport accessibility of different sites, due to the simplicity of the calculation it does not necessarily give an accurate indication of the propensity of people to use public transport to access a site. For example the PTAL measurement:

- only considers bus stops within 640m of the point of interest, and rail services within 960m. In reality, people are likely to walk or cycle further than this to reach a public transport interchange, if other services are not located within closer proximity to their origin.
- Does not include a variable for the quality of walk route between the site and public transport facility.
- Does not include a variable for the destinations and origins of the public transport service.

3.2 Furthermore PTAL does not seek to address the walking or cycling accessibility of a site. For example, in this case, the proximity of the site to the excellent services within Wood Green town centre.

3.3 The London Borough of Haringey's Cycle Action Plan states that accessibility to a station is greater than the limits set out in PTAL.

3.4 As such whilst PTAL is a useful tool it does not give a full picture of the site's accessibility.

4 IMPROVEMENTS TO ACCESSIBILITY

4.1 This section of the report sets out the proposed improvements to walking, cycling and public transport surrounding the site and the effect this has on the accessibility of the site.

Bus Improvements

4.2 It has been demonstrated in **Section 2** of this report that the majority of the site benefits from good/excellent accessibility to bus services.

4.3 As a result it is not essential to propose any new routes or diversions through the site as part of the development proposals. However if TfL were minded in future to divert a bus then this may enable access to additional destinations depending on the routing and journey time.

Piccadilly Line Improvements

4.4 As part of TfL's ongoing investment strategy it is proposed that there will be significant improvements to the Piccadilly Line by 2020.

4.5 TfL's New Tube for London report highlights that despite the 86 Piccadilly line trains benefitting from an extensive refurbishment in the late 1990s, the 1973 tube stock is beyond its design life and in need of replacement. It is proposed that TfL will procure a single train fleet and signalling system for the Bakerloo, Piccadilly, Central and Waterloo and City lines with the Piccadilly Line to be first, entering service in the early 2020s. The full modernisation of all lines is expected to be complete by the year 2025.

4.6 Following the implementation of the new trains it is expected that the Piccadilly Line peak period services will increase from 24 in each direction to 33-36 trains per hour in Central London with a forecasted peak capacity increase of 60%. Waiting and travelling times on the upgraded line are predicted to reduce too, with journey times from Hounslow to Kings Cross and Finsbury Park to Hammersmith expected to decrease by 6 minutes.

4.7 To provide for this increase in capacity the new design trains will have the following features:

- Walk through trains providing a 10 per cent capacity increase over an equivalent length conventional train design;
- Fewer bogies, thus reducing overall train weight and energy consumption; and

- All double doorways to improve boarding and alighting times.
- 4.8 This package of enhancements will significantly increase the capacity of the line as a whole and provide the opportunity to increase the number of residential dwellings along the Piccadilly Line.
- 4.9 The impact of the Piccadilly Line improvements have been analysed to understand how this may affect the Clarendon Road site. **Appendix C** shows that the increased frequency of the Piccadilly Line services from Wood Green and Turnpike Lane would not alter the PTAL of any area of the site. However it would have the considerable benefit of faster and more frequent services to Central London and a significant increase in capacity which would be substantially beneficial to future residents of the site.

24 Hour London Underground Services

- 4.10 The Night Tube, which is planned to launch in 2016, will offer 24 hour services on Fridays and Saturdays across five existing London Underground Lines. These are:
- Jubilee Line
 - Victoria Line
 - Central Line (majority)
 - Northern Line (majority)
 - Piccadilly Line (majority)
- 4.11 As a result, future residents will be able to travel to/ from the site at any time of day, with an average of one train every 10 minutes during the night.
- 4.12 Although this will not affect the PTAL score of the site, this will improve accessibility into central London and to Heathrow Airport outside of daytime hours and help to create a sense of connectivity on the relevant days. This 24 hour access can be particularly helpful for those working night shifts.

Crossrail 2

- 4.13 Crossrail 2 is planned to open in the 2030's, and will provide new capacity for up to 270,000 more passengers travelling into London in the peak periods. The provision of this service will

help to relieve overcrowding and congestion on the existing network, and provide direct routes into Central London from the outer Boroughs.

- 4.14 Two route options are proposed from New Southgate which will serve the site. One option is via Alexandra Palace and Turnpike Lane and the second is via Wood Green. In relation to Clarendon Gas Works, as it is located equidistant between Wood Green and Turnpike Lanes stations, either route would adequately serve the site.
- 4.15 Both routes will continue into Central London, calling at Dalston, Angel, St Pancras, Tottenham Court Road, Victoria, Kings Road Chelsea and Clapham Junction before continuing to either Shepperton, Hampton Court, Chessington South or Epsom.
- 4.16 Crossrail 2 will further enhance the accessibility of the Clarendon Road site, and it is considered that some parts of the site which currently have a PTAL of 6a will in future score up to 6b ('Excellent').

National Rail Improvements

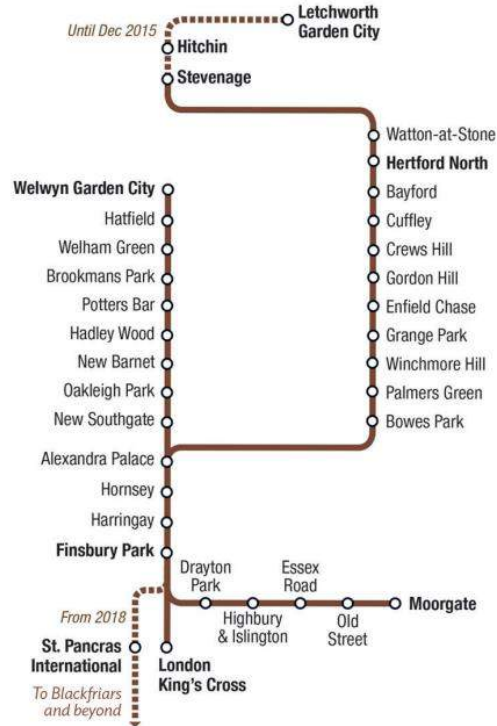
- 4.17 In addition to the proposed improvements to the London Underground and Crossrail 2, there are also significant proposals to improve the services travelling on the Great Northern Route (passing through Alexandra Palace and Hornsey).

New Trains

- 4.18 As part of the new franchise Govia have committed to improving the rolling stock on the line. As part of these improvements it is proposed that the class 313 rolling stock which currently operates into Moorgate will be replaced by 150 new carriages, due to be introduced during 2018. The new trains will provide a new underground style layout which will result in benefits such as increased capacity, improved reliability, air conditioning and passenger information systems that can be remotely updated to provide real-time travel information.
- 4.19 **Image 1** below shows the Great Northern, inner suburban services that operate in close proximity to the site.

Image 1: Great Northern Inner Suburban Services

Great Northern, inner suburban services



Extended operation to / from Moorgate

4.20 As part of the package of improvements, the service to / from Moorgate which calls at Alexandra Palace was improved in December 2015. This improvement involved extending the opening hours to allow services to operate directly from Moorgate in the early morning and late evening. Prior to that services operates to Moorgate during the day but switched to Kings Cross early morning and late evening and at weekends. This reflects clear demand for extended operating hours on the Moorgate branch.

Scheduled Improvements from May 2018

4.21 From 2018 there will be a further package of improvements which will have significant effects on the Great Northern Line. The improvements will involve:

- Extra peak services will operate to / from Moorgate to address crowding– providing nearly 20% more carriages across the three-hour peak;

- Hertford Loop: Off-peak frequency will increase to four trains per hour (4tph) (from 3tph today);
- Welwyn Garden City: Off-peak and Saturday frequency will increase to 4tph (from 3tph today); and
- Stevenage: Off-peak frequency will increase to / from Moorgate to 2tph (1tph today).

4.22 These improvements will significantly enhance the number of rail services on the Great Northern Line and will result in more trains with greater capacity stopping at Alexandra Palace.

4.23 The increased frequency of rail services at both Hornsey and Alexandra Palace stations will not alter the PTAL score of any area of the site as shown in **Appendix D**. However, whilst not increasing the PTAL rating of the site they will increase the overall accessibility and capacity and therefore are beneficial to future residents of the site.

Station Development

4.24 All stations on the franchise will benefit from a share of the £50m investment planned in improving station facilities and appearance. Benefits for stations on the Great Northern 'inners' include new ticket gatelines, new real time passenger information and includes funding for more CCTV, toilet refurbishments, new retail facilities, help points and car park improvements, as well as plans for increased cycle storage and improved transport integration.

Key Cycle Links to Strategic Destinations

4.25 **Figure 8** shows the current cycle routes surrounding the site.

4.26 A key aspect of the regeneration of Wood Green Area Action Plan and Haringey as a borough will be to enhance cycle links and to create new high quality north south and east west routes through the area.

4.27 Clarendon Road has the potential to provide enhanced cycling facilities as part of the proposed development. Such improvements could include a new cycleway or new on street links through the site and this would increase the accessibility of the site by bicycle however,

it would not improve the PTAL of the site as PTAL does not consider the provision of cycle infrastructure.

5 CHANGING TRAVEL HABITS

- 5.1 Moving forward, over the last 10-15 years there has been a general trend in London towards travel by sustainable modes, whilst reducing journeys by private cars. This is reflected in Census Method of Travel to Work data for the Noel Park Ward, which encompasses the majority of Clarendon Gas Works and a significant quantum of residential and commercial areas in the surrounding areas.
- 5.2 A comparison of the mode split for residents of this ward between 2001 and 2011 is presented in **Table 5.1** below.

Table 5.1: Method of Travel to Work 2001 vs 2011 (Noel Park Ward)

Travel Mode	Mode Split (%)	
	2001	2011
Underground	41%	44%
Train	5%	5%
Bus	16%	19%
Motorcycle	1%	1%
Car Driver	24%	17%
Car Passenger	2%	1%
Taxi	0%	0%
Bicycle	2%	3%
Walking	9%	8%

- 5.3 The results shown above in **Table 5.1** clearly show a significant increase in the use of public transport, and a corresponding reduction in the car driver mode share.
- 5.4 TfL prepare an annual report titled ‘Travel in London,’ which summarises trends and developments relating to travel and transport in the city. The latest report (Report 8), also describes a modal shift away from private car use. The report states:

“The volume of travel in London has grown substantially over the last two decades or so, more recently at a notably faster rate than foreseen in the MTS, albeit matched by a consistent shift in mode share away from private car towards public transport, walking and cycling. These trends are projected to continue into the foreseeable future.” (Section 2, Chapter 2.1)

- 5.5 In comparison with the MTS, *“the increase in travel demand in terms of public transport trips has been 17.6%, compared to an expectation of 4.6%.”* It also goes on to state that *“In terms of travel by road, the absolute number of car trips has reduced by 1%, compared to MTS expectation of a 1.3% increase, reflecting the strong shift in net mode share away from car travel in London.”*
- 5.6 For those travelling into central London, there has been a reduction of more than half (53%) the number of people using the car. There has also been a subsequent increase of 60% in the use of the bus and a 203% increase in cycling to central London during the weekday morning peak period.
- 5.7 Across London the trends in terms of travel into central London are similar. There has been a strong rise in rail and public transport and a reduction in use of the private car. However, public transport mode share is much higher for morning peak travel to central London, increasing from 85% in 2000 to 91% in 2014.
- 5.8 Furthermore, the cycle mode share has increased significantly for travel to Central London. In 2000, the cycling mode share was 1% for travel to central London. By 2014 this had increased significantly to 3% during the morning peak travel to central London.
- 5.9 At the same time levels of road traffic in London have fallen for most of the last decade with a net reduction of 7.5% in central London and 9.3% in inner London. The fall in road traffic has largely been attributed to significantly enhanced public transport, walking and cycling investments, societal changes and reductions in road network capacity.
- 5.10 In summary, there have been significant changes in travel in London over the last 10 or so years and over the next 10-20 years, when the regeneration of Wood Green is taking place, it is predicted that these changes will continue. Therefore, sites such as Clarendon Road can take advantage of these shifts and its excellent proximity to public transport, walking and cycling facilities.

6 EFFECT OF HIGHER DENSITY HOUSING ON TRANSPORT DEMAND

6.1 A trip generation exercise has been undertaken, to demonstrate the uplift in demand by travel mode, as a result of the increase in residential units.

Trip Generation

6.2 This is based on the trip generation for the Clarendon Square development (as agreed through the planning process) and is indicative only at this point.

6.3 The agreed number of trips generated by mode in the AM and PM peak hours for the consented scheme (1,100 units) is summarised in **Table 6.1** below and is taken directly from the approved Transport Assessment.

Table 6.1: Multi Modal Trip Generation (1,100 Units)

Travel Mode	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arr	Dep	Tot	Arr	Dep	Tot
Walk	35	102	139	53	32	85
Cycle	7	22	29	7	5	12
Bus	68	203	271	105	64	169
Underground	160	476	636	247	150	397
Rail	17	50	66	26	16	41
Car Driver	52	150	202	113	68	181
Car Passenger	5	15	20	11	6	17
Total	342	1,009	1,351	562	341	903

6.4 A comparison has been made for the provision of 1,700 homes. This comparison has used the same person trip rates as agreed within the previous consent but instead has applied the most recent 2011 modal split, as presented previously in **Table 6.1**. The results are summarised in **Table 6.2** below.

Table 6.2: Multi Modal Trip Generation (1,700 Units)

Travel Mode	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arr	Dep	Tot	Arr	Dep	Tot
Walk	43	128	171	66	40	107
Cycle	17	51	69	27	16	43
Bus	101	300	402	156	95	251
Underground	233	692	926	359	219	578
Rail	28	83	111	43	26	69
Car Driver	63	182	244	137	82	219
Car Passenger	4	13	17	10	6	16
Total	490	1,450	1,940	798	484	1,282

6.5 As a result, the net change in trips by mode is presented in **Table 6.3**.

Table 6.3: Net Change in Trips

Travel Mode	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arr	Dep	Tot	Arr	Dep	Tot
Walk	+9	+26	+34	+13	+8	+21
Cycle	+12	+37	+49	+19	+12	+31
Bus	+33	+98	+131	+51	+31	+82
Underground	+73	+217	+290	+112	+68	+181
Rail	+11	+34	+45	+17	+11	+28
Car Driver	+11	+32	+43	+24	+14	+38
Car Passenger	-1	-2	-3	-1	-1	-2
Total	+149	+440	+589	+236	+143	+379

6.6 It can be observed from the results in **Table 6.3** that an increase in the density of the development to accommodate up to 1,700 units would result in an increase of 589 two way person trips in the AM peak and 379 in the PM peak.

6.7 The majority of these trips comprise trips by public transport modes and in particular by London Underground. An increase of around 290 two way trips using London Underground services in the AM peak, and 181 in the PM peak is predicted. However, it should be noted that this assessment is using 2011 Census Method of Travel to Work data, which does not take into account other journey purposes (such as education) which generally comprise shorter trips and are often undertaken on foot.

Effect on London Underground

- 6.8 The current TfL RODs data demonstrates that the existing Wood Green Underground Station gateline has a demand of approximately 9,000 passengers between 07:00-10:00 and 10,500 between 16:00-19:00. In order to undertake a comparison between existing and future demand the RODs data has been divided by a third to estimate the number of trips per hour in the peak hour. This results in approximately 3,000-3,500 passengers in the peak hour entering / exiting at Wood Green Station.
- 6.9 At Turnpike Lane, the current TfL RODs data demonstrates that the station gateline has a demand of 7,850 between 07:00-10:00 and 8,150 between 16:00-19:00. Again by dividing it by three it is estimated that between 2,500-2,750 people in the peak hour enter / exit Turnpike Lane station.
- 6.10 Of the estimated increase in underground passengers of 290 in total in the AM Peak and 181 in the PM Peak it is assumed that 50% use Wood Green and 50% use Turnpike Lane which equates to 145 to each station in the AM Peak and 91 in the PM Peak.
- 6.11 An additional 145 people at both stations in the AM Peak would amount to an additional 4.8% passengers travelling through the gateline at Wood Green Station and an additional 5.5% of passengers travelling through the gateline at Turnpike Lane. At Wood Green, this equates to five additional people travelling through the gateline every minute (one every 12 seconds) and as such would not be a significant change in demand during rush hour.
- 6.12 On the Piccadilly Lien itself this demand would then translate into an additional 6 people per train based on the fact that there are 48 two way services per peak hour. Based on a maximum capacity of 684 passengers this equates to less than a 1% increase in passengers which would not be a material change.
- 6.13 In the PM Peak hour there are predicted to be an additional 181 people in total accessing London Underground services. Based on the previous 50/50 split this equates to 91 more passengers at each station.
- 6.14 In terms of gateline demand this increase in people equates to an increase of 2.3% at Wood Green gateline and 3.0% at Turnpike Lane gateline. This only equates to an addition 1.3

people per minute (one every 46 seconds) traveling through the gateline and as such would not be a perceptible change in demand during rush hour.

- 6.15 On the Piccadilly Line in the PM Peak this would also result in an additional 4 passengers per train. Based on a maximum capacity of 684 passengers per train this equates to a 0.6% increase in passengers per hour which would not be a material change in demand.
- 6.16 In addition, improvements to the Piccadilly Line, as described previously in Section 3, will result in up to 36 services per hour being available in the peak periods, with a forecasted peak capacity increase of 60%. This means that in future, the impact of an increased provision of housing at the site would be further reduced and the effect of the development would not have a material impact on the operation of London Underground services or either station.
- 6.17 Crossrail 2 when it arrives will benefit users of the site with a greater selection of destinations and frequencies and with the diversion of passengers away from existing underground and rail services. However, based on the above analysis, the construction of Crossrail 2 is not essential for an increase in density on the Clarendon Road site.

Effect on Bus Services

- 6.18 The net effect of an increase in density on the site of circa 600 units would result in an additional 131 passengers in the AM Peak and 82 passengers in the PM Peak on bus services.
- 6.19 Based on there currently being in the order of 192 two way bus services per hour in either peak hour this increase in demand would amount to less than 1 passenger per bus per hour.
- 6.20 This is a high level estimate and does not take into account the likely destinations of travel however even if this is 50% greater and equates to 2 people per then it would be expected that all bus services can accommodate at least one or two additional passenger per bus.
- 6.21 As a result, the effect of an increased density on the site would be immaterial on bus capacity.

Effect on National Rail

- 6.22 As shown in **Table 6.3**, there will be a reasonable number of trips by National Rail as a result of any increase in density on the site.
- 6.23 An increase in the density of the development up to 1,700 units could result in an increase of around 45 two way trips using National Rail services in the AM peak, and 28 in the PM peak.
- 6.24 Given the high number of services calling at both Alexandra Palace and Hornsey it is expected that an additional 45 people in the AM Peak Hour (less than 1 per minute) and 28 in the PM Peak Hour (1 every 2 minutes) would not have a material impact.
- 6.25 In particular, the improvements to National Rail services will increase the number of trains and capacity of trains on the Great Northern Line as such the effect would not be significant.

7 SUMMARY AND CONCLUSION

- 7.1 Vectos are retained by St William to provide traffic and transport advice on the proposed redevelopment of the site known as Clarendon Square in the London Borough of Haringey.

Accessibility of the Site

- 7.2 This report has demonstrated that the site is located in a highly accessible location within a short walking and cycling distance of a number of key destinations including Wood Green Town Centre, rail stations and bus stops. The PTAL assessment of the site has identified that across the site the overall accessibility ranges from a 4 to a 6 which is classed as good to excellent.

Going Beyond PTAL

- 7.3 This report has also explained that, whilst the PTAL Index calculation is helpful, its value should not be overstated. It does not take into account the quality of walk route between the site and public transport facility nor the destinations and origins of the public transport service. Furthermore it does not take into account the proximity of the site to local services which can be accessed by walking and cycling.

Improvements to Accessibility

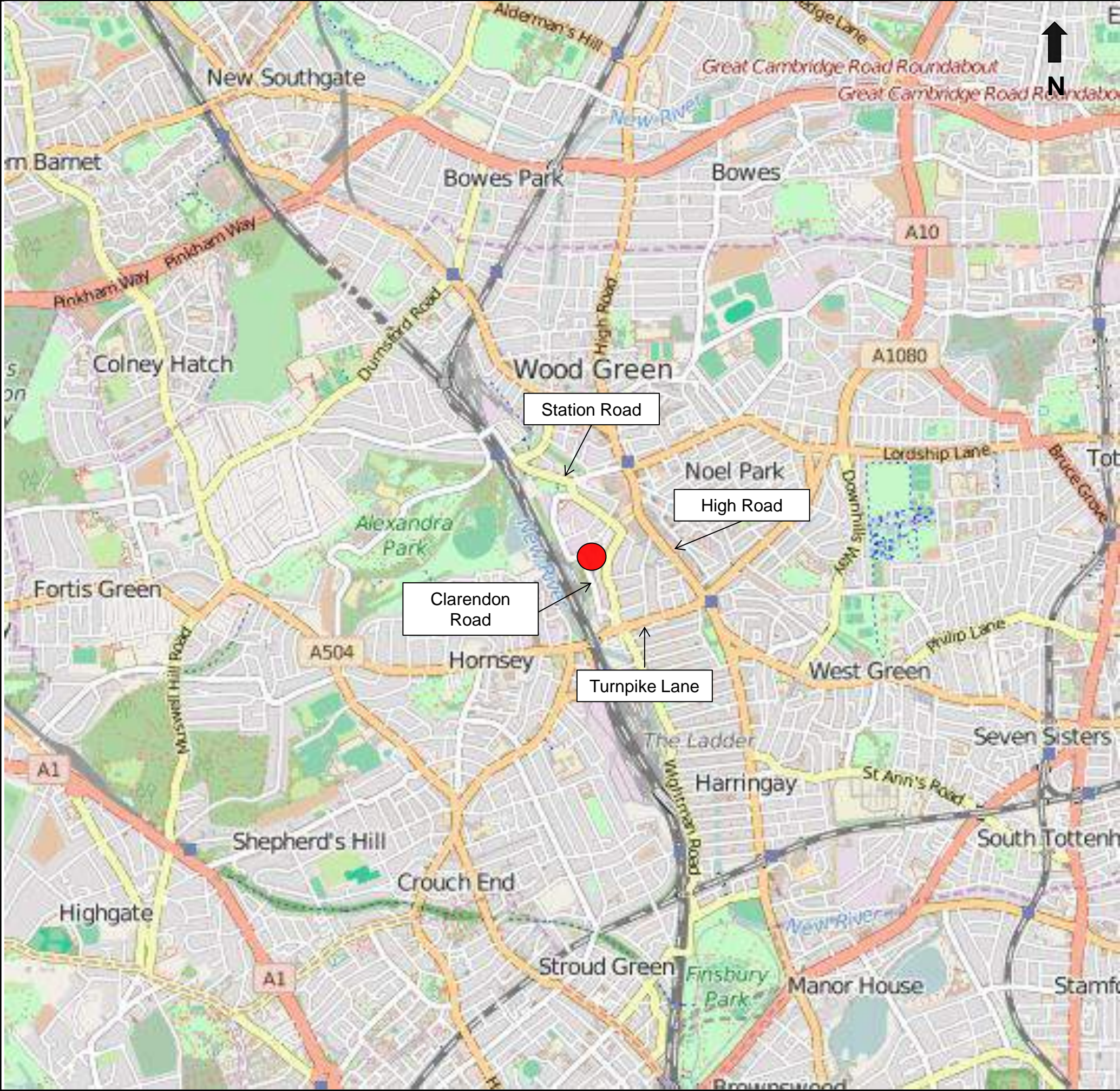
- 7.4 The report also summarises the proposed and potential improvements to public transport services, walking and cycling within the local area. It has demonstrated that planned improvements to the Piccadilly Line and National Rail Services and potentially Crossrail 2 will significantly increase service levels and capacity.

Effect of Higher Density Housing on Transport Demand

- 7.5 Any proposed increase in development density at the site would result in additional trips on the transport network with the majority of such trips being accommodated on London Underground services, London Buses or National Rail services.
- 7.6 The report has been demonstrated that there is sufficient capacity to accommodate the net increase in demand from a significant increase in density on the site of circa 600 units taking the site from 1,100 units to 1,700 units. .

- 7.7 Crossrail 2 is planned to pass through the area either via Alexandra Park and Turnpike Lane stations or Wood Green Station. The site is broadly equidistant from all of these stations and can therefore benefit whichever route is selected. However provision of Crossrail 2 is not considered essential for an increased density at the Clarendon Road site to proceed.
- 7.8 It is concluded that the site is in a very accessible location and, from a transport perspective, is suitable for a high density residential development.

FIGURES



Key:

● Site



Clarendon Gasworks

St William

Strategic Site Location Plan

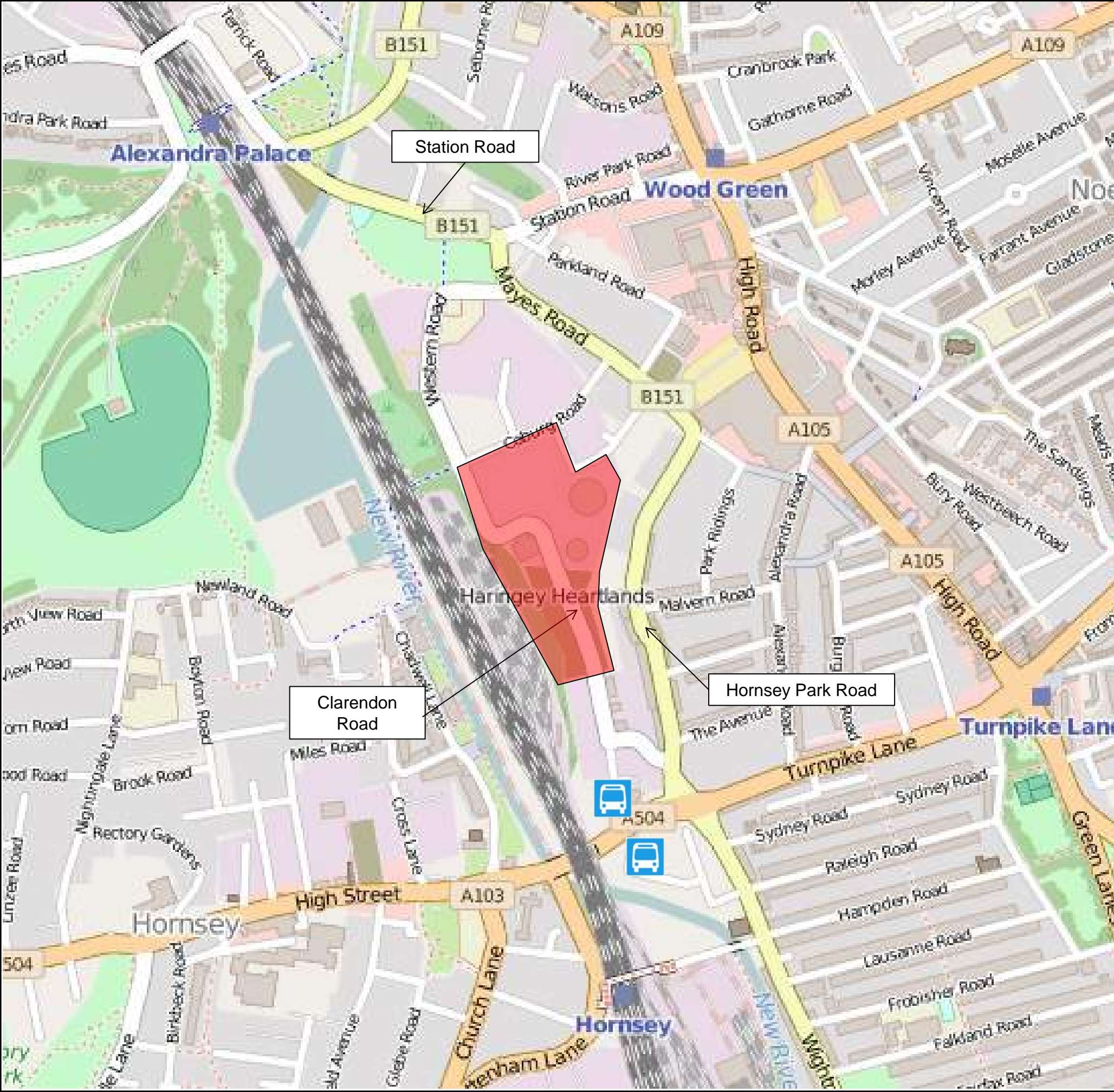
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DRAWN: BB	CHECKED: MDC	DATE: 23/05/16	REVISION: .
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Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

DRAWING REFERENCE: Figure 1



Key:

 Site Location

Clarendon Gasworks

St William

Local Site Location Plan

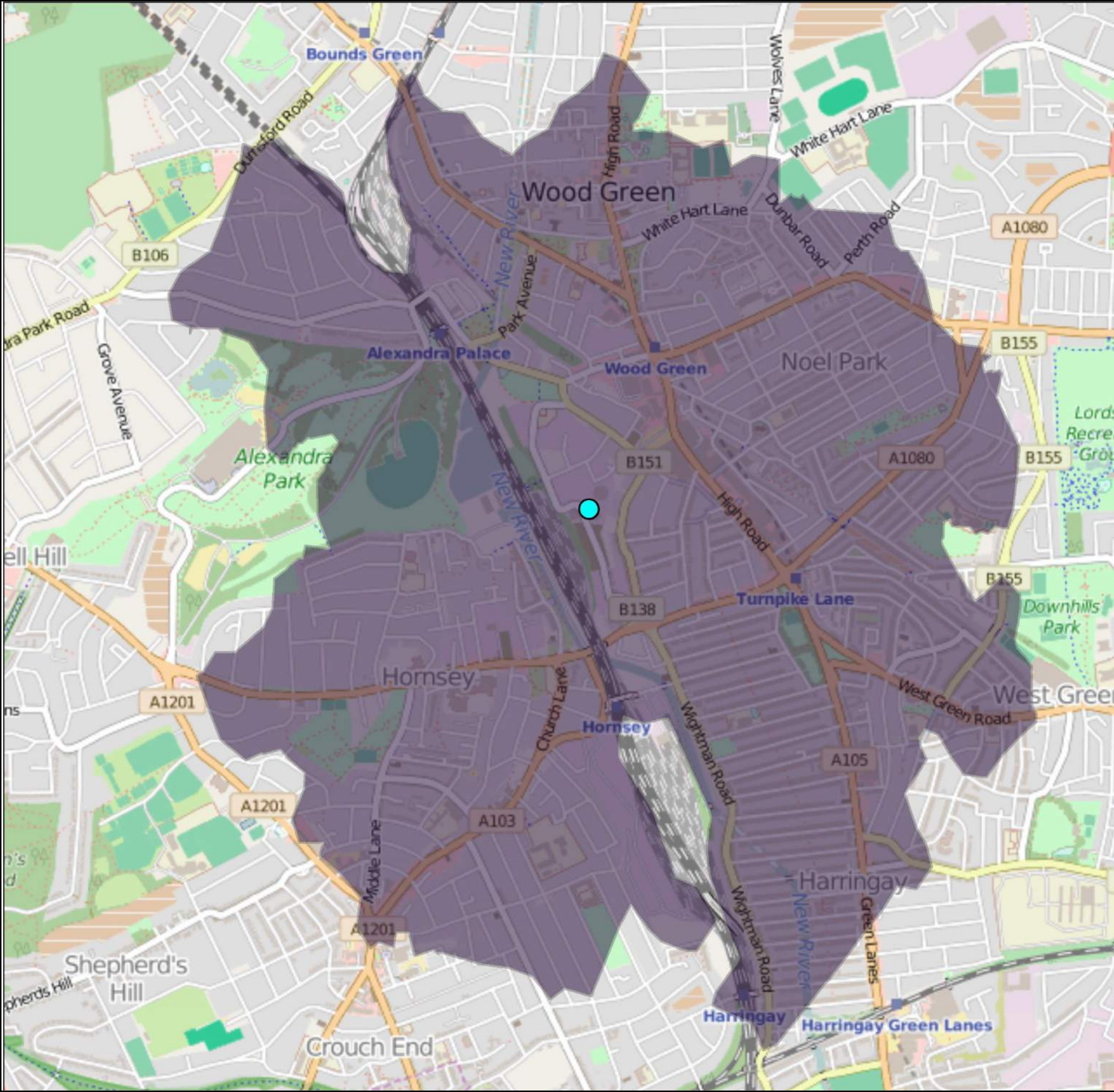
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DRAWN: BB	CHECKED: MDC	DATE: 23/05/16	REVISION: .
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DRAWING REFERENCE: Figure 2



Key:

 2km Walking Distance

 Site

Clarendon Gasworks

St William

2km Walking Distance

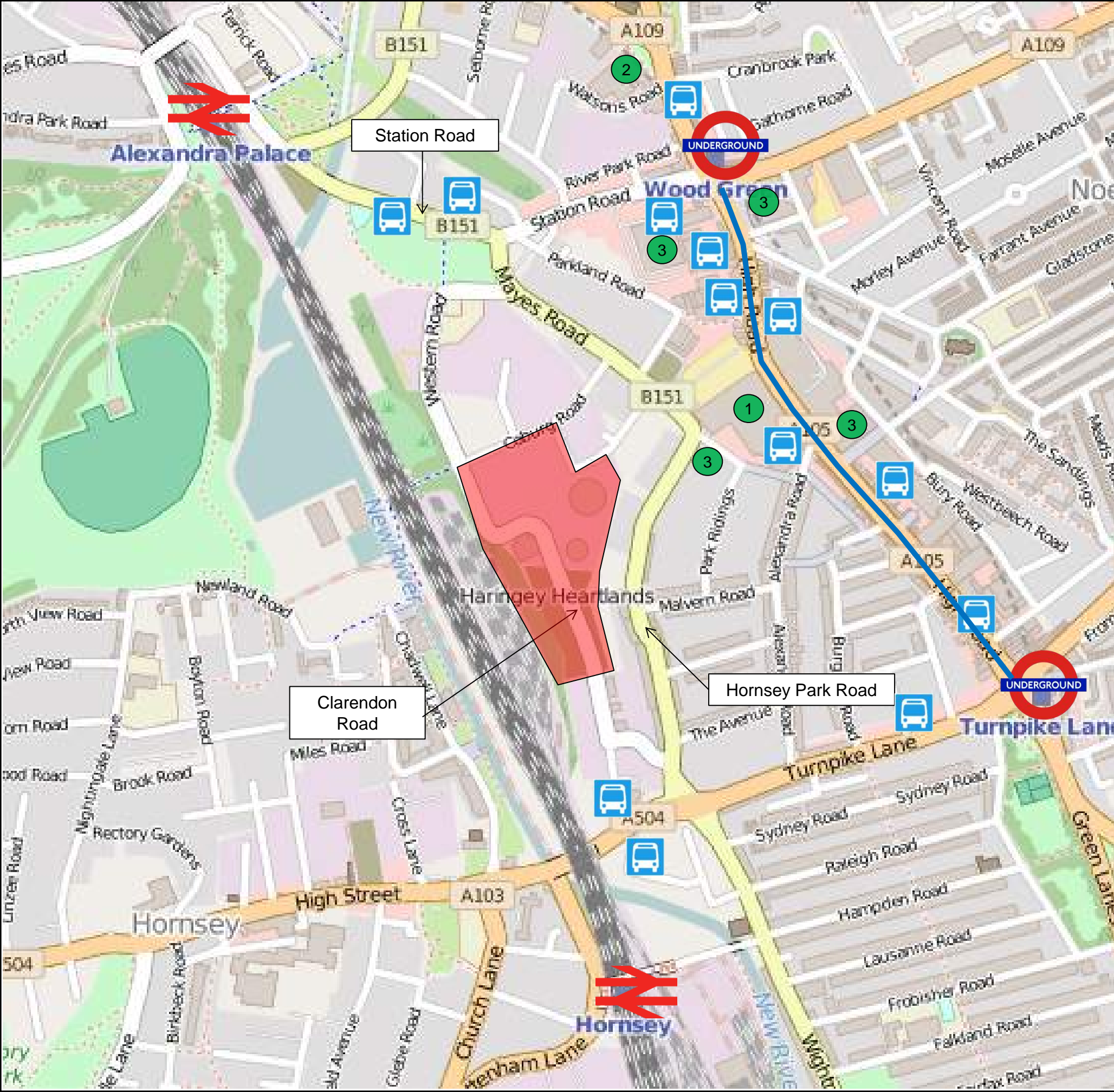
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





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DRAWING REFERENCE: Figure 3



Key:

-  Site Location
-  Bus Stop
-  National Rail Station
-  London Underground Station (Piccadilly Line)
-  The Mall Wood Green
-  GP Surgery
-  Food Store
-  Wood Green High Street Area

Clarendon Gasworks

St William

Local Facilities Plan

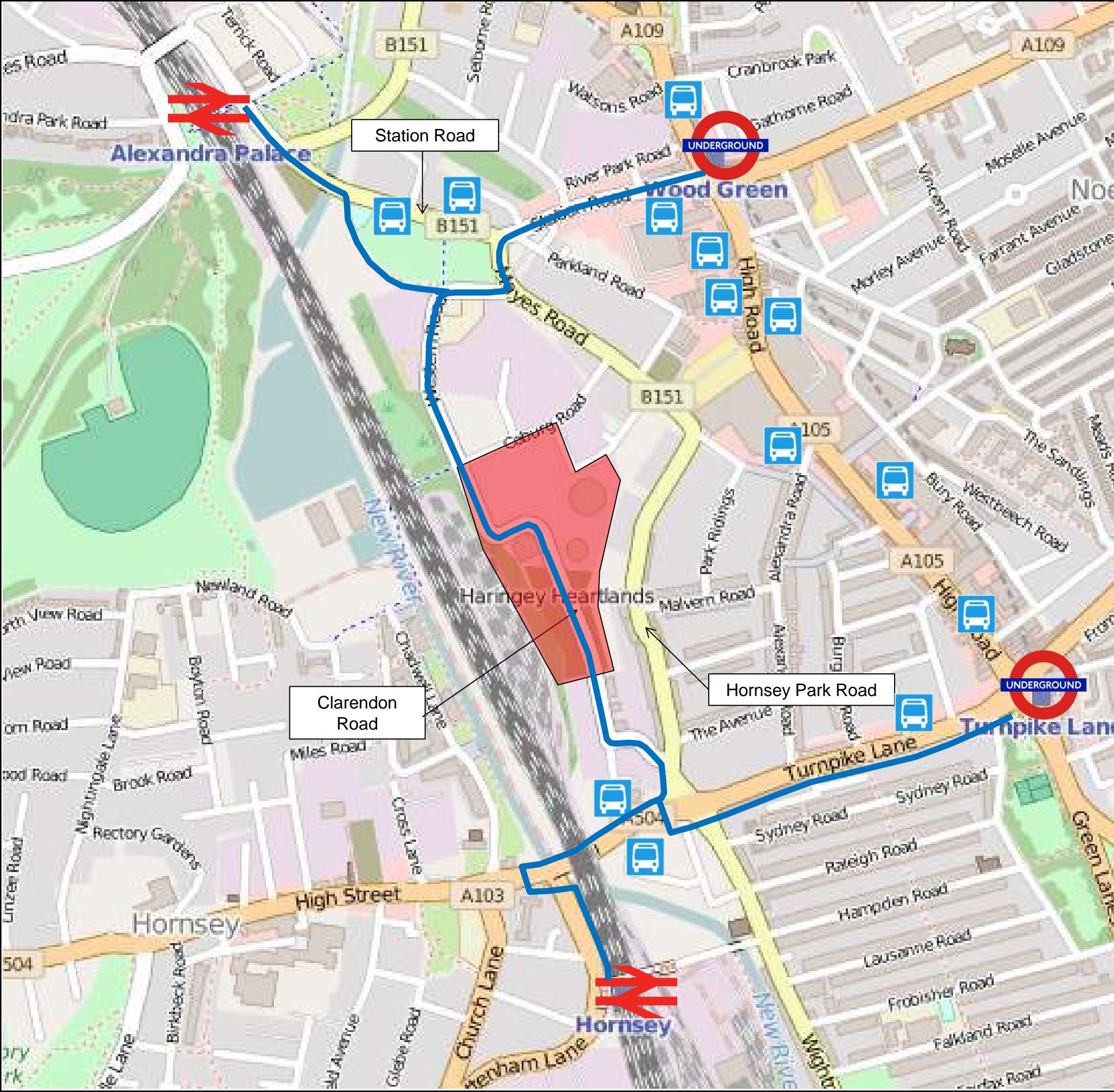
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DRAWING REFERENCE: Figure 4



Key:

-  Site Location
-  Bus Stop
-  National Rail Station
-  London Underground Station (Piccadilly Line)
-  Walking Route To Public Transport Node

Clarendon Gasworks

St William

Walking Routes to London Underground and National Rail Stations

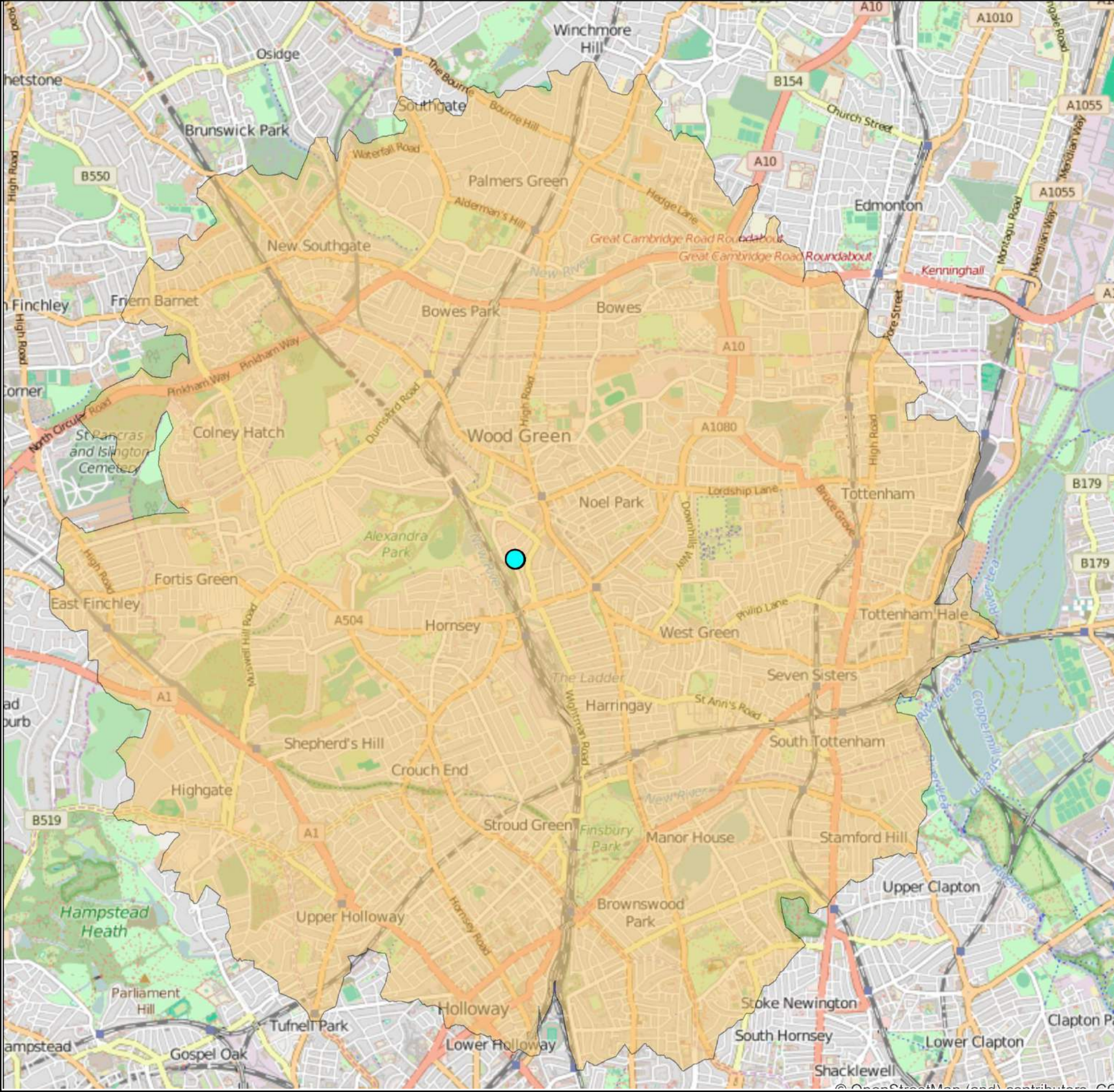
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
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DRAWING REFERENCE: Figure 5



Key:

 5km Cycling Distance

 Site

Clarendon Gasworks

St William

5km Cycling Distance

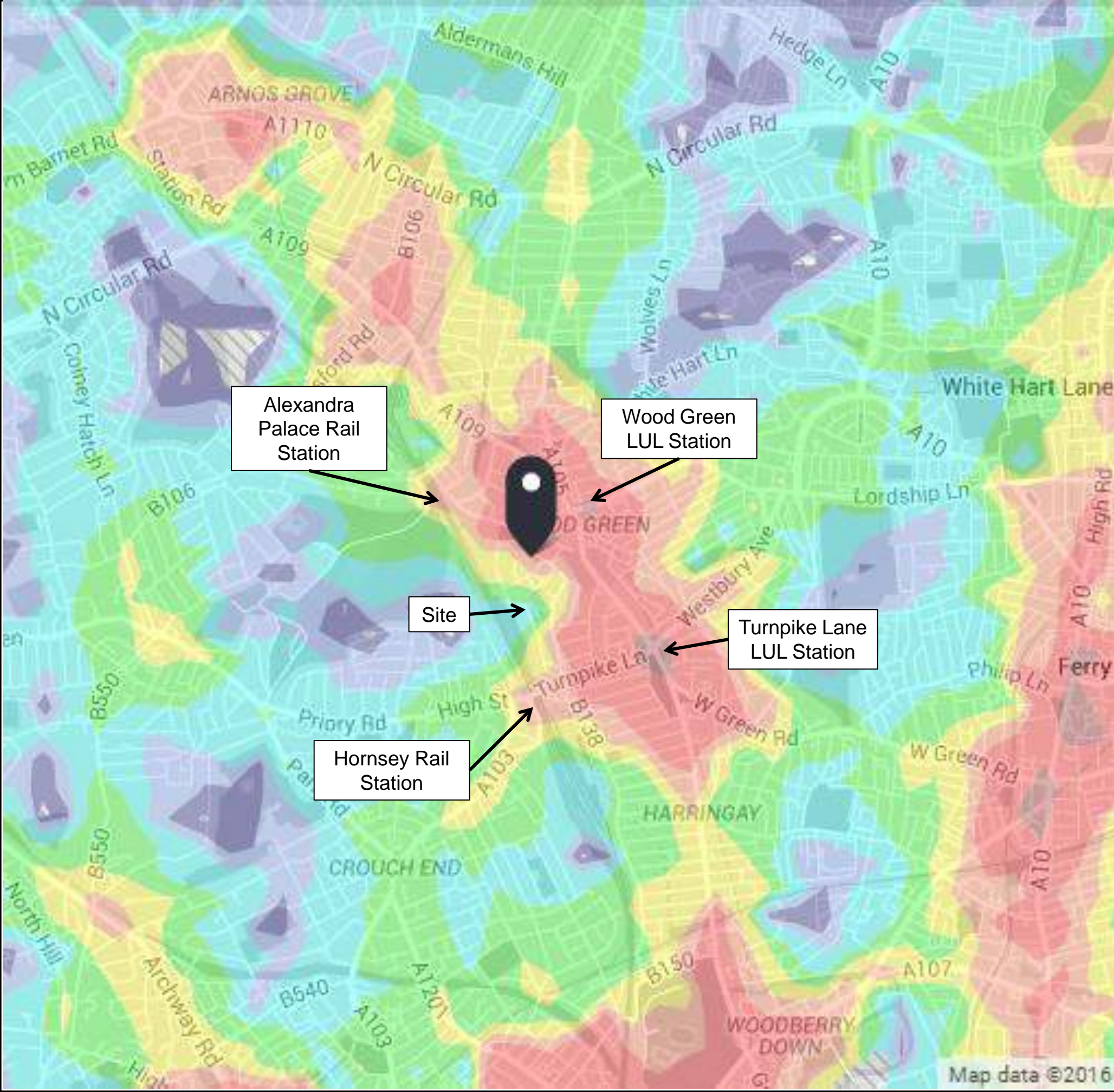
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DRAWING REFERENCE: Figure 6



Key:

Clarendon Gasworks

St William

TfL WebCAT PTAL Plan

SCALES: NTS

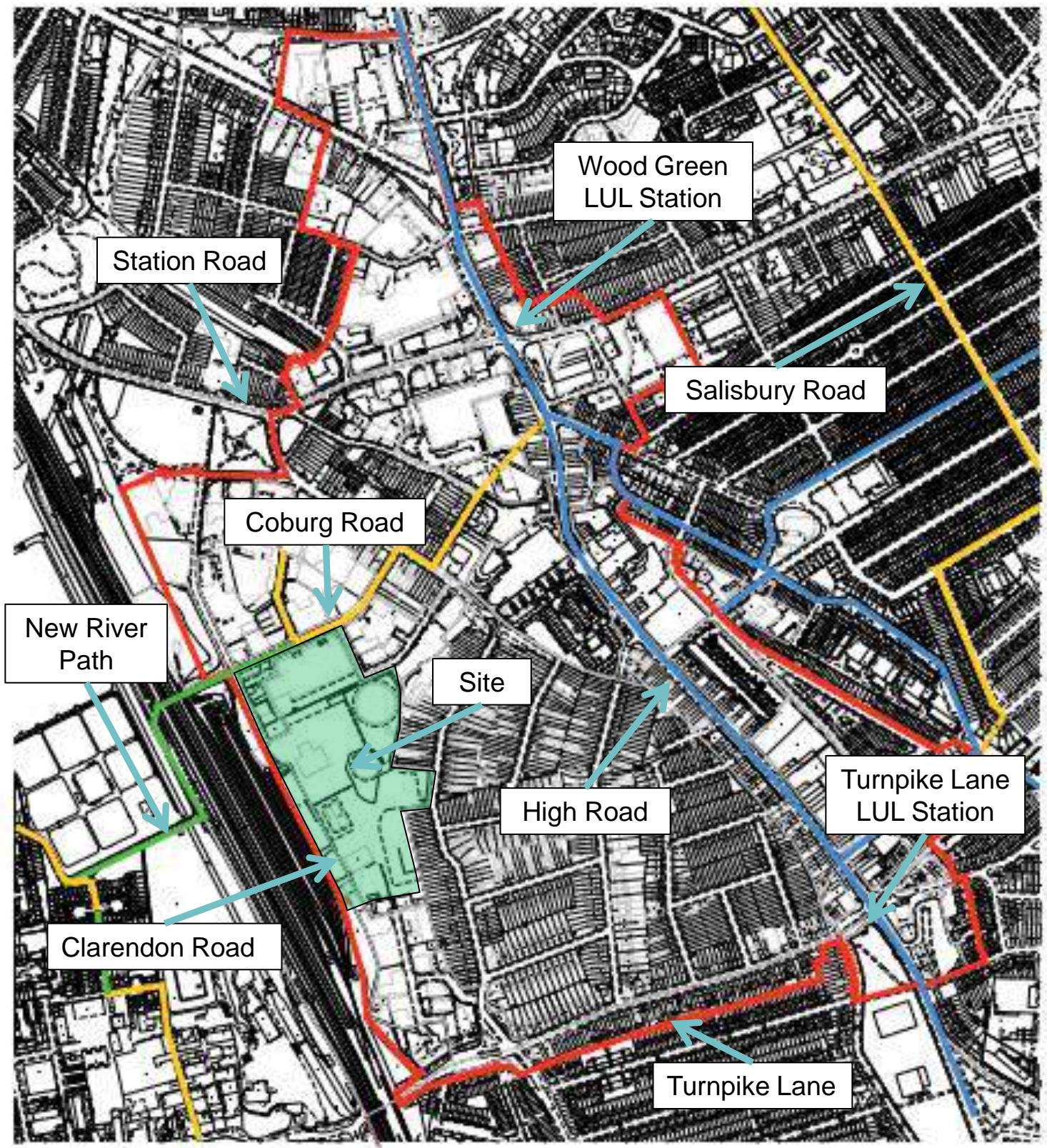
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DRAWING REFERENCE: Figure 7

Map data ©2016



London Cycle Network

- Signed cycle route
- Quieter Road Cycle Route
- Off road cycle route
- Pedestrian only cycle route connection

Project Clarendon Gas Works

Client St William

Title Existing Cycle Routes



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APPENDIX A

Buses from Wood Green

Route finder Day buses including 24-hour services

Bus route	Towards	Bus stops
29	Trafalgar Square	G C A
67	Aldgate East	G C A
121	Enfield Island Village	H J
	Turnpike Lane	D E K
123	Ilford	G K
141	London Bridge	D G C A
	Palmer's Green	H J
144	Edmonton Green	E H J
	Muswell Hill	F G K
184	Barnet	A H J
	Turnpike Lane	B E K
221	Edgware	C H J
	Turnpike Lane	D E K
230	Upper Walthamstow	G C A
232	St. Raphael's	C H J
	Turnpike Lane	D G K

243	Waterloo	E
329	Enfield	H J
	Turnpike Lane	D E K
W3	Finsbury Park	A F
	Northumberland Park	B V
W4	Ferry Lane Estate	D G C A
	Oakhthorpe Park	C H J

Where to buy your tickets



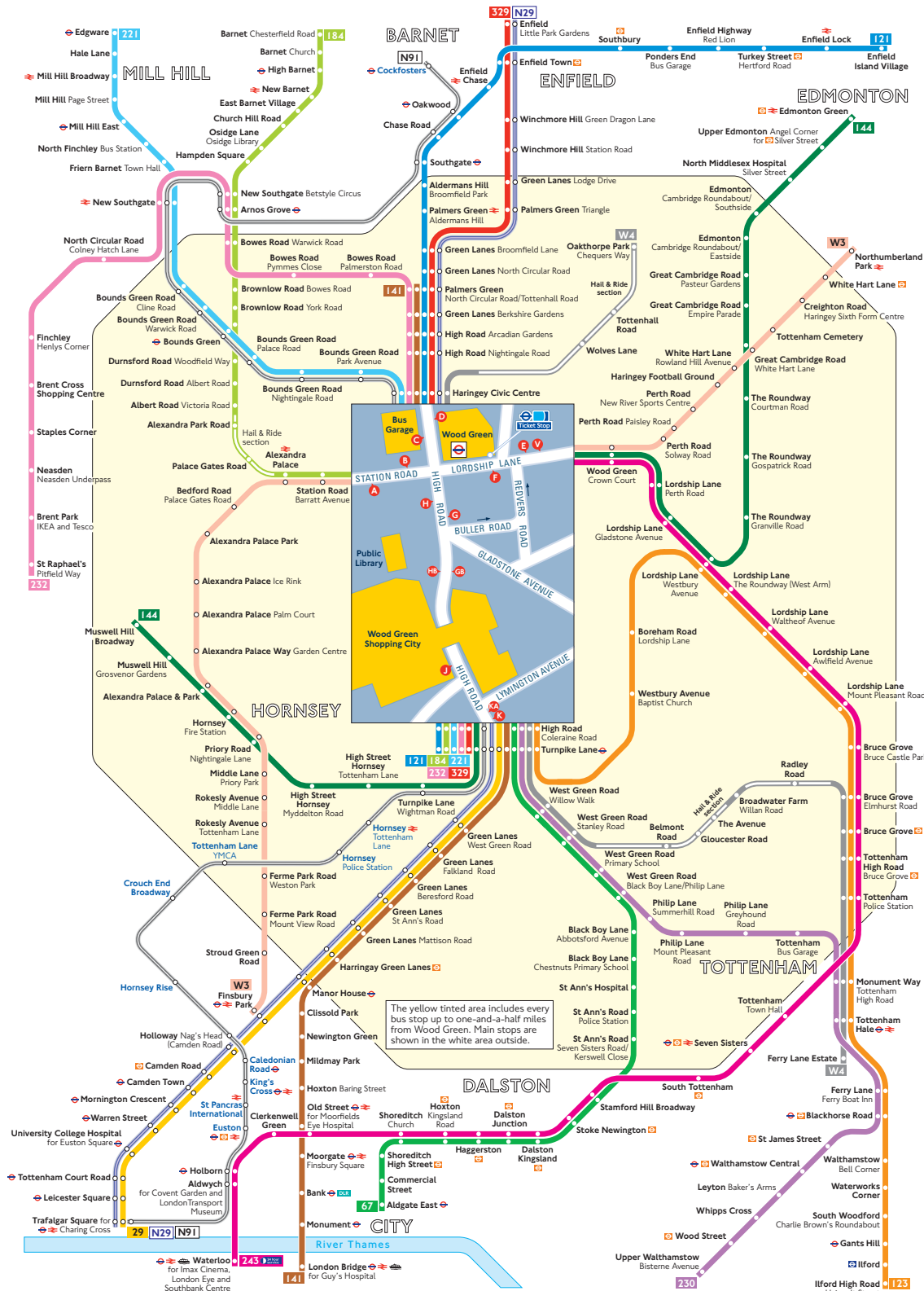
Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.

Key

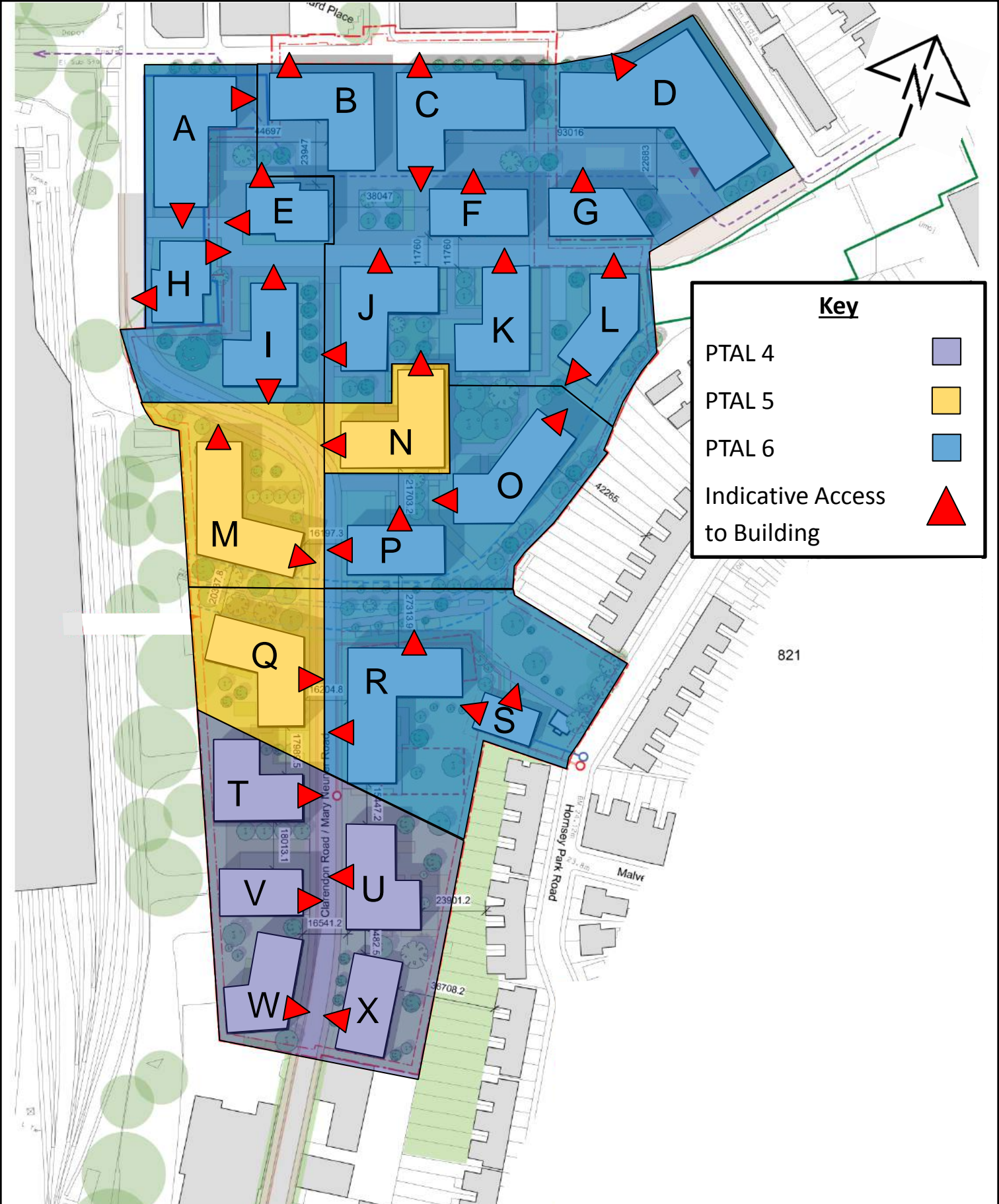
- Connections with London Underground
- Connections with London Overground
- Connections with TFL Rail
- Connections with National Rail
- Connections with Docklands Light Railway
- Connections with river boats

Night buses

Bus route	Towards	Bus stops
N29	Enfield	H J
	Trafalgar Square	D G C A
N91	Cockfosters	C H J
	Trafalgar Square	D G K



APPENDIX B



Key	
PTAL 4	
PTAL 5	
PTAL 6	
Indicative Access to Building	

Project Clarendon Gas Works		Client St William	
Title Existing PTAL Site Plan (Indicative Site Layout Plan)		<p>Network Building, 97 Tottenham Court Road, London W1T 4TP Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk</p>	
DRAWN: BB	CHECKED: MDC	DATE: 20/05/16	SCALES: NTS
DRAWING REFERENCE: Appendix B		REVISION:	

PTAL -

**Clarendon Gas Works, Haringey
Building A**

Existing

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	29	6	10	580	3.0	7.3	12.3	2.45	0.5	1.22
	41	6	10	628	3.0	7.9	12.9	2.33	0.50	1.17
	67	12	5	580	6.0	7.3	15.3	1.97	0.50	0.98
	121	10	6	580	5.0	7.3	14.3	2.11	0.50	1.05
	123	12	5	580	6.0	7.3	15.3	1.97	0.50	0.98
	141	9	7	580	4.3	7.3	13.5	2.22	0.50	1.11
	144	10	6	580	5.0	7.3	14.3	2.11	0.50	1.05
	184	8	8	580	3.8	7.3	13.0	2.31	0.50	1.15
	221	6	10	580	3.0	7.3	12.3	2.45	0.50	1.22
	230	12	5	580	6.0	7.3	15.3	1.97	0.50	0.98
	232	15	4	580	7.5	7.3	16.8	1.79	0.50	0.90
	329	9	7	580	4.3	7.3	13.5	2.22	0.50	1.11
	W3	9	7	455	4.3	5.7	12.0	2.51	1.00	2.51
	National Rail (Alenxandra Palace)	Welwyn Garden City	15	4.0	767	7.5	9.6	17.8	1.68	0.50
Stevenage		20	3.0	767	10.0	9.6	20.3	1.48	0.50	0.74
Gordon Hill		12	5.0	767	6.0	9.6	16.3	1.84	0.50	0.92
Moorgate		5	11.0	767	2.7	9.6	13.1	2.30	1.00	2.30
Hertford North		15	4.0	767	7.5	9.6	17.8	1.68	0.50	0.84
Kings Cross		60	1.0	767	30.0	9.6	40.3	0.74	0.50	0.37
Letchworth Garden City		30	2.0	767	15.0	9.6	25.3	1.18	0.50	0.59
LUL (Wood Green)	Cockfosters	3	18.0	765	1.7	9.6	12.0	2.50	1.00	2.50
	Arnos Grove	10	6.0	765	5.0	9.6	15.3	1.96	0.50	0.98
	Rayners Lane	15	4.0	765	7.5	9.6	17.8	1.68	0.50	0.84
	Uxbridge	12	5.0	765	6.0	9.6	16.3	1.84	0.50	0.92
	Northfields	20	3.0	765	10.0	9.6	20.3	1.48	0.50	0.74
	Heathrow T4	10	6.0	765	5.0	9.6	15.3	1.96	0.50	0.98
	Heathrow T5	10	6.0	765	5.0	9.6	15.3	1.96	0.50	0.98

Total AI = 29.98
PTAL = 6

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
Reliability factor k = 2 for Bus, 0.75 for Rail
Access Time = Scheduled Wait Time + Walk Time + k
EDF = Equivalent Doorstop Frequency = 30/Access Time
AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building B**

Existing

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	29	6	10	570	3.0	7.1	12.1	2.47	0.5	1.24
	67	12	5	570	6.0	7.1	15.1	1.98	0.50	0.99
	121	10	6	570	5.0	7.1	14.1	2.12	0.50	1.06
	123	12	5	570	6.0	7.1	15.1	1.98	0.50	0.99
	144	10	6	570	5.0	7.1	14.1	2.12	0.50	1.06
	184	8	8	460	3.8	5.8	11.5	2.61	1.00	2.61
	221	6	10	570	3.0	7.1	12.1	2.47	0.50	1.24
	230	12	5	570	6.0	7.1	15.1	1.98	0.50	0.99
	232	15	4	570	7.5	7.1	16.6	1.80	0.50	0.90
	329	9	7	570	4.3	7.1	13.4	2.24	0.50	1.12
	W3	9	7	460	4.3	5.8	12.0	2.49	0.50	1.25
National Rail (Alexandra Palace)	Welwyn Garden City	15	4.0	772	7.5	9.7	17.9	1.68	0.50	0.84
	Stevenage	20	3.0	772	10.0	9.7	20.4	1.47	0.50	0.74
	Gordon Hill	12	5.0	772	6.0	9.7	16.4	1.83	0.50	0.91
	Moorgate	5	11.0	772	2.7	9.7	13.1	2.29	1.00	2.29
	Hertford North	15	4.0	772	7.5	9.7	17.9	1.68	0.50	0.84
	Kings Cross	60	1.0	772	30.0	9.7	40.4	0.74	0.50	0.37
	Letchworth Garden City	30	2.0	772	15.0	9.7	25.4	1.18	0.50	0.59
LUL (Wood Green)	Cockfosters	3	18.0	755	1.7	9.4	11.9	2.53	1.00	2.53
	Arnos Grove	10	6.0	755	5.0	9.4	15.2	1.98	0.50	0.99
	Rayners Lane	15	4.0	755	7.5	9.4	17.7	1.70	0.50	0.85
	Uxbridge	12	5.0	755	6.0	9.4	16.2	1.85	0.50	0.93
	Northfields	20	3.0	755	10.0	9.4	20.2	1.49	0.50	0.74
	Heathrow T4	10	6.0	755	5.0	9.4	15.2	1.98	0.50	0.99
	Heathrow T5	10	6.0	755	5.0	9.4	15.2	1.98	0.50	0.99
Total AI = 28.03										
PTAL = 6										

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building C**

Existing

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	29	6	10	530	3.0	6.6	11.6	2.58	0.5	1.29
	67	12	5	530	6.0	6.6	14.6	2.05	0.50	1.03
	121	10	6	530	5.0	6.6	13.6	2.20	0.50	1.10
	123	12	5	530	6.0	6.6	14.6	2.05	0.50	1.03
	141	9	7	605	4.3	7.6	13.8	2.17	0.50	1.08
	144	10	6	530	5.0	6.6	13.6	2.20	0.50	1.10
	184	8	8	510	3.8	6.4	12.1	2.47	1.00	2.47
	221	6	10	530	3.0	6.6	11.6	2.58	0.50	1.29
	230	12	5	530	6.0	6.6	14.6	2.05	0.50	1.03
	232	15	4	530	7.5	6.6	16.1	1.86	0.50	0.93
	329	9	7	530	4.3	6.6	12.9	2.32	0.50	1.16
	W3	9	7	510	4.3	6.4	12.7	2.37	0.50	1.18
	National Rail (Alexandra Palace)	Welwyn Garden City	15	4.0	822	7.5	10.3	18.5	1.62	0.50
Stevenage		20	3.0	822	10.0	10.3	21.0	1.43	0.50	0.71
Gordon Hill		12	5.0	822	6.0	10.3	17.0	1.76	0.50	0.88
Moorgate		5	11.0	822	2.7	10.3	13.8	2.18	1.00	2.18
Hertford North		15	4.0	822	7.5	10.3	18.5	1.62	0.50	0.81
Kings Cross		60	1.0	822	30.0	10.3	41.0	0.73	0.50	0.37
Letchworth Garden City	30	2.0	822	15.0	10.3	26.0	1.15	0.50	0.58	
LUL (Wood Green)	Cockfosters	3	18.0	720	1.7	9.0	11.4	2.63	1.00	2.63
	Arnos Grove	10	6.0	720	5.0	9.0	14.8	2.03	0.50	1.02
	Rayners Lane	15	4.0	720	7.5	9.0	17.3	1.74	0.50	0.87
	Uxbridge	12	5.0	720	6.0	9.0	15.8	1.90	0.50	0.95
	Northfields	20	3.0	720	10.0	9.0	19.8	1.52	0.50	0.76
	Heathrow T4	10	6.0	720	5.0	9.0	14.8	2.03	0.50	1.02
	Heathrow T5	10	6.0	720	5.0	9.0	14.8	2.03	0.50	1.02
Total AI =									29.29	
PTAL =									6	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building D**

Existing

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	29	6	10	460	3.0	5.8	10.8	2.79	0.5	1.40
	67	12	5	460	6.0	5.8	13.8	2.18	0.50	1.09
	121	10	6	460	5.0	5.8	12.8	2.35	0.50	1.18
	123	12	5	460	6.0	5.8	13.8	2.18	0.50	1.09
	141	9	7	535	4.3	6.7	13.0	2.31	0.50	1.16
	144	10	6	460	5.0	5.8	12.8	2.35	0.50	1.18
	184	8	8	580	3.8	7.3	13.0	2.31	0.50	1.15
	221	6	10	460	3.0	5.8	10.8	2.79	1.00	2.79
	230	12	5	460	6.0	5.8	13.8	2.18	0.50	1.09
	232	15	4	460	7.5	5.8	15.3	1.97	0.50	0.98
	329	9	7	460	4.3	5.8	12.0	2.49	0.50	1.25
	W3	9	7	580	4.3	7.3	13.5	2.22	0.50	1.11
	National Rail (Alexandra Palace)	Welwyn Garden City	15	4.0	882	7.5	11.0	19.3	1.56	0.50
Stevenage		20	3.0	882	10.0	11.0	21.8	1.38	0.50	0.69
Gordon Hill		12	5.0	882	6.0	11.0	17.8	1.69	0.50	0.84
Moorgate		5	11.0	882	2.7	11.0	14.5	2.07	1.00	2.07
Hertford North		15	4.0	882	7.5	11.0	19.3	1.56	0.50	0.78
Kings Cross		60	1.0	882	30.0	11.0	41.8	0.72	0.50	0.36
Letchworth Garden City	30	2.0	882	15.0	11.0	26.8	1.12	0.50	0.56	
LUL (Wood Green)	Cockfosters	3	18.0	650	1.7	8.1	10.5	2.85	1.00	2.85
	Arnos Grove	10	6.0	650	5.0	8.1	13.9	2.16	0.50	1.08
	Rayners Lane	15	4.0	650	7.5	8.1	16.4	1.83	0.50	0.92
	Uxbridge	12	5.0	650	6.0	8.1	14.9	2.02	0.50	1.01
	Northfields	20	3.0	650	10.0	8.1	18.9	1.59	0.50	0.79
	Heathrow T4	10	6.0	650	5.0	8.1	13.9	2.16	0.50	1.08
	Heathrow T5	10	6.0	650	5.0	8.1	13.9	2.16	0.50	1.08
									Total AI =	30.35
									PTAL =	6

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building E**

Existing

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	29	6	10	635	3.0	7.9	12.9	2.32	0.5	1.16
	41	6	10	608	3.0	7.6	12.6	2.38	0.5	1.19
	67	12	5	635	6.0	7.9	15.9	1.88	0.50	0.94
	121	10	6	635	5.0	7.9	14.9	2.01	0.50	1.00
	123	12	5	635	6.0	7.9	15.9	1.88	0.50	0.94
	184	8	8	510	3.8	6.4	12.1	2.47	1.00	2.47
	144	10	6	635	5.0	7.9	14.9	2.01	0.50	1.00
	221	6	10	635	3.0	7.9	12.9	2.32	0.50	1.16
	230	12	5	635	6.0	7.9	15.9	1.88	0.50	0.94
	232	15	4	635	7.5	7.9	17.4	1.72	0.50	0.86
	329	9	7	635	4.3	7.9	14.2	2.11	0.50	1.05
	W3	9	7	510	4.3	6.4	12.7	2.37	0.50	1.18
	National Rail (Alexandra Palace)	Welwyn Garden City	15	4.0	822	7.5	10.3	18.5	1.62	0.50
Stevenage		20	3.0	822	10.0	10.3	21.0	1.43	0.50	0.71
Gordon Hill		12	5.0	822	6.0	10.3	17.0	1.76	0.50	0.88
Moorgate		5	11.0	822	2.7	10.3	13.8	2.18	1.00	2.18
Hertford North		15	4.0	822	7.5	10.3	18.5	1.62	0.50	0.81
Kings Cross		60	1.0	822	30.0	10.3	41.0	0.73	0.50	0.37
LUL (Wood Green)	Letchworth Garden City	30	2.0	822	15.0	10.3	26.0	1.15	0.50	0.58
	Cockfosters	3	18.0	840	1.7	10.5	12.9	2.32	1.00	2.32
	Arnos Grove	10	6.0	840	5.0	10.5	16.3	1.85	0.50	0.92
	Rayners Lane	15	4.0	840	7.5	10.5	18.8	1.60	0.50	0.80
	Uxbridge	12	5.0	840	6.0	10.5	17.3	1.74	0.50	0.87
	Northfields	20	3.0	840	10.0	10.5	21.3	1.41	0.50	0.71
	Heathrow T4	10	6.0	840	5.0	10.5	16.3	1.85	0.50	0.92
	Heathrow T5	10	6.0	840	5.0	10.5	16.3	1.85	0.50	0.92
Total AI =									27.72	
PTAL =									6	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building F**

Existing

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	29	6	10	555	3.0	6.9	11.9	2.51	0.5	1.26
	67	12	5	555	6.0	6.9	14.9	2.01	0.50	1.00
	121	10	6	555	5.0	6.9	13.9	2.15	0.50	1.08
	123	12	5	555	6.0	6.9	14.9	2.01	0.50	1.00
	141	9	7	630	4.3	7.9	14.2	2.12	0.50	1.06
	144	10	6	555	5.0	6.9	13.9	2.15	0.50	1.08
	184	8	8	580	3.8	7.3	13.0	2.31	0.50	1.15
	221	6	10	555	3.0	6.9	11.9	2.51	1.00	2.51
	230	12	5	555	6.0	6.9	14.9	2.01	0.50	1.00
	232	15	4	555	7.5	6.9	16.4	1.83	0.50	0.91
	329	9	7	555	4.3	6.9	13.2	2.27	0.50	1.13
	W3	9	7	580	4.3	7.3	13.5	2.22	0.50	1.11
	National Rail (Alexandra Palace)	Welwyn Garden City	15	4.0	892	7.5	11.2	19.4	1.55	0.50
Stevenage		20	3.0	892	10.0	11.2	21.9	1.37	0.50	0.68
Gordon Hill		12	5.0	892	6.0	11.2	17.9	1.68	0.50	0.84
Moorgate		5	11.0	892	2.7	11.2	14.6	2.05	1.00	2.05
Hertford North		15	4.0	892	7.5	11.2	19.4	1.55	0.50	0.77
Kings Cross		60	1.0	892	30.0	11.2	41.9	0.72	0.50	0.36
Letchworth Garden City		30	2.0	892	15.0	11.2	26.9	1.12	0.50	0.56
LUL (Wood Green)	Cockfosters	3	18.0	740	1.7	9.3	11.7	2.57	1.00	2.57
	Arnos Grove	10	6.0	740	5.0	9.3	15.0	2.00	0.50	1.00
	Rayners Lane	15	4.0	740	7.5	9.3	17.5	1.71	0.50	0.86
	Uxbridge	12	5.0	740	6.0	9.3	16.0	1.88	0.50	0.94
	Northfields	20	3.0	740	10.0	9.3	20.0	1.50	0.50	0.75
	Heathrow T4	10	6.0	740	5.0	9.3	15.0	2.00	0.50	1.00
	Heathrow T5	10	6.0	740	5.0	9.3	15.0	2.00	0.50	1.00
									Total AI =	28.45
									PTAL =	6

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

	AI	Accessibility
↓	0-5	1
	>5-10	2
	>10-15	3
	>15-20	4
	>20-25	5
	>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building G**

Existing

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index	
Bus	29	6	10	470	3.0	5.9	10.9	2.76	0.5	1.38	
	67	12	5	470	6.0	5.9	13.9	2.16	0.50	1.08	
	121	10	6	470	5.0	5.9	12.9	2.33	0.50	1.17	
	123	12	5	470	6.0	5.9	13.9	2.16	0.50	1.08	
	141	9	7	580	4.3	7.3	13.5	2.22	0.50	1.11	
	144	10	6	470	5.0	5.9	12.9	2.33	0.50	1.17	
	184	8	8	470	3.8	5.9	11.6	2.58	0.50	1.29	
	221	6	10	470	3.0	5.9	10.9	2.76	1.00	2.76	
	230	12	5	470	6.0	5.9	13.9	2.16	0.50	1.08	
	232	15	4	470	7.5	5.9	15.4	1.95	0.50	0.98	
	329	9	7	470	4.3	5.9	12.2	2.47	0.50	1.23	
	W3	9	7	620	4.3	7.8	14.0	2.14	0.50	1.07	
	National Rail (Alexandra Palace)	Welwyn Garden City	15	4.0	932	7.5	11.7	19.9	1.51	0.50	0.75
		Stevenage	20	3.0	932	10.0	11.7	22.4	1.34	0.50	0.67
Gordon Hill		12	5.0	932	6.0	11.7	18.4	1.63	0.50	0.82	
Moorgate		5	11.0	932	2.7	11.7	15.1	1.98	1.00	1.98	
Hertford North		15	4.0	932	7.5	11.7	19.9	1.51	0.50	0.75	
Kings Cross		60	1.0	932	30.0	11.7	42.4	0.71	0.50	0.35	
Letchworth Garden City		30	2.0	932	15.0	11.7	27.4	1.09	0.50	0.55	
LUL (Wood Green)	Cockfosters	3	18.0	660	1.7	8.3	10.7	2.81	1.00	2.81	
	Arnos Grove	10	6.0	660	5.0	8.3	14.0	2.14	0.50	1.07	
	Rayners Lane	15	4.0	660	7.5	8.3	16.5	1.82	0.50	0.91	
	Uxbridge	12	5.0	660	6.0	8.3	15.0	2.00	0.50	1.00	
	Northfields	20	3.0	660	10.0	8.3	19.0	1.58	0.50	0.79	
	Heathrow T4	10	6.0	660	5.0	8.3	14.0	2.14	0.50	1.07	
	Heathrow T5	10	6.0	660	5.0	8.3	14.0	2.14	0.50	1.07	
									Total AI =	29.99	
									PTAL =	6	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

	AI	Accessibility
↓	0-5	1
	>5-10	2
	>10-15	3
	>15-20	4
	>20-25	5
	>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building H**

Existing

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	29	6	10	595	3.0	7.4	12.4	2.41	0.5	1.21
	41	6	10	593	3.0	7.4	12.4	2.42	0.5	1.21
	67	12	5	595	6.0	7.4	15.4	1.94	0.50	0.97
	121	10	6	595	5.0	7.4	14.4	2.08	0.50	1.04
	123	12	5	595	6.0	7.4	15.4	1.94	0.50	0.97
	144	10	6	595	5.0	7.4	14.4	2.08	0.50	1.04
	184	8	8	485	3.8	6.1	11.8	2.54	0.50	1.27
	221	6	10	595	3.0	7.4	12.4	2.41	1.00	2.41
	230	12	5	595	6.0	7.4	15.4	1.94	0.50	0.97
	232	15	4	595	7.5	7.4	16.9	1.77	0.50	0.89
	329	9	7	595	4.3	7.4	13.7	2.19	0.50	1.09
	W3	9	7	485	4.3	6.1	12.3	2.43	0.50	1.21
	National Rail (Alexandra Palace)	Welwyn Garden City	15	4.0	790	7.5	9.9	18.1	1.66	0.50
Stevenage		20	3.0	790	10.0	9.9	20.6	1.45	0.50	0.73
Gordon Hill		12	5.0	790	6.0	9.9	16.6	1.80	0.50	0.90
Moorgate		5	11.0	790	2.7	9.9	13.4	2.25	1.00	2.25
Hertford North		15	4.0	790	7.5	9.9	18.1	1.66	0.50	0.83
Kings Cross		60	1.0	790	30.0	9.9	40.6	0.74	0.50	0.37
Letchworth Garden City		30	2.0	790	15.0	9.9	25.6	1.17	0.50	0.59
LUL (Wood Green)	Cockfosters	3	18.0	785	1.7	9.8	12.2	2.45	1.00	2.45
	Arnos Grove	10	6.0	785	5.0	9.8	15.6	1.93	0.50	0.96
	Rayners Lane	15	4.0	785	7.5	9.8	18.1	1.66	0.50	0.83
	Uxbridge	12	5.0	785	6.0	9.8	16.6	1.81	0.50	0.91
	Northfields	20	3.0	785	10.0	9.8	20.6	1.46	0.50	0.73
	Heathrow T4	10	6.0	785	5.0	9.8	15.6	1.93	0.50	0.96
	Heathrow T5	10	6.0	785	5.0	9.8	15.6	1.93	0.50	0.96
									Total AI =	28.58
									PTAL =	6

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building I**

Existing

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	29	6	10	575	3.0	7.2	12.2	2.46	0.5	1.23
	41	6	10	538	3.0	6.7	11.7	2.56	0.5	1.28
	67	12	5	575	6.0	7.2	15.2	1.98	0.50	0.99
	121	10	6	575	5.0	7.2	14.2	2.11	0.50	1.06
	123	12	5	575	6.0	7.2	15.2	1.98	0.50	0.99
	144	10	6	575	5.0	7.2	14.2	2.11	0.50	1.06
	184	8	8	515	3.8	6.4	12.2	2.46	0.50	1.23
	221	6	10	575	3.0	7.2	12.2	2.46	0.50	1.23
	230	12	5	575	6.0	7.2	15.2	1.98	0.50	0.99
	232	15	4	575	7.5	7.2	16.7	1.80	0.50	0.90
	329	9	7	575	4.3	7.2	13.5	2.23	0.50	1.11
	W3	9	7	515	4.3	6.4	12.7	2.36	1.00	2.36
	National Rail (Alexandra Palace)	Welwyn Garden City	15	4.0	812	7.5	10.2	18.4	1.63	0.50
Stevenage		20	3.0	812	10.0	10.2	20.9	1.44	0.50	0.72
Gordon Hill		12	5.0	812	6.0	10.2	16.9	1.78	0.50	0.89
Moorgate		5	11.0	812	2.7	10.2	13.6	2.20	1.00	2.20
Hertford North		15	4.0	812	7.5	10.2	18.4	1.63	0.50	0.82
Kings Cross		60	1.0	812	30.0	10.2	40.9	0.73	0.50	0.37
Letchworth Garden City		30	2.0	812	15.0	10.2	25.9	1.16	0.50	0.58
LUL (Wood Green)	Cockfosters	3	18.0	750	1.7	9.4	11.8	2.54	1.00	2.54
	Arnos Grove	10	6.0	750	5.0	9.4	15.1	1.98	0.50	0.99
	Rayners Lane	15	4.0	750	7.5	9.4	17.6	1.70	0.50	0.85
	Uxbridge	12	5.0	750	6.0	9.4	16.1	1.86	0.50	0.93
	Northfields	20	3.0	750	10.0	9.4	20.1	1.49	0.50	0.75
	Heathrow T4	10	6.0	750	5.0	9.4	15.1	1.98	0.50	0.99
	Heathrow T5	10	6.0	750	5.0	9.4	15.1	1.98	0.50	0.99
									Total AI =	28.85
									PTAL =	6

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building J**

Existing

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index	
Bus	29	6	10	540	3.0	6.8	11.8	2.55	0.5	1.28	
	41	6	10	543	3.0	6.8	9.8	3.07	0.5	1.53	
	67	12	5	540	6.0	6.8	14.8	2.03	0.50	1.02	
	121	10	6	540	5.0	6.8	13.8	2.18	0.50	1.09	
	123	12	5	540	6.0	6.8	14.8	2.03	0.50	1.02	
	144	10	6	540	5.0	6.8	13.8	2.18	0.50	1.09	
	184	8	8	540	3.8	6.8	12.5	2.40	1.00	2.40	
	221	6	10	540	3.0	6.8	11.8	2.55	0.50	1.28	
	230	12	5	540	6.0	6.8	14.8	2.03	0.50	1.02	
	232	15	4	540	7.5	6.8	16.3	1.85	0.50	0.92	
	329	9	7	540	4.3	6.8	13.0	2.30	0.50	1.15	
	W3	9	7	585	4.3	7.3	13.6	2.21	0.50	1.10	
	National Rail (Alexandra Palace)	Welwyn Garden City	15	4.0	882	7.5	11.0	19.3	1.56	0.50	0.78
		Stevenage	20	3.0	882	10.0	11.0	21.8	1.38	0.50	0.69
Gordon Hill		12	5.0	882	6.0	11.0	17.8	1.69	0.50	0.84	
Moorgate		5	11.0	882	2.7	11.0	14.5	2.07	1.00	2.07	
Hertford North		15	4.0	882	7.5	11.0	19.3	1.56	0.50	0.78	
Kings Cross		60	1.0	882	30.0	11.0	41.8	0.72	0.50	0.36	
Letchworth Garden City		30	2.0	882	15.0	11.0	26.8	1.12	0.50	0.56	
LUL (Wood Green)	Cockfosters	3	18.0	720	1.7	9.0	11.4	2.63	1.00	2.63	
	Arnos Grove	10	6.0	720	5.0	9.0	14.8	2.03	0.50	1.02	
	Rayners Lane	15	4.0	720	7.5	9.0	17.3	1.74	0.50	0.87	
	Uxbridge	12	5.0	720	6.0	9.0	15.8	1.90	0.50	0.95	
	Northfields	20	3.0	720	10.0	9.0	19.8	1.52	0.50	0.76	
	Heathrow T4	10	6.0	720	5.0	9.0	14.8	2.03	0.50	1.02	
	Heathrow T5	10	6.0	720	5.0	9.0	14.8	2.03	0.50	1.02	
Total AI =									29.23		
PTAL =									6		

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

	AI	Accessibility
↓	0-5	1
	>5-10	2
	>10-15	3
	>15-20	4
	>20-25	5
	>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building K**

Existing

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	29	6	10	495	3.0	6.2	11.2	2.68	0.5	1.34
	67	12	5	495	6.0	6.2	14.2	2.11	0.50	1.06
	121	10	6	495	5.0	6.2	13.2	2.27	0.50	1.14
	123	12	5	495	6.0	6.2	14.2	2.11	0.50	1.06
	141	9	7	605	4.3	7.6	13.8	2.17	0.50	1.08
	144	10	6	495	5.0	6.2	13.2	2.27	0.50	1.14
	184	8	8	615	3.8	7.7	13.4	2.23	0.50	1.12
	221	6	10	495	3.0	6.2	11.2	2.68	1.00	2.68
	230	12	5	495	6.0	6.2	14.2	2.11	0.50	1.06
	232	15	4	495	7.5	6.2	15.7	1.91	0.50	0.96
	329	9	7	495	4.3	6.2	12.5	2.41	0.50	1.20
	W3	9	7	615	4.3	7.7	14.0	2.15	0.50	1.07
	National Rail (Alexandra Palace)	Welwyn Garden City	15	4.0	930	7.5	11.6	19.9	1.51	0.50
Stevenage		20	3.0	930	10.0	11.6	22.4	1.34	0.50	0.67
Gordon Hill		12	5.0	930	6.0	11.6	18.4	1.63	0.50	0.82
Moorgate		5	11.0	930	2.7	11.6	15.1	1.99	1.00	1.99
Hertford North		15	4.0	930	7.5	11.6	19.9	1.51	0.50	0.75
Kings Cross		60	1.0	930	30.0	11.6	42.4	0.71	0.50	0.35
LUL (Wood Green)	Letchworth Garden City	30	2.0	930	15.0	11.6	27.4	1.10	0.50	0.55
	Cockfosters	3	18.0	685	1.7	8.6	11.0	2.73	1.00	2.73
	Arnos Grove	10	6.0	685	5.0	8.6	14.3	2.10	0.50	1.05
	Rayners Lane	15	4.0	685	7.5	8.6	16.8	1.78	0.50	0.89
	Uxbridge	12	5.0	685	6.0	8.6	15.3	1.96	0.50	0.98
	Northfields	20	3.0	685	10.0	8.6	19.3	1.55	0.50	0.78
	Heathrow T4	10	6.0	685	5.0	8.6	14.3	2.10	0.50	1.05
	Heathrow T5	10	6.0	685	5.0	8.6	14.3	2.10	0.50	1.05
Total AI =									29.31	
PTAL =									6	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL -

Clarendon Gas Works, Haringey
Building L

Existing

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	29	6	10	455	3.0	5.7	10.7	2.81	0.5	1.40
	67	12	5	455	6.0	5.7	13.7	2.19	0.50	1.10
	121	10	6	455	5.0	5.7	12.7	2.36	0.50	1.18
	123	12	5	455	6.0	5.7	13.7	2.19	0.50	1.10
	141	9	7	565	4.3	7.1	13.3	2.25	0.50	1.12
	144	10	6	455	5.0	5.7	12.7	2.36	0.50	1.18
	184	8	8	455	3.8	5.7	11.4	2.62	0.50	1.31
	221	6	10	455	3.0	5.7	10.7	2.81	1.00	2.81
	230	12	5	455	6.0	5.7	13.7	2.19	0.50	1.10
	232	15	4	455	7.5	5.7	15.2	1.98	0.50	0.99
329	9	7	455	4.3	5.7	12.0	2.51	0.50	1.25	
National Rail (Alexandra Palace)	Welwyn Garden City	15	4.0	955	7.5	11.9	20.2	1.49	0.50	0.74
	Stevenage	20	3.0	955	10.0	11.9	22.7	1.32	0.50	0.66
	Gordon Hill	12	5.0	955	6.0	11.9	18.7	1.61	0.50	0.80
	Moorgate	5	11.0	955	2.7	11.9	15.4	1.95	1.00	1.95
	Hertford North	15	4.0	955	7.5	11.9	20.2	1.49	0.50	0.74
	Kings Cross	60	1.0	955	30.0	11.9	42.7	0.70	0.50	0.35
	Letchworth Garden City	30	2.0	955	15.0	11.9	27.7	1.08	0.50	0.54
LUL (Wood Green)	Cockfosters	3	18.0	645	1.7	8.1	10.5	2.86	1.00	2.86
	Arnos Grove	10	6.0	645	5.0	8.1	13.8	2.17	0.50	1.09
	Rayners Lane	15	4.0	645	7.5	8.1	16.3	1.84	0.50	0.92
	Uxbridge	12	5.0	645	6.0	8.1	14.8	2.03	0.50	1.01
	Northfields	20	3.0	645	10.0	8.1	18.8	1.59	0.50	0.80
	Heathrow T4	10	6.0	645	5.0	8.1	13.8	2.17	0.50	1.09
	Heathrow T5	10	6.0	645	5.0	8.1	13.8	2.17	0.50	1.09
Total AI =									29.18	
PTAL =									6	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL - Clarendon Gas Works, Haringey Building M

Existing

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	41	6	10	520	3.0	6.5	11.5	2.61	1.00	2.61
	121	10	6	620	5.0	7.8	14.8	2.03	0.50	1.02
	123	12	5	620	6.0	7.8	15.8	1.90	0.50	0.95
	144	10	6	520	5.0	6.5	13.5	2.22	0.50	1.11
	184	6	6	610	5.0	7.6	14.6	2.05	0.50	1.03
	221	6	10	620	3.0	7.8	12.8	2.35	0.50	1.18
	232	15	4	620	7.5	7.8	17.3	1.74	0.50	0.87
	329	9	7	620	4.3	7.8	14.0	2.14	0.50	1.07
	W3	9	7	610	4.3	7.6	13.9	2.16	0.50	1.08
National Rail (Hornsey)	Welwyn Garden City	20	3.0	886	10.0	11.1	21.8	1.37	0.50	0.69
	Stevenage	20	3.0	886	10.0	11.1	21.8	1.37	0.50	0.69
	Gordon Hill	12	5.0	886	6.0	11.1	17.8	1.68	0.50	0.84
	Moorgate	7	9.0	886	3.3	11.1	15.2	1.98	1.00	1.98
	Hertford North	15	4.0	886	7.5	11.1	19.3	1.55	0.50	0.78
	Letchworth Garden City	30	2.0	886	15.0	11.1	26.8	1.12	0.50	0.56
LUL (Wood Green)	Cockfosters	3	18.0	850	1.7	10.6	12.3	2.44	1.00	2.44
	Arnos Grove	10	6.0	850	5.0	10.6	15.6	1.92	0.50	0.96
	Rayners Lane	15	4.0	850	7.5	10.6	18.1	1.66	0.50	0.83
	Uxbridge	12	5.0	850	6.0	10.6	16.6	1.80	0.50	0.90
	Northfields	20	3.0	850	10.0	10.6	20.6	1.45	0.50	0.73
	Heathrow T4	10	6.0	850	5.0	10.6	15.6	1.92	0.50	0.96
	Heathrow T5	10	6.0	850	5.0	10.6	15.6	1.92	0.50	0.96
Total AI = 24.22										
PTAL = 5										

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL - Clarendon Gas Works, Haringey Building N

Existing

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	41	6	10	510	3.0	6.4	11.4	2.64	1.00	2.64
	121	10	6	560	5.0	7.0	14.0	2.14	0.50	1.07
	123	12	5	560	6.0	7.0	15.0	2.00	0.50	1.00
	144	10	6	560	5.0	7.0	14.0	2.14	0.50	1.07
	184	8	8	585	3.8	7.3	13.1	2.30	0.50	1.15
	221	6	10	560	3.0	7.0	12.0	2.50	0.50	1.25
	232	15	4	560	7.5	7.0	16.5	1.82	0.50	0.91
	329	9	7	560	4.3	7.0	13.3	2.26	0.50	1.13
	W3	9	7	585	4.3	7.3	13.6	2.21	0.50	1.10
National Rail (Hornsey)	Welwyn Garden City	20	3.0	920	10.0	11.5	22.3	1.35	0.50	0.67
	Stevenage	20	3.0	920	10.0	11.5	22.3	1.35	0.50	0.67
	Gordon Hill	12	5.0	920	6.0	11.5	18.3	1.64	0.50	0.82
	Moorgate	7	9.0	920	3.3	11.5	15.6	1.93	1.00	1.93
	Hertford North	15	4.0	920	7.5	11.5	19.8	1.52	0.50	0.76
	Letchworth Garden City	30	2.0	920	15.0	11.5	27.3	1.10	0.50	0.55
LUL (Wood Green)	Cockfosters	3	18.0	800	1.7	10.0	11.7	2.57	1.00	2.57
	Arnos Grove	10	6.0	800	5.0	10.0	15.0	2.00	0.50	1.00
	Rayners Lane	15	4.0	800	7.5	10.0	17.5	1.71	0.50	0.86
	Uxbridge	12	5.0	800	6.0	10.0	16.0	1.88	0.50	0.94
	Northfields	20	3.0	800	10.0	10.0	20.0	1.50	0.50	0.75
	Heathrow T4	10	6.0	800	5.0	10.0	15.0	2.00	0.50	1.00
	Heathrow T5	10	6.0	800	5.0	10.0	15.0	2.00	0.50	1.00
Total AI = 24.84										
PTAL = 5										

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building O**

Existing

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	29	6	10	535	3.0	6.7	11.7	2.57	0.5	1.28
	41	6	10	540	3.0	6.8	11.8	2.55	1	2.55
	67	12	5	535	6.0	6.7	14.7	2.04	0.50	1.02
	121	10	6	535	5.0	6.7	13.7	2.19	0.50	1.10
	123	12	5	535	6.0	6.7	14.7	2.04	0.50	1.02
	144	10	6	535	5.0	6.7	13.7	2.19	0.50	1.10
	184	10	6	535	5.0	6.7	13.7	2.19	0.50	1.10
	221	6	10	535	3.0	6.7	11.7	2.57	0.50	1.28
	230	12	5	535	6.0	6.7	14.7	2.04	0.50	1.02
	232	15	4	535	7.5	6.7	16.2	1.85	0.50	0.93
	329	9	7	535	4.3	6.7	13.0	2.31	0.50	1.16
	W3	9	7	640	4.3	8.0	14.3	2.10	0.50	1.05
	National Rail (Alexandra Palace)	Welwyn Garden City	15	4.0	947	7.5	11.8	20.1	1.49	0.50
Stevenage		20	3.0	947	10.0	11.8	22.6	1.33	0.50	0.66
Gordon Hill		12	5.0	947	6.0	11.8	18.6	1.61	0.50	0.81
Moorgate		5	11.0	947	2.7	11.8	15.3	1.96	1.00	1.96
Hertford North		15	4.0	947	7.5	11.8	20.1	1.49	0.50	0.75
Kings Cross		60	1.0	947	30.0	11.8	42.6	0.70	0.50	0.35
Letchworth Garden City		30	2.0	947	15.0	11.8	27.6	1.09	0.50	0.54
LUL (Wood Green)	Cockfosters	3	18.0	725	1.7	9.1	11.5	2.61	1.00	2.61
	Arnos Grove	10	6.0	725	5.0	9.1	14.8	2.03	0.50	1.01
	Rayners Lane	15	4.0	725	7.5	9.1	17.3	1.73	0.50	0.87
	Uxbridge	12	5.0	725	6.0	9.1	15.8	1.90	0.50	0.95
	Northfields	20	3.0	725	10.0	9.1	19.8	1.51	0.50	0.76
	Heathrow T4	10	6.0	725	5.0	9.1	14.8	2.03	0.50	1.01
	Heathrow T5	10	6.0	725	5.0	9.1	14.8	2.03	0.50	1.01
									Total AI =	28.65
									PTAL =	6

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

	AI	Accessibility
↓	0-5	1
	>5-10	2
	>10-15	3
	>15-20	4
	>20-25	5
	>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building P**

Existing

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	29	6	10	615	3.0	7.7	12.7	2.36	0.5	1.18
	41	6	10	470	3.0	5.9	10.9	2.76	1	2.76
	67	12	5	615	6.0	7.7	15.7	1.91	0.50	0.96
	121	10	6	615	5.0	7.7	14.7	2.04	0.50	1.02
	123	12	5	615	6.0	7.7	15.7	1.91	0.50	0.96
	144	10	6	470	5.0	5.9	12.9	2.33	0.50	1.17
	184	10	6	615	5.0	7.7	14.7	2.04	0.50	1.02
	221	6	10	615	3.0	7.7	12.7	2.36	0.50	1.18
	230	12	5	615	6.0	7.7	15.7	1.91	0.50	0.96
	232	15	4	615	7.5	7.7	17.2	1.75	0.50	0.87
	329	9	7	615	4.3	7.7	14.0	2.15	0.50	1.07
	W3	9	7	610	4.3	7.6	13.9	2.16	0.50	1.08
	National Rail (Alexandra Palace)	Welwyn Garden City	15	4.0	922	7.5	11.5	19.8	1.52	0.50
Stevenage		20	3.0	922	10.0	11.5	22.3	1.35	0.50	0.67
Gordon Hill		12	5.0	922	6.0	11.5	18.3	1.64	0.50	0.82
Moorgate		5	11.0	922	2.7	11.5	15.0	2.00	1.00	2.00
Hertford North		15	4.0	922	7.5	11.5	19.8	1.52	0.50	0.76
Kings Cross		60	1.0	922	30.0	11.5	42.3	0.71	0.50	0.35
LUL (Wood Green)	Letchworth Garden City	30	2.0	922	15.0	11.5	27.3	1.10	0.50	0.55
	Cockfosters	3	18.0	810	1.7	10.1	12.5	2.39	1.00	2.39
	Arnos Grove	10	6.0	810	5.0	10.1	15.9	1.89	0.50	0.94
	Rayners Lane	15	4.0	810	7.5	10.1	18.4	1.63	0.50	0.82
	Uxbridge	12	5.0	810	6.0	10.1	16.9	1.78	0.50	0.89
	Northfields	20	3.0	810	10.0	10.1	20.9	1.44	0.50	0.72
	Heathrow T4	10	6.0	810	5.0	10.1	15.9	1.89	0.50	0.94
	Heathrow T5	10	6.0	810	5.0	10.1	15.9	1.89	0.50	0.94
Total AI =									27.79	
PTAL =									6	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

	AI	Accessibility
↓	0-5	1
	>5-10	2
	>10-15	3
	>15-20	4
	>20-25	5
	>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building Q**

Existing

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	41	6	10	433	3.0	5.4	10.4	2.88	1.00	2.88
	121	10	6	630	5.0	7.9	14.9	2.02	0.50	1.01
	123	12	5	630	6.0	7.9	15.9	1.89	0.50	0.94
	144	10	6	433	5.0	5.4	12.4	2.42	0.50	1.21
	221	6	10	630	3.0	7.9	12.9	2.33	0.50	1.17
	232	15	4	630	7.5	7.9	17.4	1.73	0.50	0.86
	329	9	7	630	4.3	7.9	14.2	2.12	0.50	1.06
National Rail (Hornsey)	Welwyn Garden City	20	3.0	846	10.0	10.6	21.3	1.41	0.50	0.70
	Stevenage	20	3.0	846	10.0	10.6	21.3	1.41	0.50	0.70
	Gordon Hill	12	5.0	846	6.0	10.6	17.3	1.73	0.50	0.87
	Moorgate	7	9.0	846	3.3	10.6	14.7	2.05	1.00	2.05
	Hertford North	15	4.0	846	7.5	10.6	18.8	1.59	0.50	0.80
	Letchworth Garden City	30	2.0	846	15.0	10.6	26.3	1.14	0.50	0.57
LUL (Turnpike Lane)	Cockfosters	3	18.0	934	1.7	11.7	14.1	2.13	1.00	2.13
	Amos Grove	10	6.0	934	5.0	11.7	17.4	1.72	0.50	0.86
	Rayners Lane	15	4.0	934	7.5	11.7	19.9	1.51	0.50	0.75
	Uxbridge	12	5.0	934	6.0	11.7	18.4	1.63	0.50	0.81
	Northfields	20	3.0	934	10.0	11.7	22.4	1.34	0.50	0.67
	Heathrow T4	10	6.0	934	5.0	11.7	17.4	1.72	0.50	0.86
	Heathrow T5	10	6.0	934	5.0	11.7	17.4	1.72	0.50	0.86
									Total AI =	21.76
									PTAL =	5

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)

Reliability factor k = 2 for Bus, 0.75 for Rail

Access Time = Scheduled Wait Time + Walk Time + k

EDF = Equivalent Doorstop Frequency = 30/Access Time

AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL - Clarendon Gas Works, Haringey Building R

Existing

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	41	6	10	410	3.0	5.1	10.1	2.96	1.00	2.96
	67	12	5	625	6.0	7.8	15.8	1.90	0.50	0.95
	121	10	6	575	5.0	7.2	14.2	2.11	0.50	1.06
	123	12	5	575	6.0	7.2	15.2	1.98	0.50	0.99
	141	9	7	575	4.3	7.2	13.5	2.23	0.50	1.11
	144	10	6	410	5.0	5.1	12.1	2.47	0.50	1.24
	184	8	8	575	3.8	7.2	12.9	2.32	0.50	1.16
	221	6	10	575	3.0	7.2	12.2	2.46	0.50	1.23
	230	12	5	625	6.0	7.8	15.8	1.90	0.50	0.95
	232	15	4	575	7.5	7.2	16.7	1.80	0.50	0.90
	329	9	7	575	4.3	7.2	13.5	2.23	0.50	1.11
National Rail (Hornsey)	Welwyn Garden City	20	3.0	820	10.0	10.3	21.0	1.43	0.50	0.71
	Stevenage	20	3.0	820	10.0	10.3	21.0	1.43	0.50	0.71
	Gordon Hill	12	5.0	820	6.0	10.3	17.0	1.76	0.50	0.88
	Moorgate	7	9.0	820	3.3	10.3	14.3	2.09	1.00	2.09
	Hertford North	15	4.0	820	7.5	10.3	18.5	1.62	0.50	0.81
	Letchworth Garden City	30	2.0	820	15.0	10.3	26.0	1.15	0.50	0.58
LUL (Turnpike Lane)	Cockfosters	3	18.0	910	1.7	11.4	13.8	2.18	1.00	2.18
	Amos Grove	10	6.0	910	5.0	11.4	17.1	1.75	0.50	0.88
	Rayners Lane	15	4.0	910	7.5	11.4	19.6	1.53	0.50	0.76
	Uxbridge	12	5.0	910	6.0	11.4	18.1	1.66	0.50	0.83
	Northfields	20	3.0	910	10.0	11.4	22.1	1.36	0.50	0.68
	Heathrow T4	10	6.0	910	5.0	11.4	17.1	1.75	0.50	0.88
	Heathrow T5	10	6.0	910	5.0	11.4	17.1	1.75	0.50	0.88
									Total AI =	26.52
									PTAL =	6

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL - Clarendon Gas Works, Haringey Building S

Existing

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	41	6	10	460	3.0	5.8	10.8	2.79	1.00	2.79
	67	12	5	575	6.0	7.2	15.2	1.98	0.50	0.99
	121	10	6	525	5.0	6.6	13.6	2.21	0.50	1.11
	123	12	5	525	6.0	6.6	14.6	2.06	0.50	1.03
	141	9	7	525	4.3	6.6	12.8	2.33	0.50	1.17
	144	10	6	460	5.0	5.8	12.8	2.35	0.50	1.18
	184	8	8	525	3.8	6.6	12.3	2.44	0.50	1.22
	221	6	10	525	3.0	6.6	11.6	2.59	0.50	1.30
	230	12	5	525	6.0	6.6	14.6	2.06	0.50	1.03
	232	15	4	525	7.5	6.6	16.1	1.87	0.50	0.93
329	9	7	525	4.3	6.6	12.8	2.33	0.50	1.17	
National Rail (Hornsey)	Welwyn Garden City	20	3.0	856	10.0	10.7	21.5	1.40	0.50	0.70
	Stevenage	20	3.0	856	10.0	10.7	21.5	1.40	0.50	0.70
	Gordon Hill	12	5.0	856	6.0	10.7	17.5	1.72	0.50	0.86
	Moorgate	7	9.0	856	3.3	10.7	14.8	2.03	1.00	2.03
	Hertford North	15	4.0	856	7.5	10.7	19.0	1.58	0.50	0.79
Letchworth Garden City	30	2.0	856	15.0	10.7	26.5	1.13	0.50	0.57	
LUL (Turnpike Lane)	Cockfosters	3	18.0	944	1.7	11.8	14.2	2.11	1.00	2.11
	Amos Grove	10	6.0	944	5.0	11.8	17.6	1.71	0.50	0.85
	Rayners Lane	15	4.0	944	7.5	11.8	20.1	1.50	0.50	0.75
	Uxbridge	12	5.0	944	6.0	11.8	18.6	1.62	0.50	0.81
	Northfields	20	3.0	944	10.0	11.8	22.6	1.33	0.50	0.67
	Heathrow T4	10	6.0	944	5.0	11.8	17.6	1.71	0.50	0.85
	Heathrow T5	10	6.0	944	5.0	11.8	17.6	1.71	0.50	0.85
Total AI =									26.45	
PTAL =									6	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL - Clarendon Gas Works, Haringey Building T

Existing

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	41	6	10.0	380	3.0	4.8	9.8	3.08	1.00	3.08
	144	10	6.0	380	5.0	4.8	11.8	2.55	0.50	1.28
National Rail (Hornsey)	Welwyn Garden City	20	3.0	790	10.0	9.9	20.6	1.45	0.50	0.73
	Stevenage	20	3.0	790	10.0	9.9	20.6	1.45	0.50	0.73
	Gordon Hill	12	5.0	790	6.0	9.9	16.6	1.80	0.50	0.90
	Moorgate	7	9.0	790	3.3	9.9	14.0	2.15	1.00	2.15
	Hertford North	15	4.0	790	7.5	9.9	18.1	1.66	0.50	0.83
	Letchworth Garden City	30	2.0	790	15.0	9.9	25.6	1.17	0.50	0.59
LUL (Turnpike Lane)	Cockfosters	3	18.0	885	1.7	11.1	13.5	2.23	1.00	2.23
	Arnos Grove	10	6.0	885	5.0	11.1	16.8	1.78	0.50	0.89
	Rayners Lane	15	4.0	885	7.5	11.1	19.3	1.55	0.50	0.78
	Uxbridge	12	5.0	885	6.0	11.1	17.8	1.68	0.50	0.84
	Northfields	20	3.0	885	10.0	11.1	21.8	1.38	0.50	0.69
	Heathrow T4	10	6.0	885	5.0	11.1	16.8	1.78	0.50	0.89
	Heathrow T5	10	6.0	885	5.0	11.1	16.8	1.78	0.50	0.89
Total AI =									17.48	
PTAL =									4	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL - Clarendon Gas Works, Haringey Building U

Existing

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	41	6	10.0	360	3.0	4.5	9.5	3.16	1.00	3.16
	144	10	6.0	360	5.0	4.5	11.5	2.61	0.50	1.30
National Rail (Hornsey)	Welwyn Garden City	20	3.0	760	10.0	9.5	20.3	1.48	0.50	0.74
	Stevenage	20	3.0	760	10.0	9.5	20.3	1.48	0.50	0.74
	Gordon Hill	12	5.0	760	6.0	9.5	16.3	1.85	0.50	0.92
	Moorgate	7	9.0	760	3.3	9.5	13.6	2.21	1.00	2.21
	Hertford North	15	4.0	760	7.5	9.5	17.8	1.69	0.50	0.85
	Letchworth Garden City	30	2.0	760	15.0	9.5	25.3	1.19	0.50	0.59
LUL (Turnpike Lane)	Cockfosters	3	18.0	855	1.7	10.7	13.1	2.29	1.00	2.29
	Arnos Grove	10	6.0	855	5.0	10.7	16.4	1.83	0.50	0.91
	Rayners Lane	15	4.0	855	7.5	10.7	18.9	1.58	0.50	0.79
	Uxbridge	12	5.0	855	6.0	10.7	17.4	1.72	0.50	0.86
	Northfields	20	3.0	855	10.0	10.7	21.4	1.40	0.50	0.70
	Heathrow T4	10	6.0	855	5.0	10.7	16.4	1.83	0.50	0.91
	Heathrow T5	10	6.0	855	5.0	10.7	16.4	1.83	0.50	0.91
Total AI =									17.89	
PTAL =									4	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL - Clarendon Gas Works, Haringey Building V

Existing

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	41	6	10.0	345	3.0	4.3	9.3	3.22	1.00	3.22
	144	10	6.0	345	5.0	4.3	11.3	2.65	0.50	1.33
National Rail (Hornsey)	Welwyn Garden City	20	3.0	755	10.0	9.4	20.2	1.49	0.50	0.74
	Stevenage	20	3.0	755	10.0	9.4	20.2	1.49	0.50	0.74
	Gordon Hill	12	5.0	755	6.0	9.4	16.2	1.85	0.50	0.93
	Moorgate	7	9.0	755	3.3	9.4	13.5	2.22	1.00	2.22
	Hertford North	15	4.0	755	7.5	9.4	17.7	1.70	0.50	0.85
	Letchworth Garden City	30	2.0	755	15.0	9.4	25.2	1.19	0.50	0.60
LUL (Turnpike Lane)	Cockfosters	3	18.0	850	1.7	10.6	13.0	2.30	1.00	2.30
	Arnos Grove	10	6.0	850	5.0	10.6	16.4	1.83	0.50	0.92
	Rayners Lane	15	4.0	850	7.5	10.6	18.9	1.59	0.50	0.79
	Uxbridge	12	5.0	850	6.0	10.6	17.4	1.73	0.50	0.86
	Northfields	20	3.0	850	10.0	10.6	21.4	1.40	0.50	0.70
	Heathrow T4	10	6.0	850	5.0	10.6	16.4	1.83	0.50	0.92
	Heathrow T5	10	6.0	850	5.0	10.6	16.4	1.83	0.50	0.92
Total AI =									18.03	
PTAL =									4	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL - Clarendon Gas Works, Haringey Building W

Existing

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	41	6	10.0	310	3.0	3.9	8.9	3.38	1.00	3.38
	144	10	6.0	310	5.0	3.9	10.9	2.76	0.50	1.38
National Rail (Hornsey)	Welwyn Garden City	20	3.0	720	10.0	9.0	19.8	1.52	0.50	0.76
	Stevenage	20	3.0	720	10.0	9.0	19.8	1.52	0.50	0.76
	Gordon Hill	12	5.0	720	6.0	9.0	15.8	1.90	0.50	0.95
	Moorgate	7	9.0	720	3.3	9.0	13.1	2.29	1.00	2.29
	Hertford North	15	4.0	720	7.5	9.0	17.3	1.74	0.50	0.87
	Letchworth Garden City	30	2.0	720	15.0	9.0	24.8	1.21	0.50	0.61
LUL (Turnpike Lane)	Cockfosters	3	18.0	815	1.7	10.2	12.6	2.38	1.00	2.38
	Arnos Grove	10	6.0	815	5.0	10.2	15.9	1.88	0.50	0.94
	Rayners Lane	15	4.0	815	7.5	10.2	18.4	1.63	0.50	0.81
	Uxbridge	12	5.0	815	6.0	10.2	16.9	1.77	0.50	0.89
	Northfields	20	3.0	815	10.0	10.2	20.9	1.43	0.50	0.72
	Heathrow T4	10	6.0	815	5.0	10.2	15.9	1.88	0.50	0.94
	Heathrow T5	10	6.0	815	5.0	10.2	15.9	1.88	0.50	0.94
Total AI =									18.62	
PTAL =									4	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL - Clarendon Gas Works, Haringey Building X

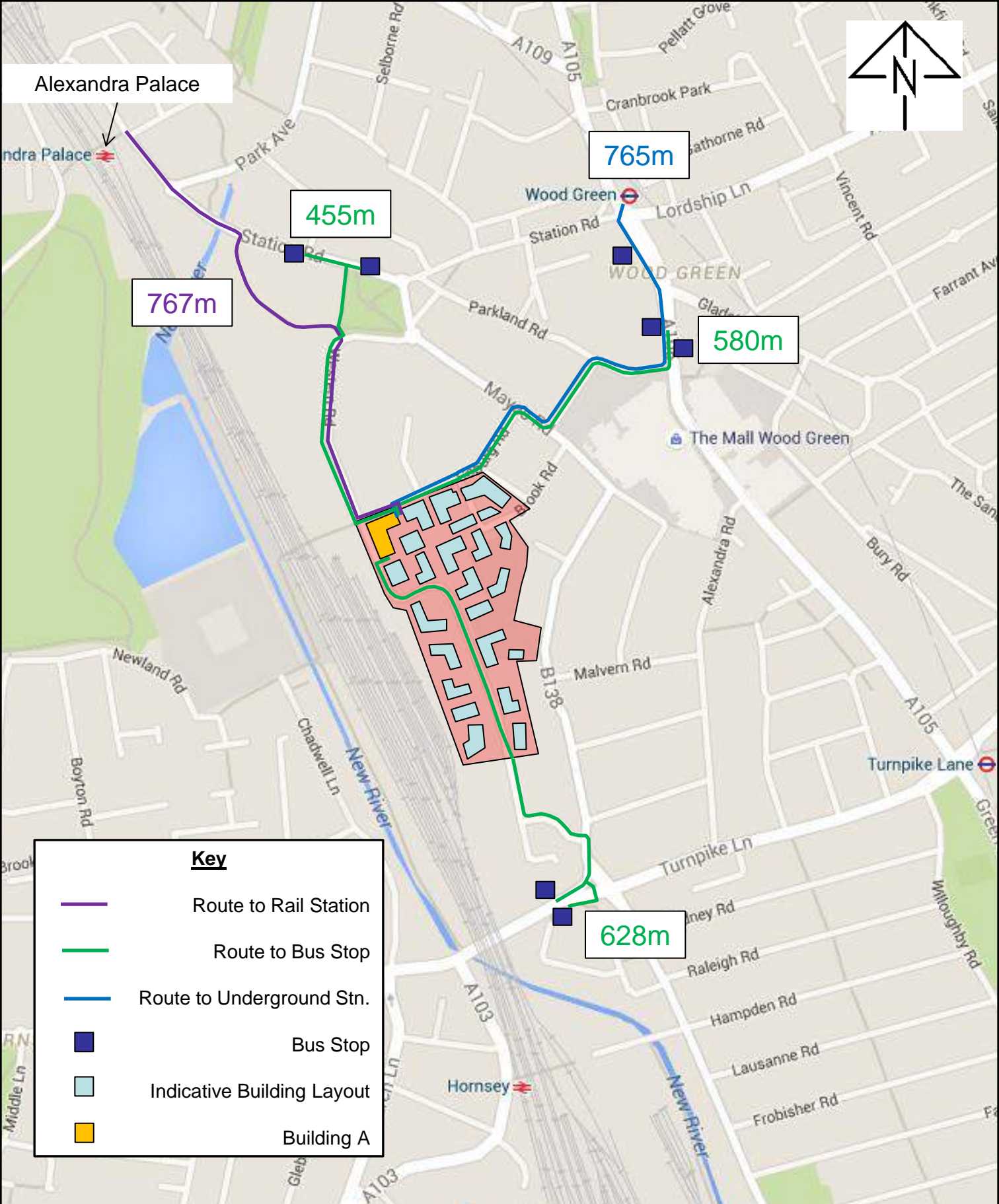
Existing

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	41	6	10.0	305	3.0	3.8	8.8	3.40	1.00	3.40
	144	10	6.0	305	5.0	3.8	10.8	2.77	0.50	1.39
National Rail (Hornsey)	Welwyn Garden City	20	3.0	715	10.0	8.9	19.7	1.52	0.50	0.76
	Stevenage	20	3.0	715	10.0	8.9	19.7	1.52	0.50	0.76
	Gordon Hill	12	5.0	715	6.0	8.9	15.7	1.91	0.50	0.96
	Moorgate	7	9.0	715	3.3	8.9	13.0	2.30	1.00	2.30
	Hertford North	15	4.0	715	7.5	8.9	17.2	1.75	0.50	0.87
	Letchworth Garden City	30	2.0	715	15.0	8.9	24.7	1.22	0.50	0.61
LUL (Turnpike Lane)	Cockfosters	3	18.0	810	1.7	10.1	12.5	2.39	1.00	2.39
	Arnos Grove	10	6.0	810	5.0	10.1	15.9	1.89	0.50	0.94
	Rayners Lane	15	4.0	810	7.5	10.1	18.4	1.63	0.50	0.82
	Uxbridge	12	5.0	810	6.0	10.1	16.9	1.78	0.50	0.89
	Northfields	20	3.0	810	10.0	10.1	20.9	1.44	0.50	0.72
	Heathrow T4	10	6.0	810	5.0	10.1	15.9	1.89	0.50	0.94
	Heathrow T5	10	6.0	810	5.0	10.1	15.9	1.89	0.50	0.94
Total AI =									18.71	
PTAL =									4	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6



Project Clarendon Gas Works

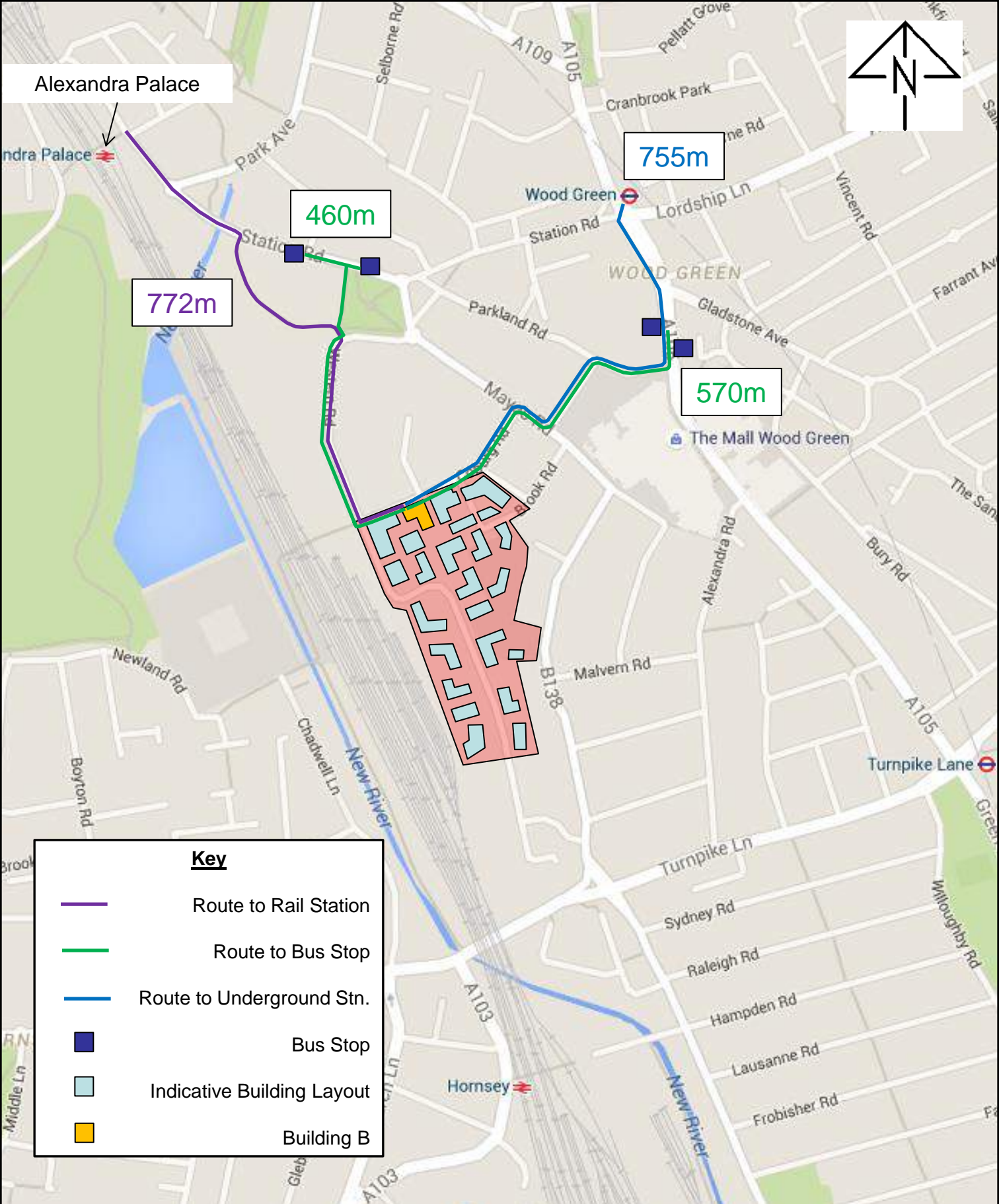
Client St William

Title Building A Walking Routes to Public Transport Services



Network Building, 97 Tottenham Court Road, London W1T 4TP
 Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

DRAWN: BB	CHECKED: MDC	DATE: 25/07/16	SCALES: NTS	DRAWING REFERENCE:	REVISION:
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Project Clarendon Gas Works

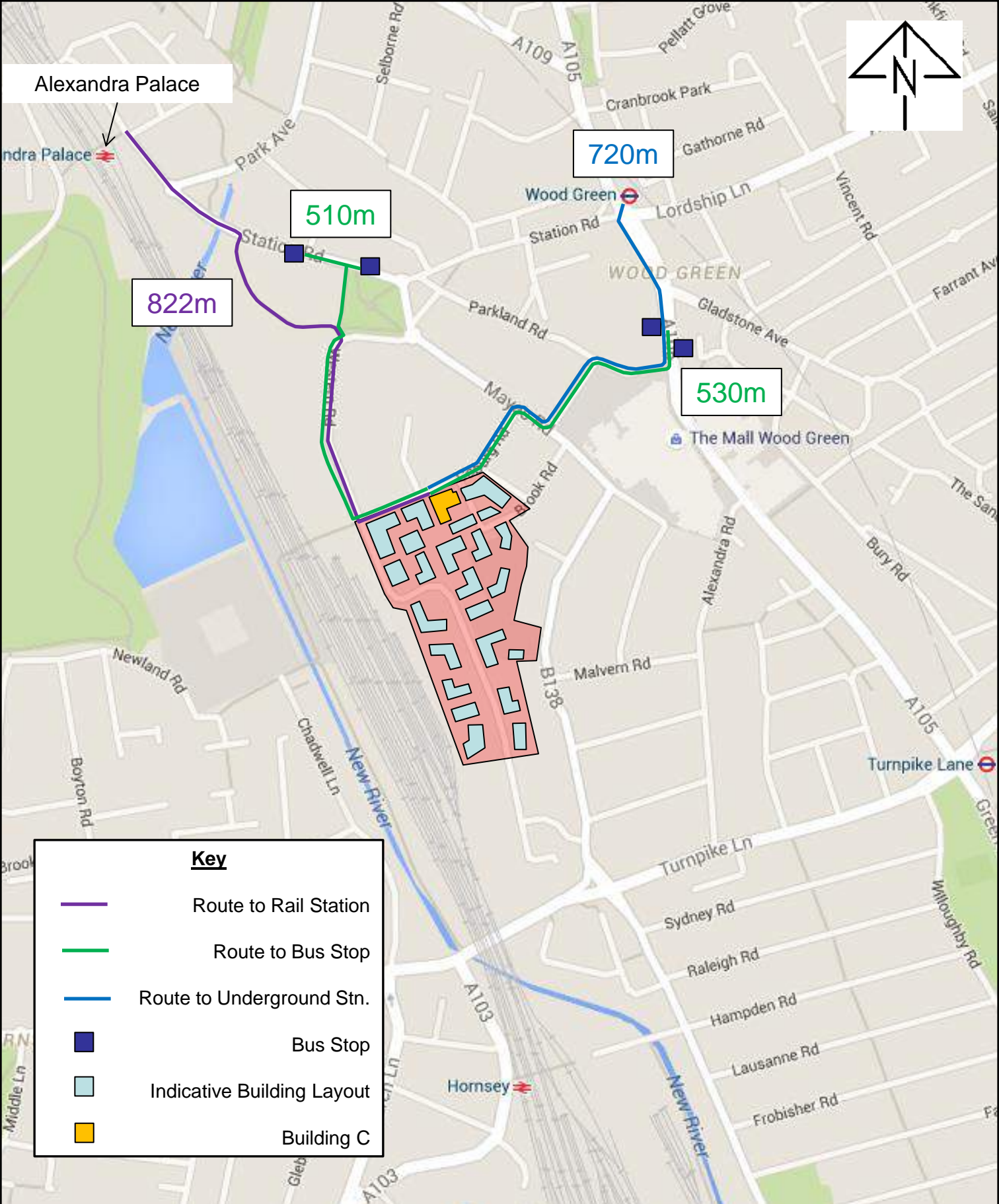
Client St William

Title Building B Walking Routes to Public Transport Services



Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

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Key

- Route to Rail Station
- Route to Bus Stop
- Route to Underground Stn.
- Bus Stop
- Indicative Building Layout
- Building C

Project Clarendon Gas Works

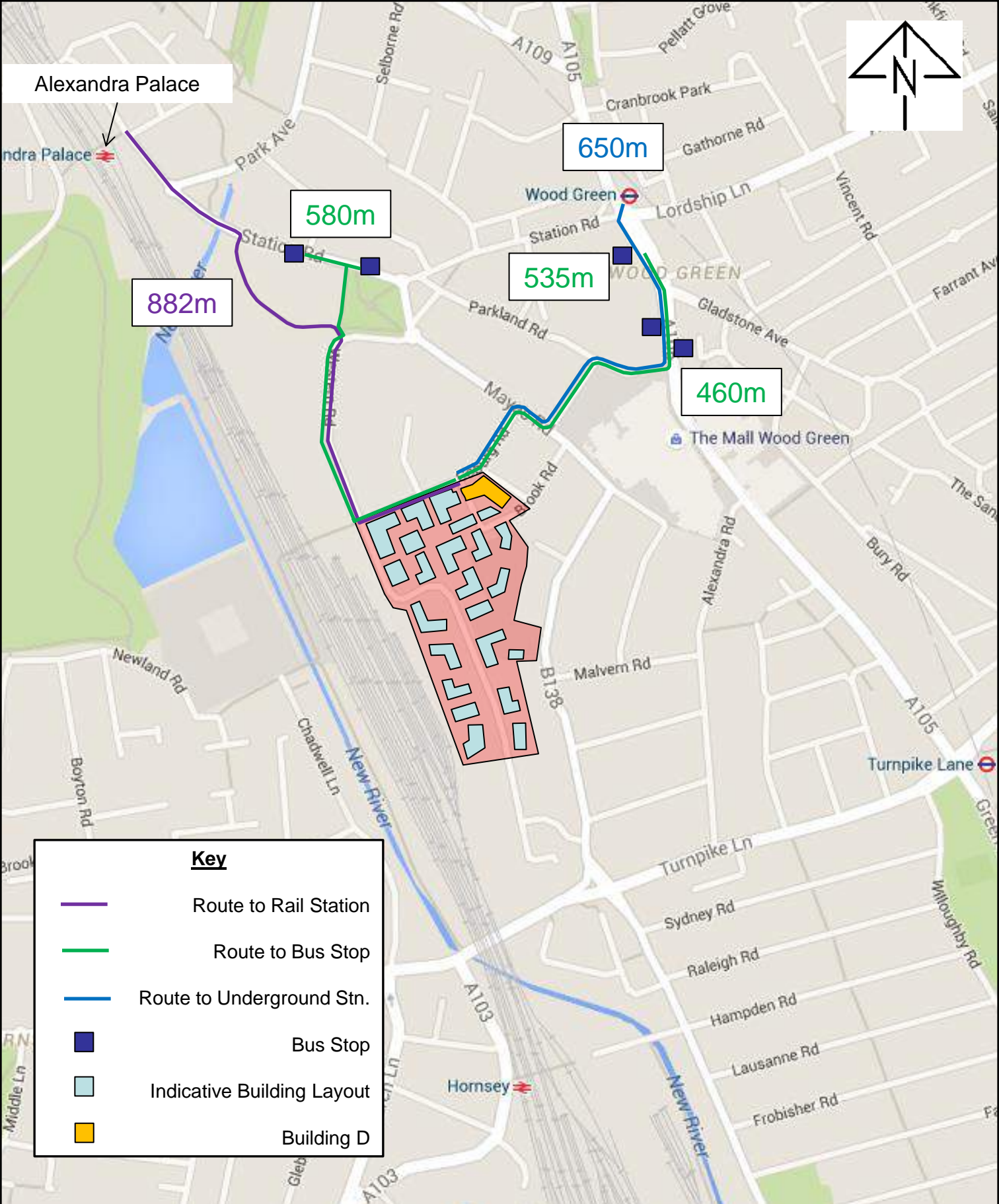
Client St William

Title Building C Walking Routes to Public Transport Services (Existing PTAL)



Network Building, 97 Tottenham Court Road, London W1T 4TP
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Project Clarendon Gas Works

Client St William

Title Building D Walking Routes to Public Transport Services



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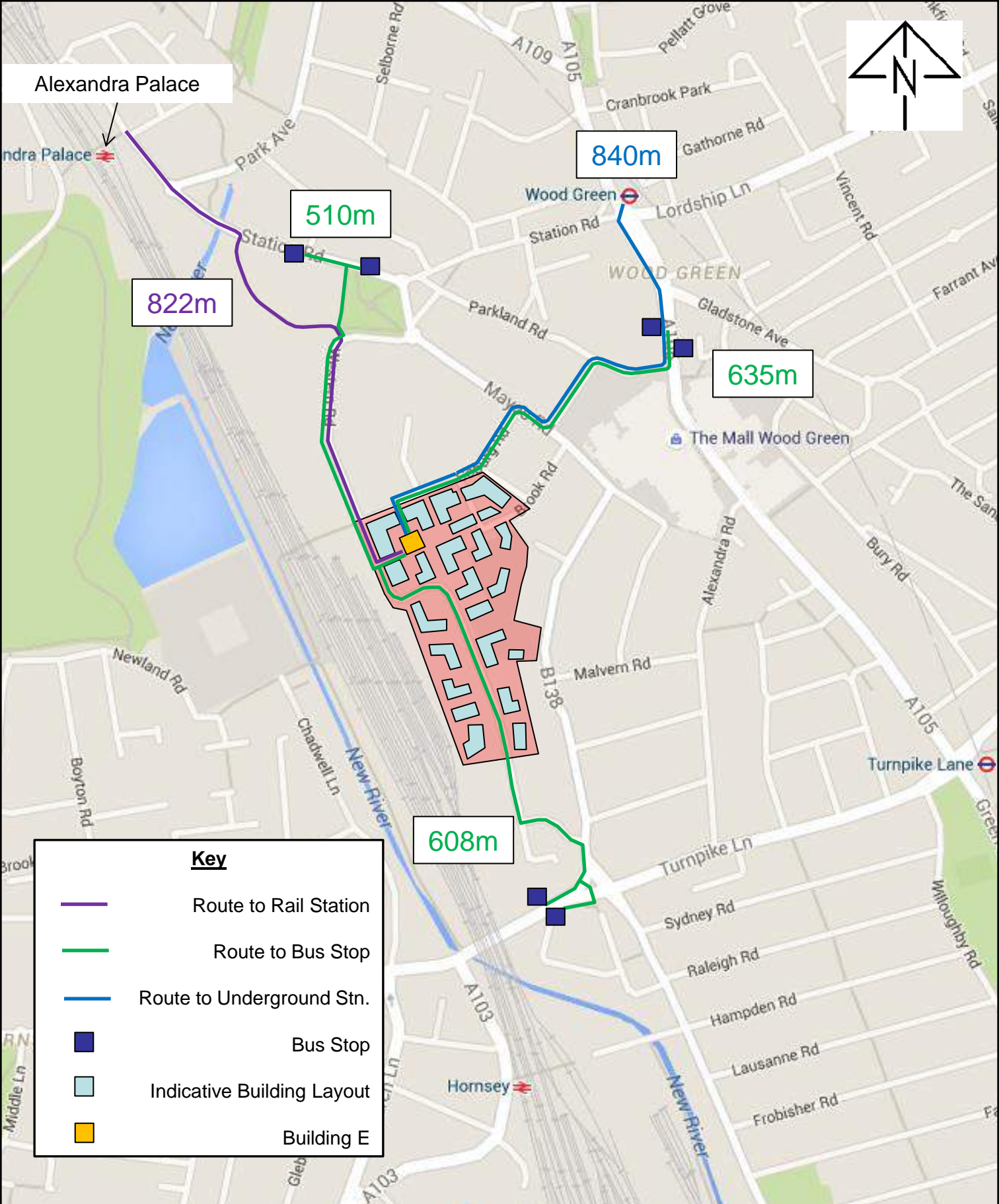
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25/07/16

SCALES:
NTS

DRAWING REFERENCE:

REVISION:



Project Clarendon Gas Works

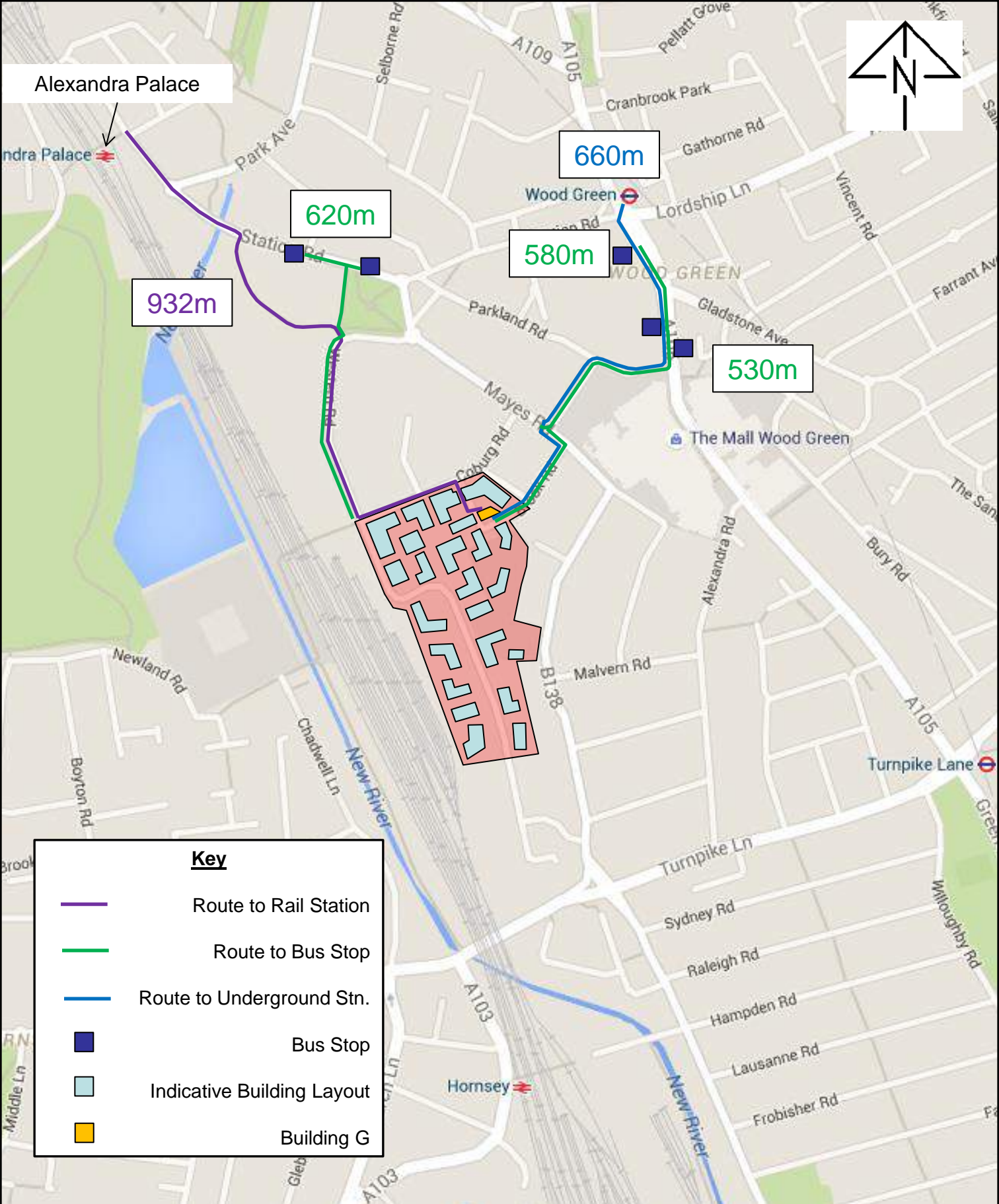
Client St William

Title Building E Walking Routes to Public Transport Services



Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

DRAWN: BB	CHECKED: MDC	DATE: 25/07/16	SCALES: NTS	DRAWING REFERENCE:	REVISION:
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Project Clarendon Gas Works

Client St William

Title Building G Walking Routes to Public Transport Services



Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

DRAWN:
BB

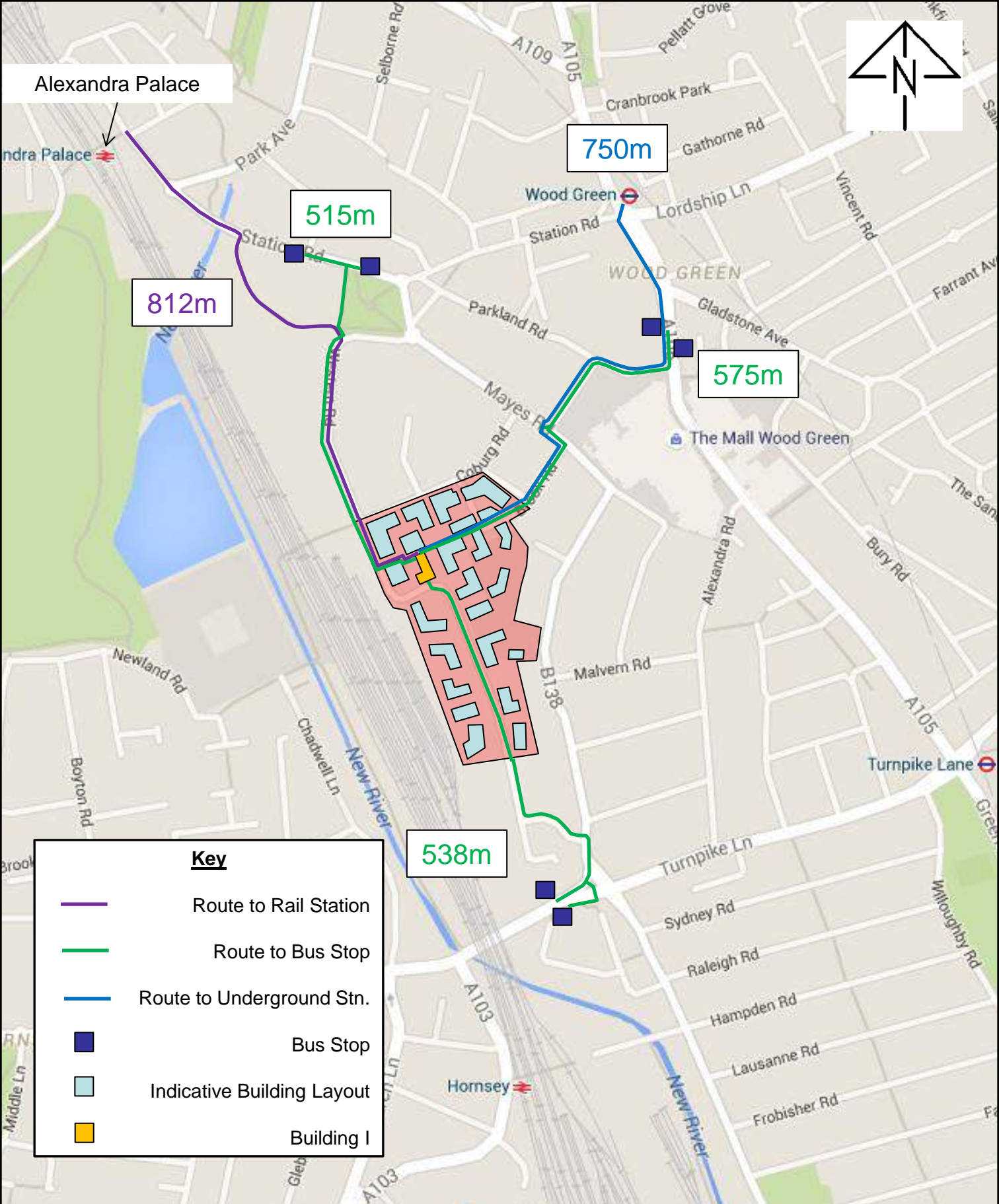
CHECKED:
MDC

DATE:
25/07/16

SCALES:
NTS

DRAWING REFERENCE:

REVISION:



Key

- Route to Rail Station
- Route to Bus Stop
- Route to Underground Stn.
- Bus Stop
- Indicative Building Layout
- Building I

Project Clarendon Gas Works

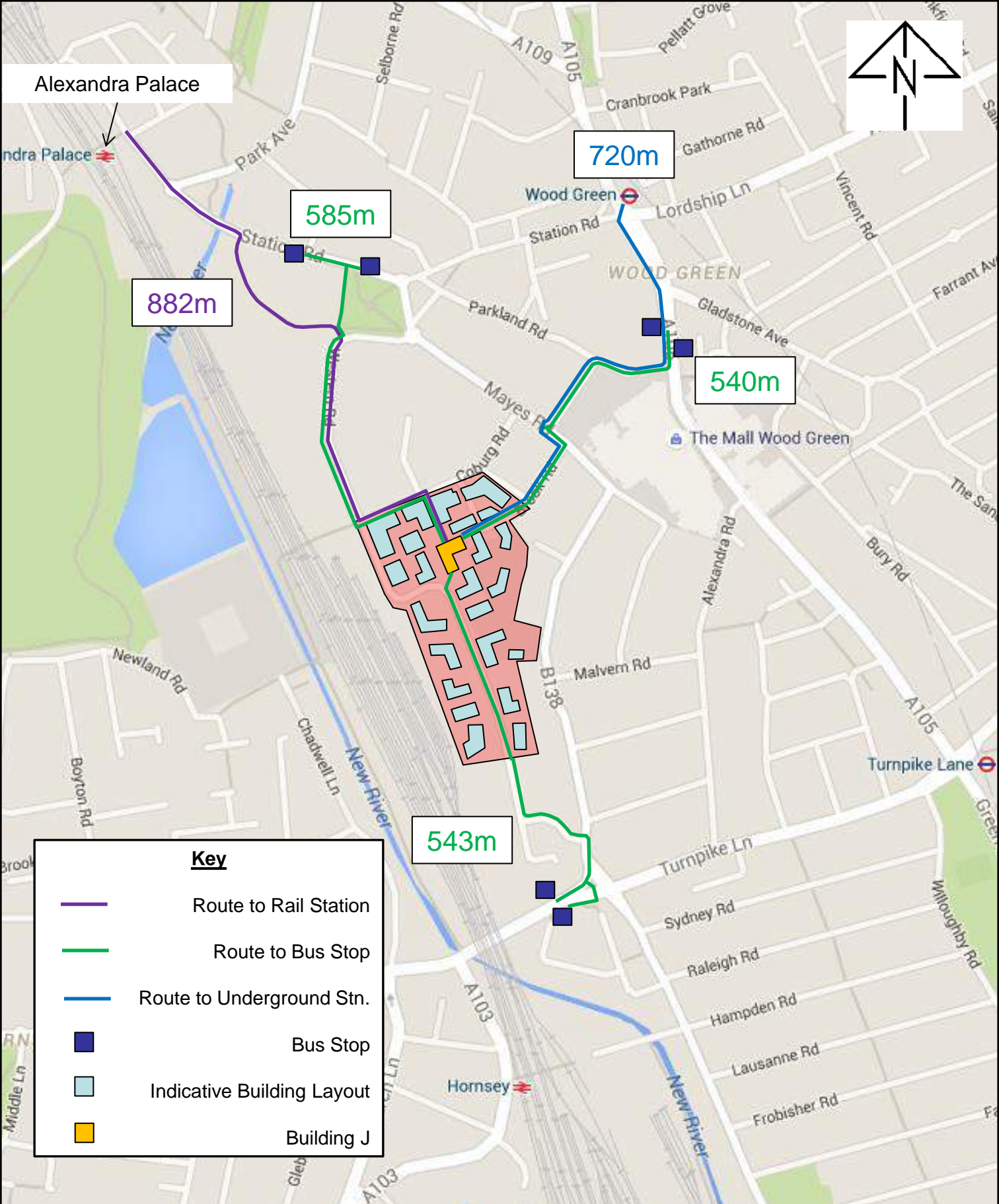
Client St William

Title Building I Walking Routes to Public Transport Services



Network Building, 97 Tottenham Court Road, London W1T 4TP
 Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

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Key

- Route to Rail Station
- Route to Bus Stop
- Route to Underground Stn.
- Bus Stop
- Indicative Building Layout
- Building J

Project Clarendon Gas Works

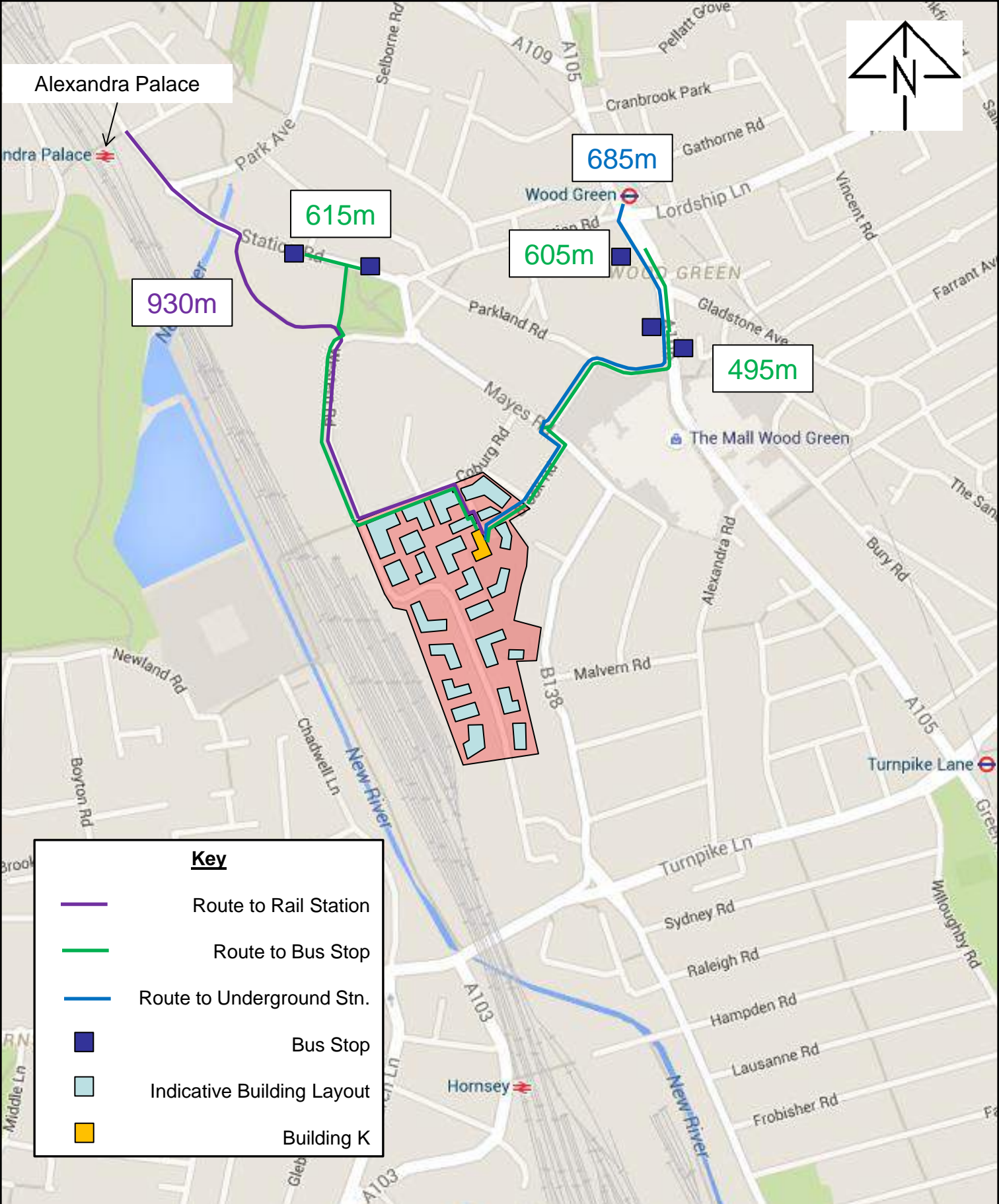
Client St William

Title Building J Walking Routes to Public Transport Services



Network Building, 97 Tottenham Court Road, London W1T 4TP
 Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

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Key

- Route to Rail Station
- Route to Bus Stop
- Route to Underground Stn.
- Bus Stop
- Indicative Building Layout
- Building K

Project Clarendon Gas Works

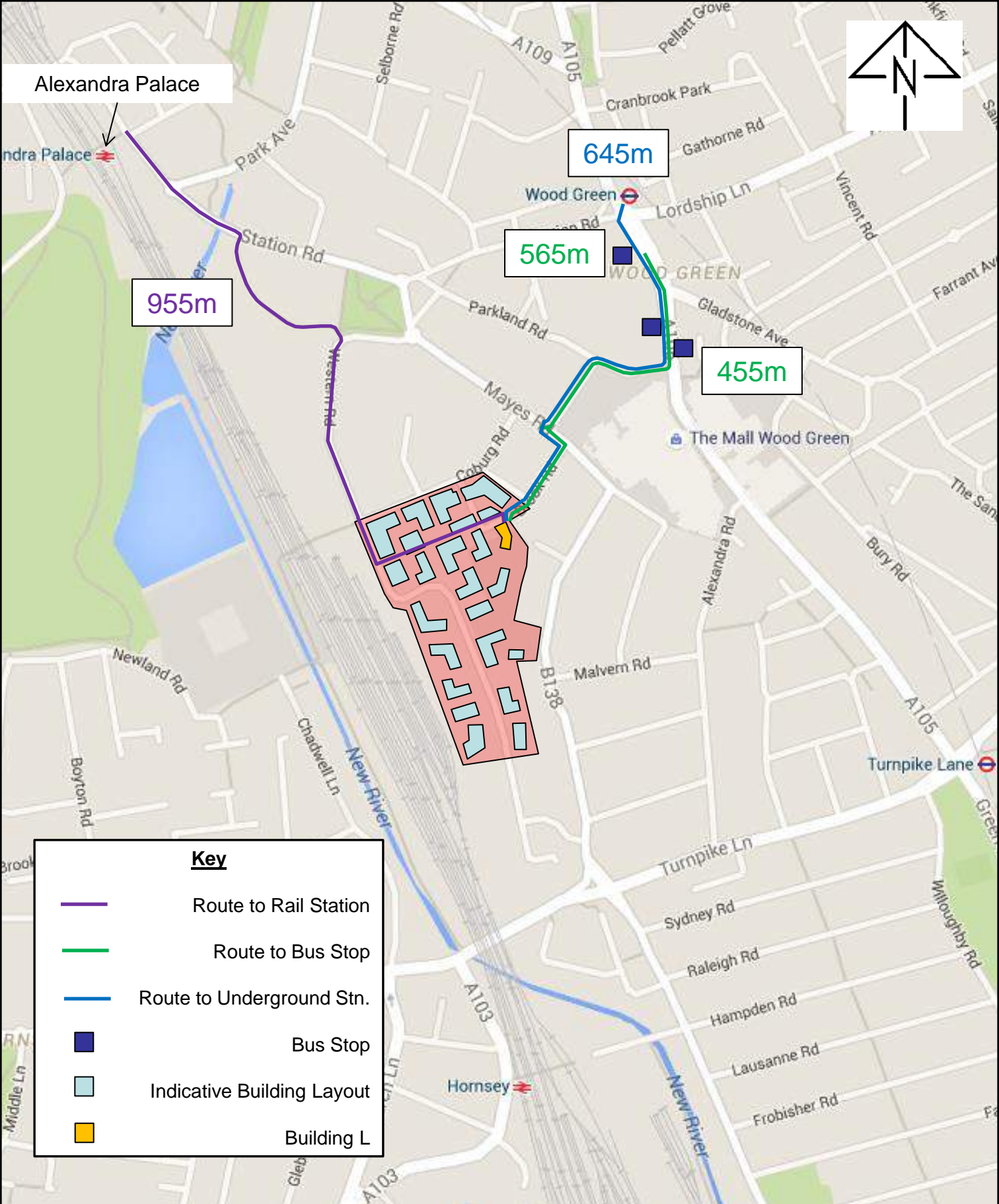
Client St William

Title Building K Walking Routes to Public Transport Services



Network Building, 97 Tottenham Court Road, London W1T 4TP
 Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

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Project Clarendon Gas Works

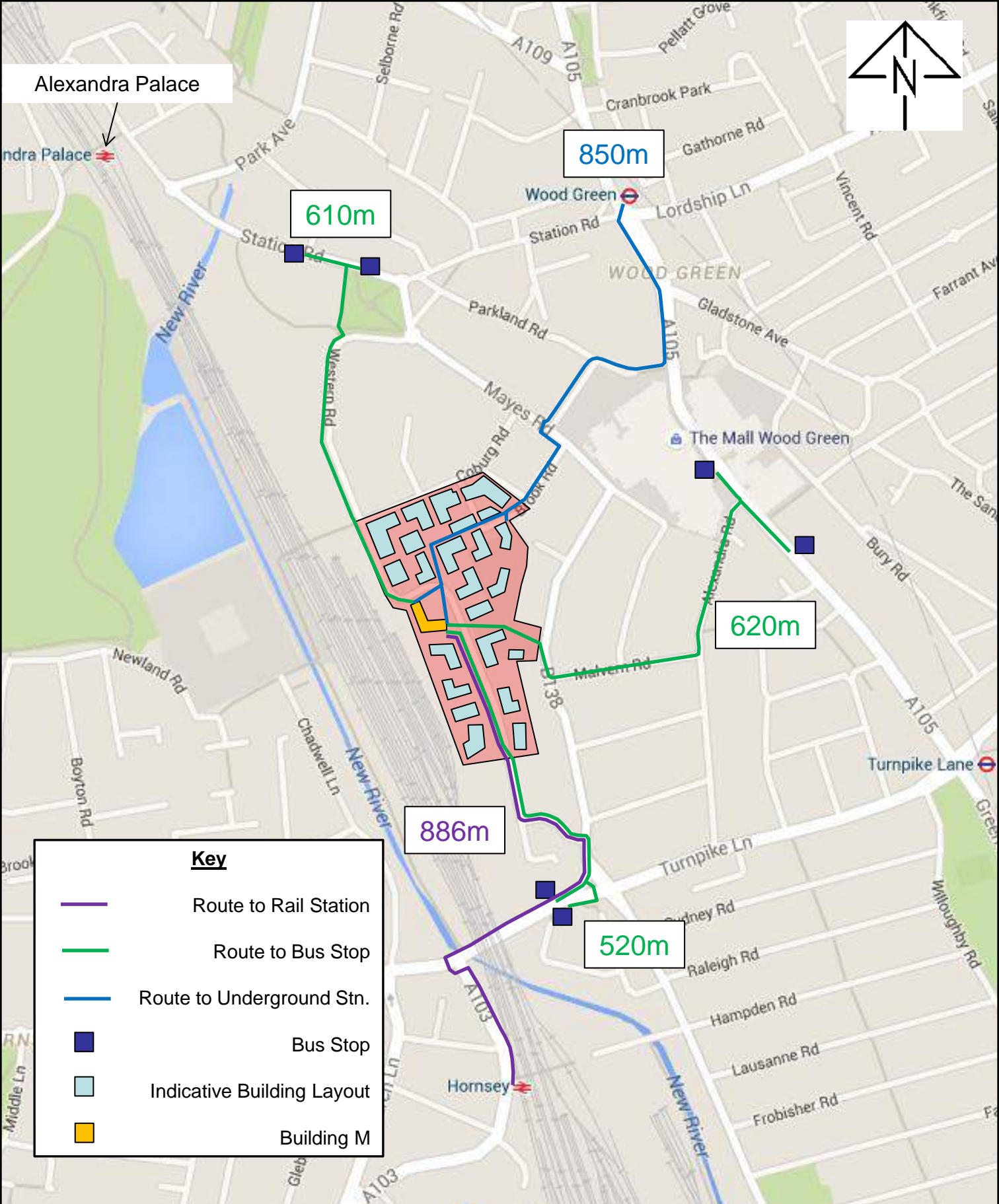
Client St William

Title Building L Walking Routes to Public Transport Services



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Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

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Alexandra Palace

850m

610m

620m

886m

520m

Key

- Route to Rail Station
- Route to Bus Stop
- Route to Underground Stn.
- Bus Stop
- Indicative Building Layout
- Building M

Project Clarendon Gas Works

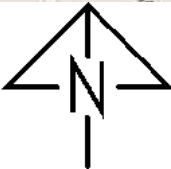
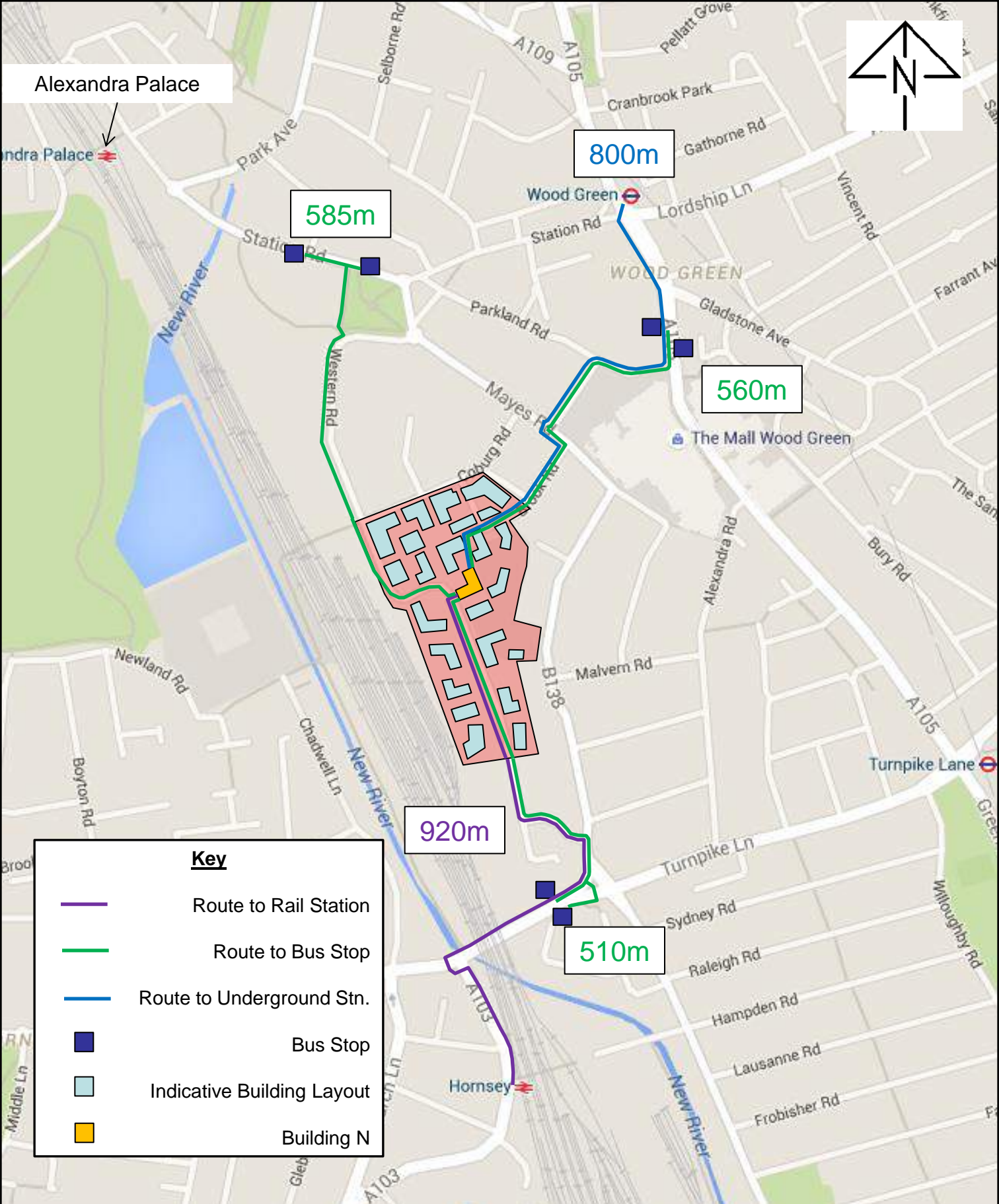
Client St William

Title Building M Walking Routes to Public Transport Services



Network Building, 97 Tottenham Court Road, London W1T 4TP
 Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

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Alexandra Palace

800m

585m

560m

920m

510m

Key	
	Route to Rail Station
	Route to Bus Stop
	Route to Underground Stn.
	Bus Stop
	Indicative Building Layout
	Building N

Project **Clarendon Gas Works**

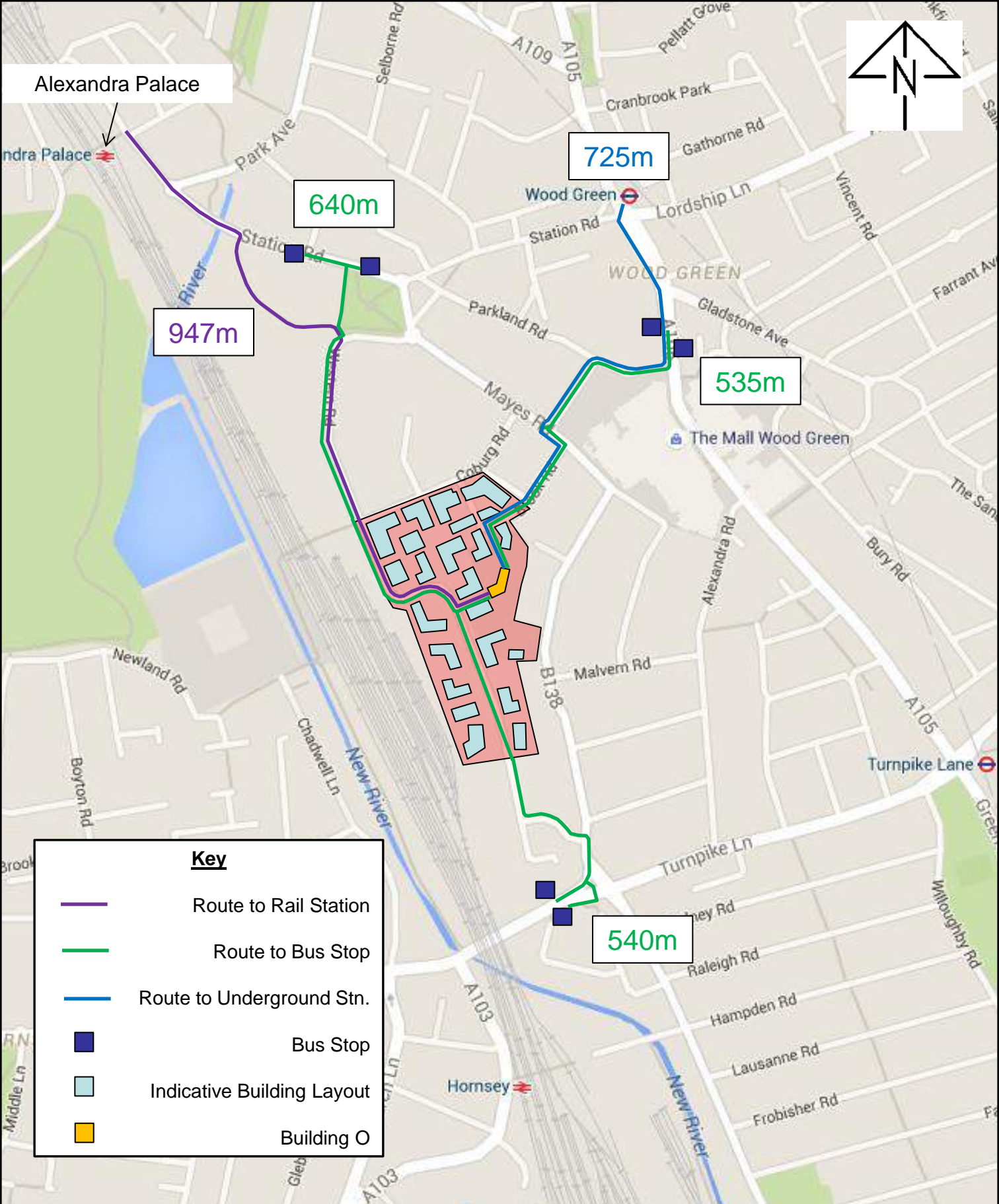
Client **St William**

Title **Building N Walking Routes to Public Transport Services**



Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

DRAWN: BB	CHECKED: MDC	DATE: 25/07/16	SCALES: NTS	DRAWING REFERENCE:	REVISION:
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Project Clarendon Gas Works

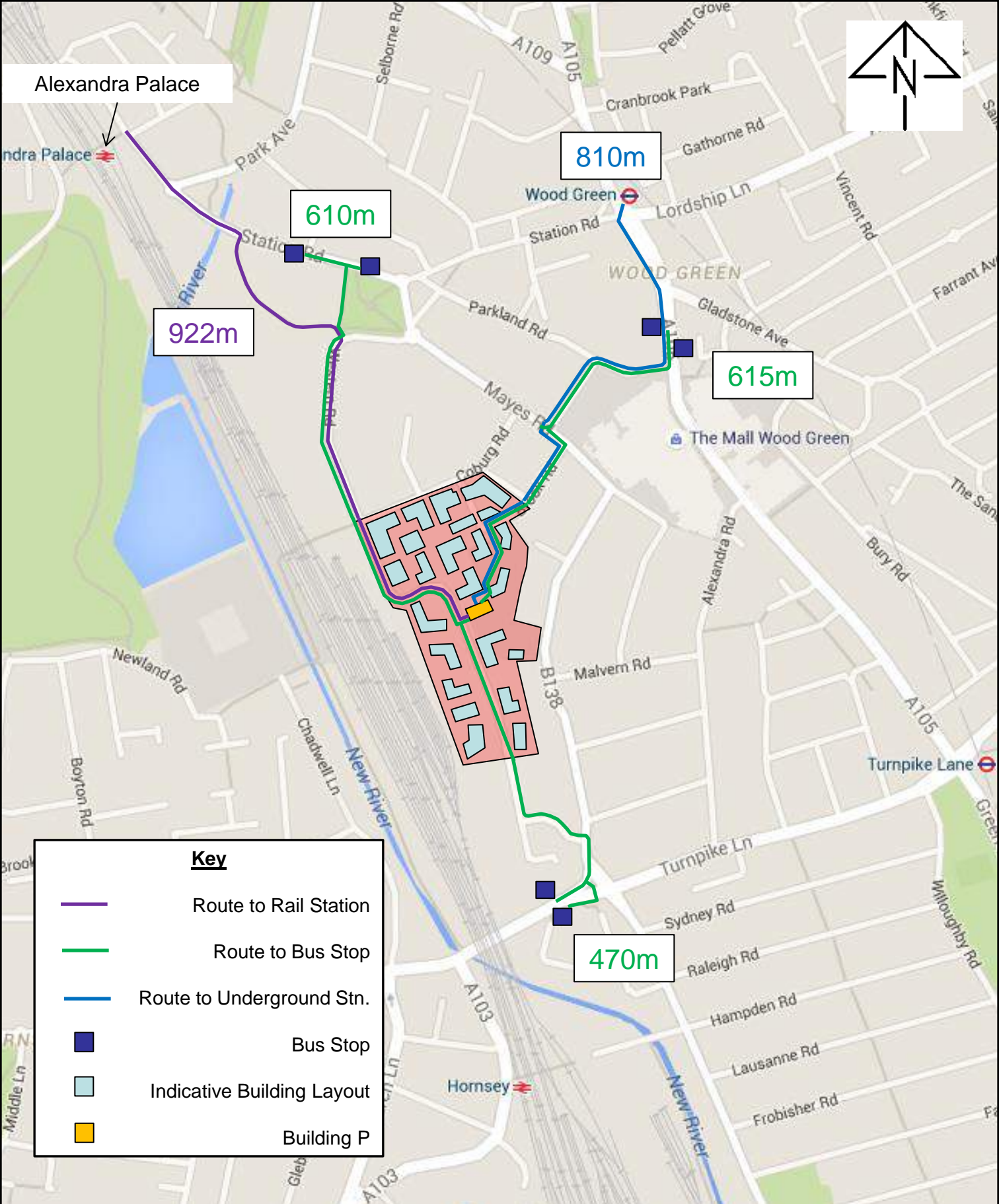
Client St William

Title Building O Walking Routes to Public Transport Services



Network Building, 97 Tottenham Court Road, London W1T 4TP
 Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

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Key

- Route to Rail Station
- Route to Bus Stop
- Route to Underground Stn.
- Bus Stop
- Indicative Building Layout
- Building P

Project Clarendon Gas Works

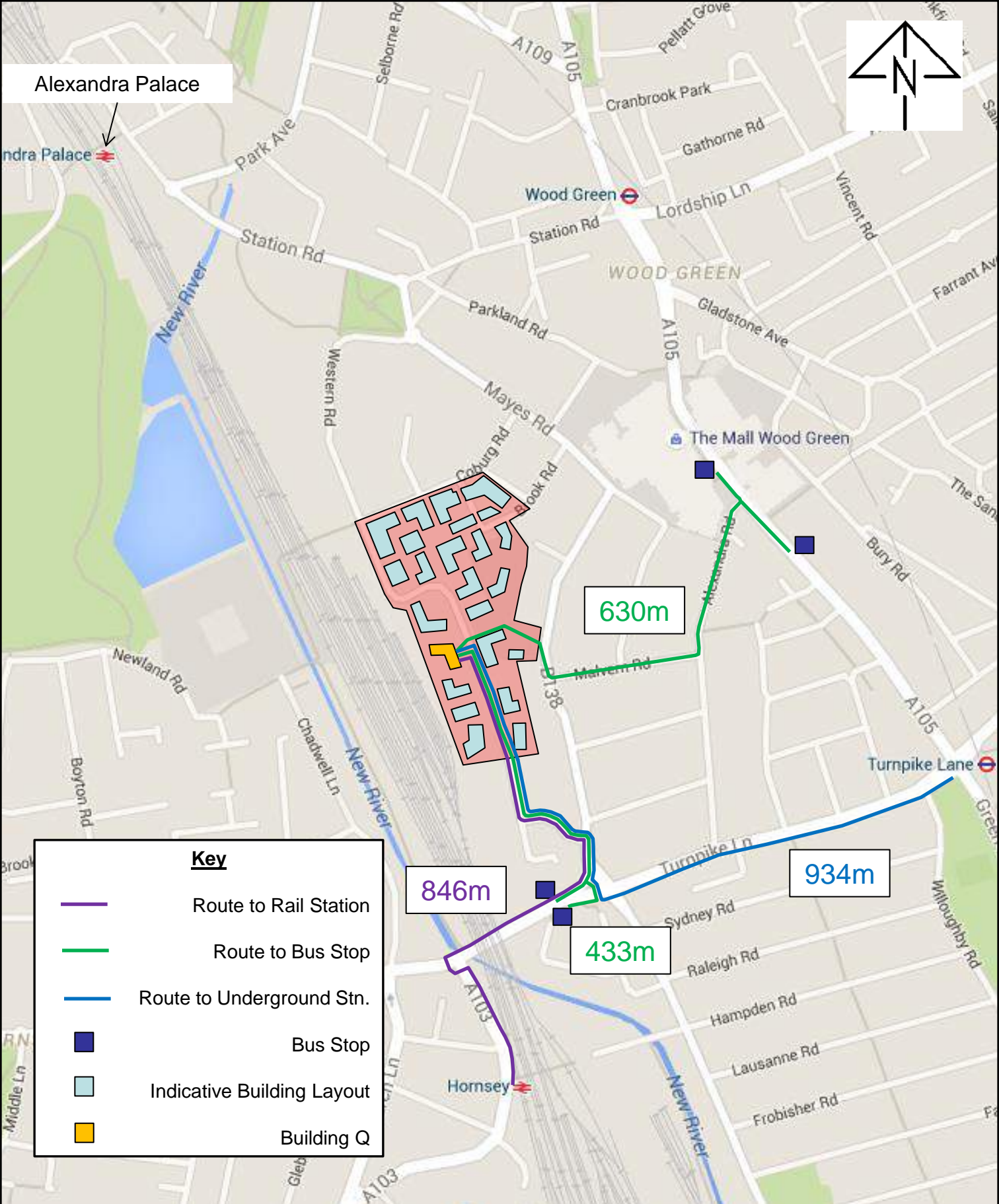
Client St William

Title Building P Walking Routes to Public Transport Services



Network Building, 97 Tottenham Court Road, London W1T 4TP
 Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

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Project Clarendon Gas Works

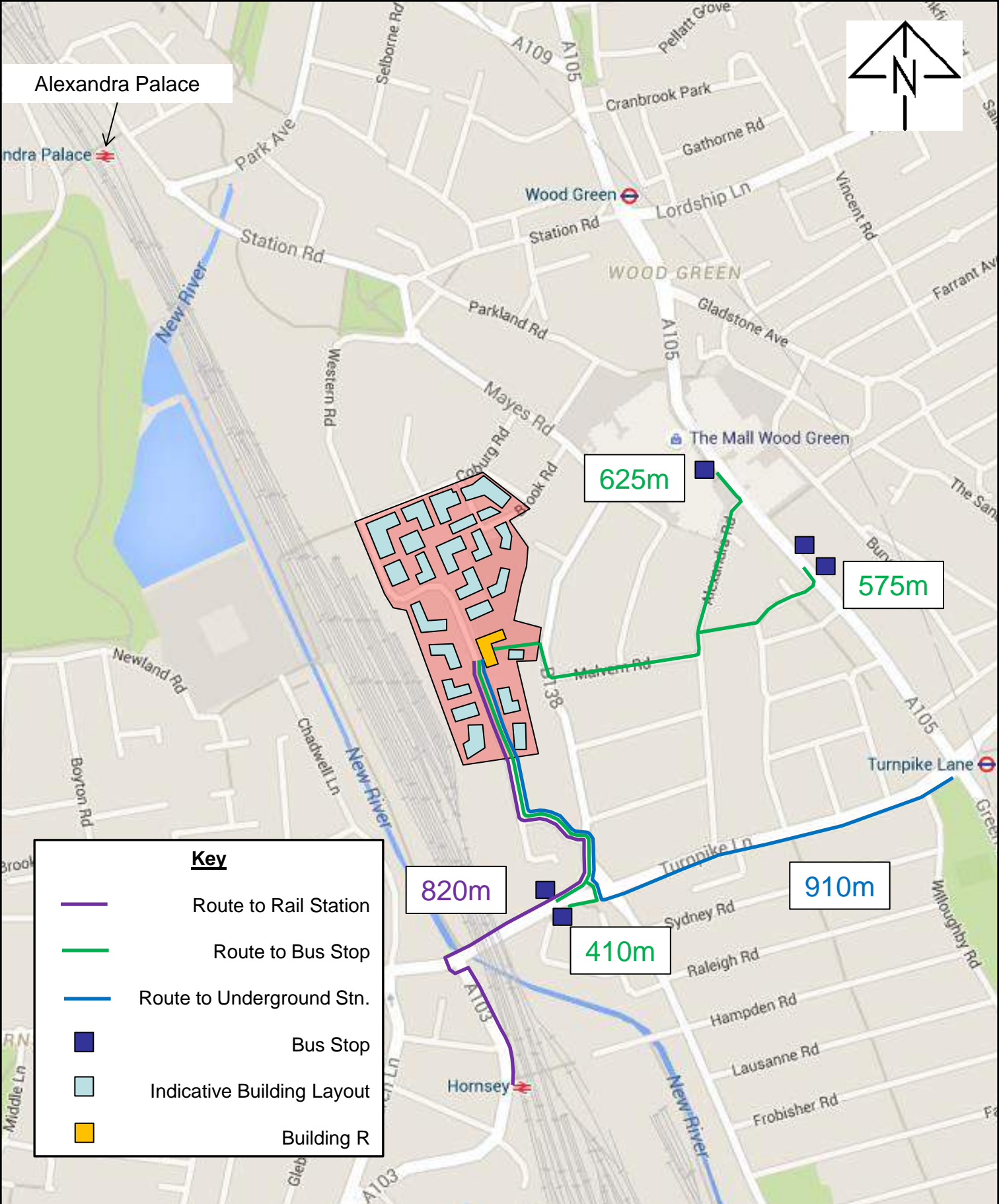
Client St William

Title Building Q Walking Routes to Public Transport Services



Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

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Project **Clarendon Gas Works**

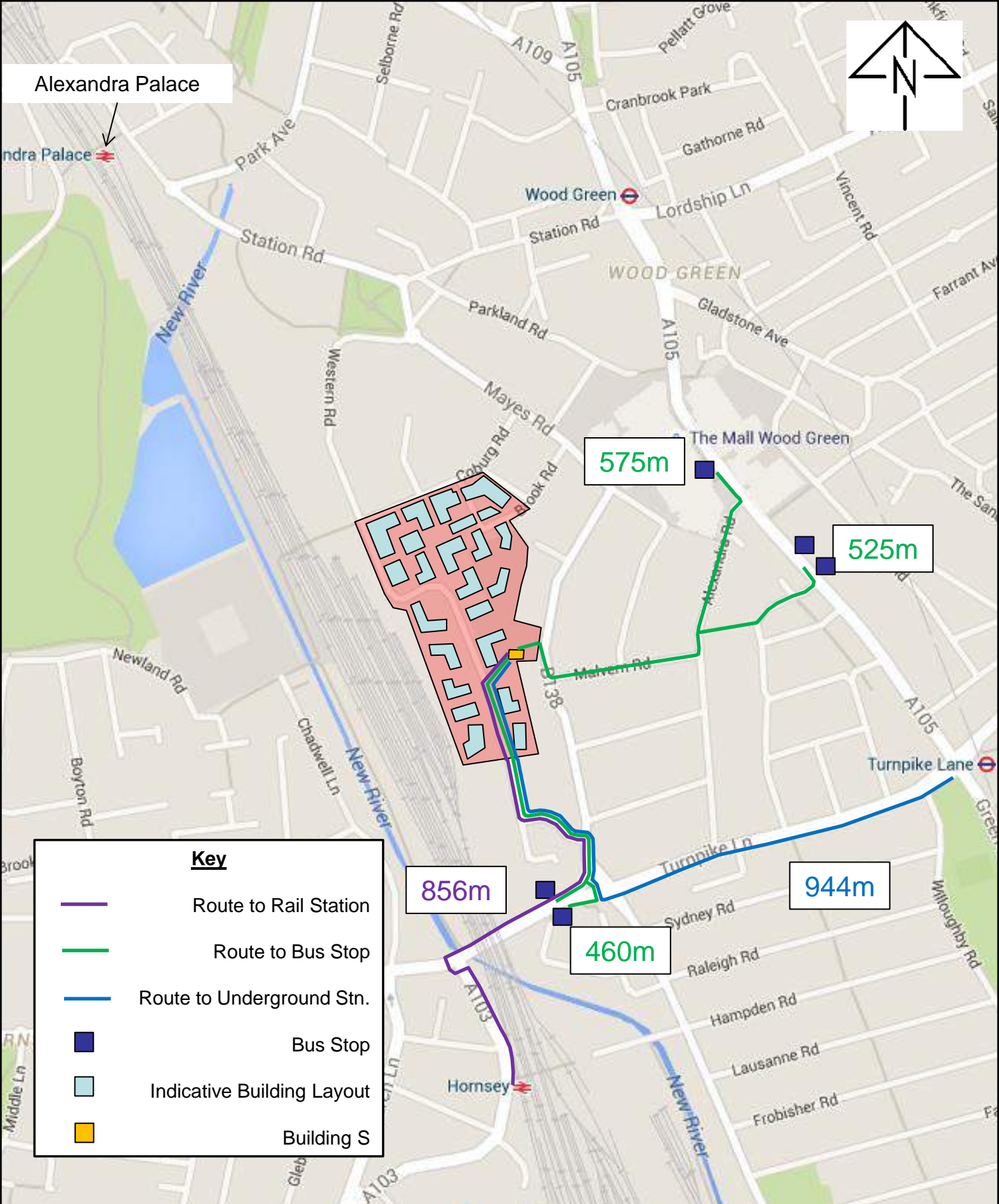
Client **St William**

Title **Building R Walking Routes to Public Transport Services**



Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

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Project **Clarendon Gas Works**

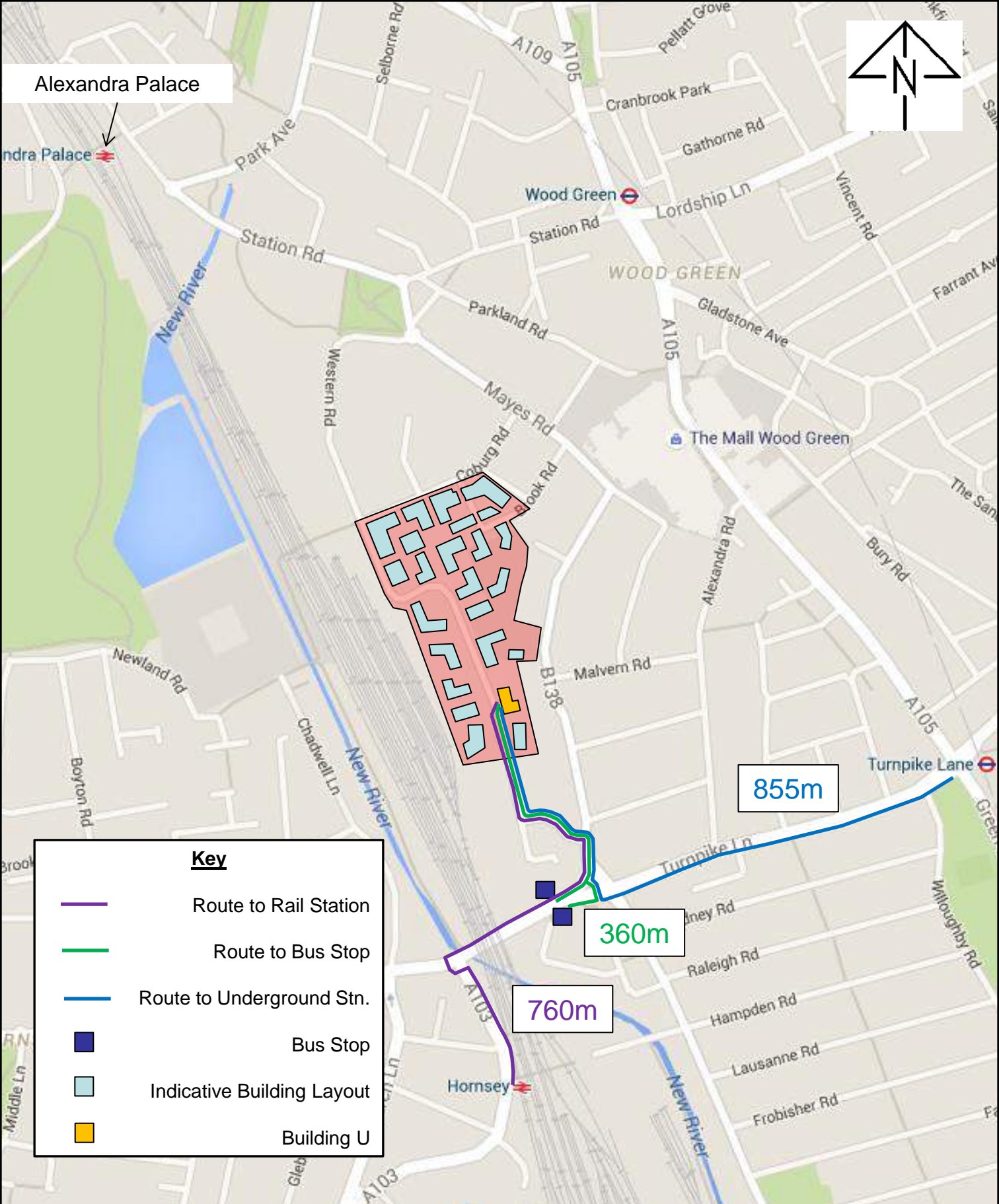
Client **St William**

Title **Building S Walking Routes to Public Transport Services**



Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

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Project Clarendon Gas Works

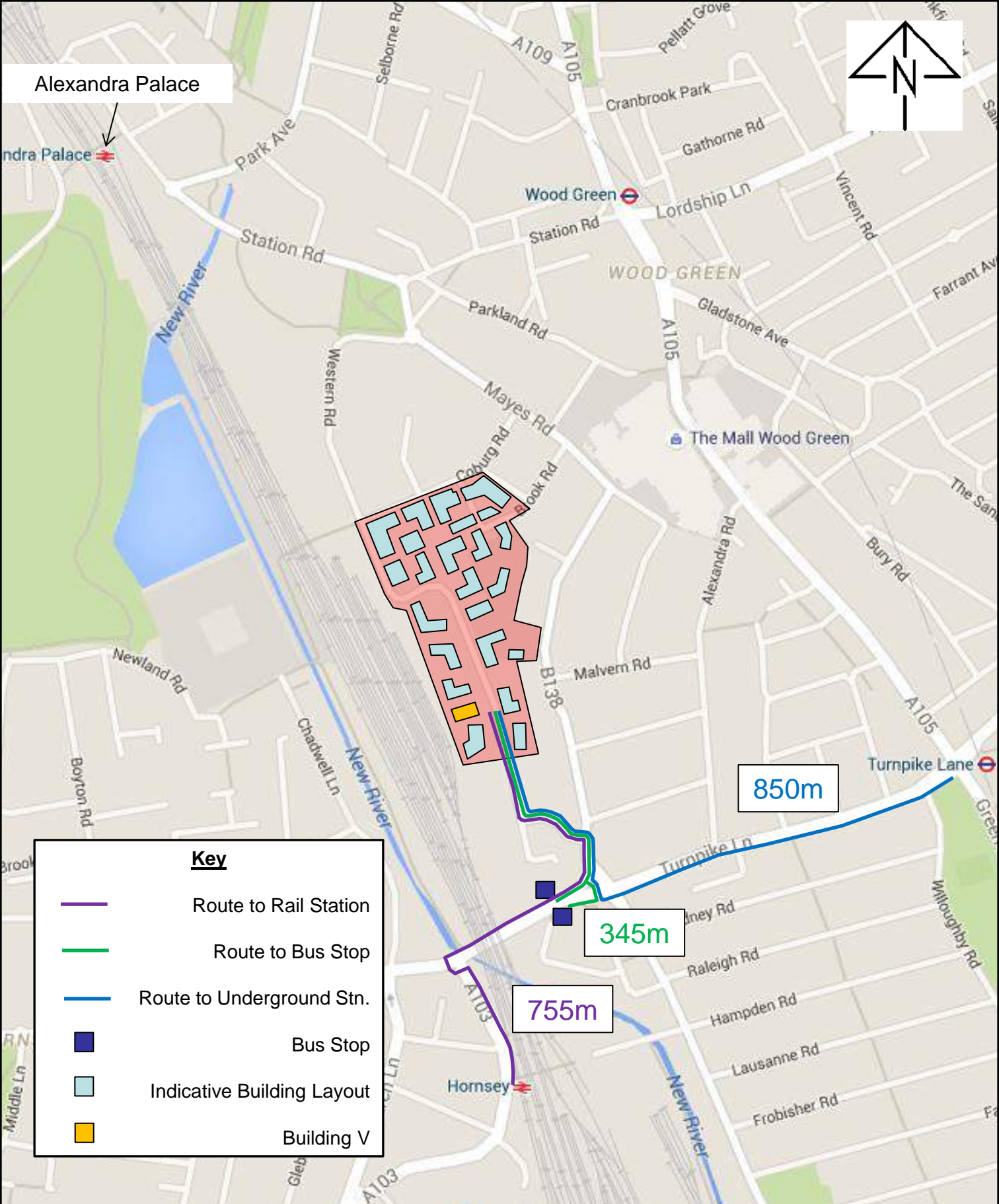
Client St William

Title Building U Walking Routes to Public Transport Services



Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

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Project Clarendon Gas Works

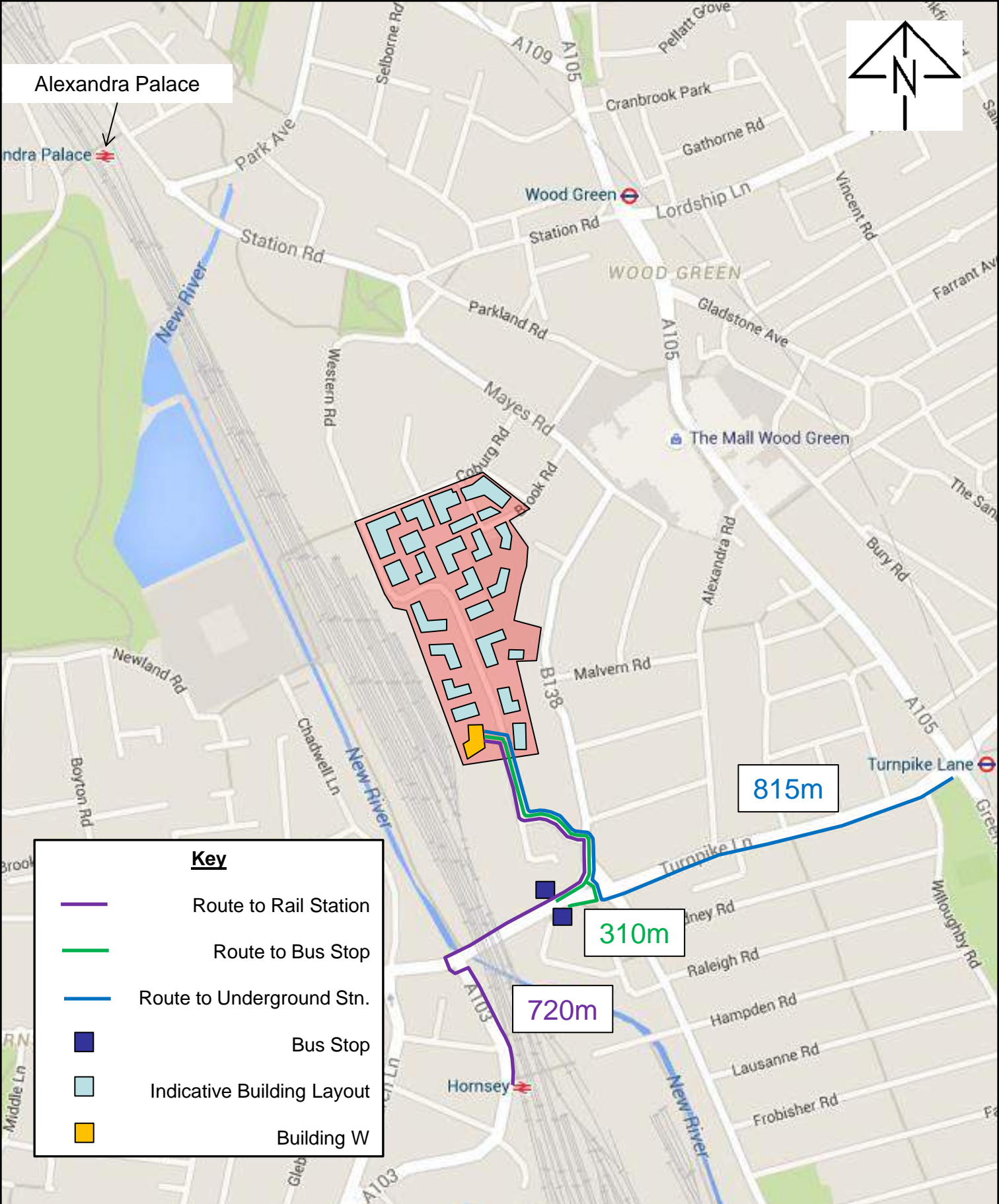
Client St William

Title Building V Walking Routes to Public Transport Services



Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

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Project Clarendon Gas Works

Client St William

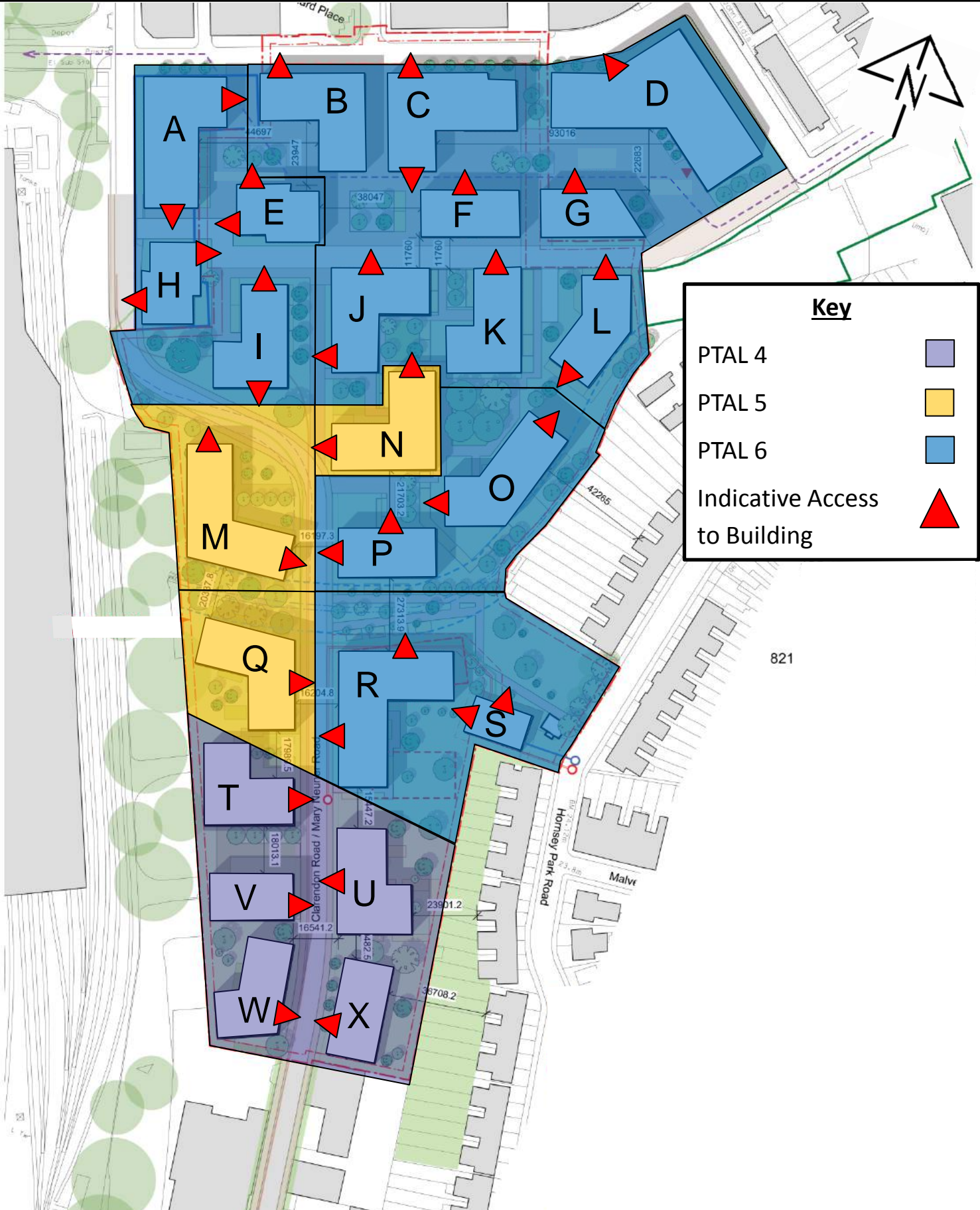
Title Building W Walking Routes to Public Transport Services



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 Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

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APPENDIX C



Project Clarendon Gas Works

Client St William

Title PTAL Site Plan With Piccadilly Line Improvements
(Indicative Site Layout Plan)



Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

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DATE:

20/05/16

SCALES:

NTS

DRAWING REFERENCE:

Appendix C

REVISION:

PTAL -

**Clarendon Gas Works, Haringey
Building A**

With Piccadilly Line Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	29	6	10	580	3.0	7.3	12.3	2.45	0.5	1.22
	41	6	10	628	3.0	7.9	12.9	2.33	0.50	1.17
	67	12	5	580	6.0	7.3	15.3	1.97	0.50	0.98
	121	10	6	580	5.0	7.3	14.3	2.11	0.50	1.05
	123	12	5	580	6.0	7.3	15.3	1.97	0.50	0.98
	141	9	7	580	4.3	7.3	13.5	2.22	0.50	1.11
	144	10	6	580	5.0	7.3	14.3	2.11	0.50	1.05
	184	8	8	580	3.8	7.3	13.0	2.31	0.50	1.15
	221	6	10	580	3.0	7.3	12.3	2.45	0.50	1.22
	230	12	5	580	6.0	7.3	15.3	1.97	0.50	0.98
	232	15	4	580	7.5	7.3	16.8	1.79	0.50	0.90
	329	9	7	580	4.3	7.3	13.5	2.22	0.50	1.11
	W3	9	7	455	4.3	5.7	12.0	2.51	1.00	2.51
	National Rail (Alenxandra Palace)	Welwyn Garden City	15	4.0	767	7.5	9.6	17.8	1.68	0.50
Stevenage		20	3.0	767	10.0	9.6	20.3	1.48	0.50	0.74
Gordon Hill		12	5.0	767	6.0	9.6	16.3	1.84	0.50	0.92
Moorgate		5	11.0	767	2.7	9.6	13.1	2.30	1.00	2.30
Hertford North		15	4.0	767	7.5	9.6	17.8	1.68	0.50	0.84
Kings Cross		60	1.0	767	30.0	9.6	40.3	0.74	0.50	0.37
Letchworth Garden City		30	2.0	767	15.0	9.6	25.3	1.18	0.50	0.59
LUL (Wood Green)	Cockfosters	3	18.0	765	1.7	9.6	12.0	2.50	1.00	2.50
	Arnos Grove	5	12.0	765	2.5	9.6	12.8	2.34	0.50	1.17
	Rayners Lane	15	4.0	765	7.5	9.6	17.8	1.68	0.50	0.84
	Uxbridge	12	5.0	765	6.0	9.6	16.3	1.84	0.50	0.92
	Northfields	20	3.0	765	10.0	9.6	20.3	1.48	0.50	0.74
	Heathrow T4	10	6.0	765	5.0	9.6	15.3	1.96	0.50	0.98
	Heathrow T5	5	12.0	765	2.5	9.6	12.8	2.34	0.50	1.17
Total AI =										30.37
PTAL =										6

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building B**

With Piccadilly Line Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	29	6	10	570	3.0	7.1	12.1	2.47	0.5	1.24
	67	12	5	570	6.0	7.1	15.1	1.98	0.50	0.99
	121	10	6	570	5.0	7.1	14.1	2.12	0.50	1.06
	123	12	5	570	6.0	7.1	15.1	1.98	0.50	0.99
	144	10	6	570	5.0	7.1	14.1	2.12	0.50	1.06
	184	8	8	460	3.8	5.8	11.5	2.61	1.00	2.61
	221	6	10	570	3.0	7.1	12.1	2.47	0.50	1.24
	230	12	5	570	6.0	7.1	15.1	1.98	0.50	0.99
	232	15	4	570	7.5	7.1	16.6	1.80	0.50	0.90
	329	9	7	570	4.3	7.1	13.4	2.24	0.50	1.12
	W3	9	7	460	4.3	5.8	12.0	2.49	0.50	1.25
National Rail (Alexandra Palace)	Welwyn Garden City	15	4.0	772	7.5	9.7	17.9	1.68	0.50	0.84
	Stevenage	20	3.0	772	10.0	9.7	20.4	1.47	0.50	0.74
	Gordon Hill	12	5.0	772	6.0	9.7	16.4	1.83	0.50	0.91
	Moorgate	5	11.0	772	2.7	9.7	13.1	2.29	1.00	2.29
	Hertford North	15	4.0	772	7.5	9.7	17.9	1.68	0.50	0.84
	Kings Cross	60	1.0	772	30.0	9.7	40.4	0.74	0.50	0.37
	Letchworth Garden City	30	2.0	772	15.0	9.7	25.4	1.18	0.50	0.59
LUL (Wood Green)	Cockfosters	3	18.0	755	1.7	9.4	11.1	2.70	1.00	2.70
	Arnos Grove	5	12.0	755	2.5	9.4	11.9	2.51	0.50	1.26
	Rayners Lane	15	4.0	755	7.5	9.4	16.9	1.77	0.50	0.89
	Uxbridge	12	5.0	755	6.0	9.4	15.4	1.94	0.50	0.97
	Northfields	20	3.0	755	10.0	9.4	19.4	1.54	0.50	0.77
	Heathrow T4	10	6.0	755	5.0	9.4	14.4	2.08	0.50	1.04
	Heathrow T5	5	12.0	755	2.5	9.4	11.9	2.51	0.50	1.26
									Total AI =	28.90
									PTAL =	6

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building C**

With Piccadilly Line Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index	
Bus	29	6	10	530	3.0	6.6	11.6	2.58	0.5	1.29	
	67	12	5	530	6.0	6.6	14.6	2.05	0.50	1.03	
	121	10	6	530	5.0	6.6	13.6	2.20	0.50	1.10	
	123	12	5	530	6.0	6.6	14.6	2.05	0.50	1.03	
	141	9	7	605	4.3	7.6	13.8	2.17	0.50	1.08	
	144	10	6	530	5.0	6.6	13.6	2.20	0.50	1.10	
	184	8	8	510	3.8	6.4	12.1	2.47	1.00	2.47	
	221	6	10	530	3.0	6.6	11.6	2.58	0.50	1.29	
	230	12	5	530	6.0	6.6	14.6	2.05	0.50	1.03	
	232	15	4	530	7.5	6.6	16.1	1.86	0.50	0.93	
	329	9	7	530	4.3	6.6	12.9	2.32	0.50	1.16	
	W3	9	7	510	4.3	6.4	12.7	2.37	0.50	1.18	
	National Rail (Alexandra Palace)	Welwyn Garden City	15	4.0	822	7.5	10.3	18.5	1.62	0.50	0.81
		Stevenage	20	3.0	822	10.0	10.3	21.0	1.43	0.50	0.71
Gordon Hill		12	5.0	822	6.0	10.3	17.0	1.76	0.50	0.88	
Moorgate		5	11.0	822	2.7	10.3	13.8	2.18	1.00	2.18	
Hertford North		15	4.0	822	7.5	10.3	18.5	1.62	0.50	0.81	
Kings Cross		60	1.0	822	30.0	10.3	41.0	0.73	0.50	0.37	
LUL (Wood Green)	Letchworth Garden City	30	2.0	822	15.0	10.3	26.0	1.15	0.50	0.58	
	Cockfosters	3	18.0	720	1.7	9.0	11.4	2.63	1.00	2.63	
	Arnos Grove	5	12.0	720	2.5	9.0	12.3	2.45	0.50	1.22	
	Rayners Lane	15	4.0	720	7.5	9.0	17.3	1.74	0.50	0.87	
	Uxbridge	12	5.0	720	6.0	9.0	15.8	1.90	0.50	0.95	
	Northfields	20	3.0	720	10.0	9.0	19.8	1.52	0.50	0.76	
	Heathrow T4	10	6.0	720	5.0	9.0	14.8	2.03	0.50	1.02	
	Heathrow T5	5	12.0	720	2.5	9.0	12.3	2.45	0.50	1.22	
Total AI =									29.71		
PTAL =									6		

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building D**

With Piccadilly Line Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	29	6	10	460	3.0	5.8	10.8	2.79	0.5	1.40
	67	12	5	460	6.0	5.8	13.8	2.18	0.50	1.09
	121	10	6	460	5.0	5.8	12.8	2.35	0.50	1.18
	123	12	5	460	6.0	5.8	13.8	2.18	0.50	1.09
	141	9	7	535	4.3	6.7	13.0	2.31	0.50	1.16
	144	10	6	460	5.0	5.8	12.8	2.35	0.50	1.18
	184	8	8	580	3.8	7.3	13.0	2.31	0.50	1.15
	221	6	10	460	3.0	5.8	10.8	2.79	1.00	2.79
	230	12	5	460	6.0	5.8	13.8	2.18	0.50	1.09
	232	15	4	460	7.5	5.8	15.3	1.97	0.50	0.98
	329	9	7	460	4.3	5.8	12.0	2.49	0.50	1.25
	W3	9	7	580	4.3	7.3	13.5	2.22	0.50	1.11
	National Rail (Alexandra Palace)	Welwyn Garden City	15	4.0	882	7.5	11.0	19.3	1.56	0.50
Stevenage		20	3.0	882	10.0	11.0	21.8	1.38	0.50	0.69
Gordon Hill		12	5.0	882	6.0	11.0	17.8	1.69	0.50	0.84
Moorgate		5	11.0	882	2.7	11.0	14.5	2.07	1.00	2.07
Hertford North		15	4.0	882	7.5	11.0	19.3	1.56	0.50	0.78
Kings Cross		60	1.0	882	30.0	11.0	41.8	0.72	0.50	0.36
Letchworth Garden City		30	2.0	882	15.0	11.0	26.8	1.12	0.50	0.56
LUL (Wood Green)	Cockfosters	3	18.0	650	1.7	8.1	10.5	2.85	1.00	2.85
	Arnos Grove	5	12.0	650	2.5	8.1	11.4	2.64	0.50	1.32
	Rayners Lane	15	4.0	650	7.5	8.1	16.4	1.83	0.50	0.92
	Uxbridge	12	5.0	650	6.0	8.1	14.9	2.02	0.50	1.01
	Northfields	20	3.0	650	10.0	8.1	18.9	1.59	0.50	0.79
	Heathrow T4	10	6.0	650	5.0	8.1	13.9	2.16	0.50	1.08
	Heathrow T5	5	12.0	650	2.5	8.1	11.4	2.64	0.50	1.32
									Total AI =	30.82
									PTAL =	6

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building E**

With Piccadilly Line Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	29	6	10	635	3.0	7.9	12.9	2.32	0.5	1.16
	41	6	10	608	3.0	7.6	12.6	2.38	0.5	1.19
	67	12	5	635	6.0	7.9	15.9	1.88	0.50	0.94
	121	10	6	635	5.0	7.9	14.9	2.01	0.50	1.00
	123	12	5	635	6.0	7.9	15.9	1.88	0.50	0.94
	184	8	8	510	3.8	6.4	12.1	2.47	1.00	2.47
	144	10	6	635	5.0	7.9	14.9	2.01	0.50	1.00
	221	6	10	635	3.0	7.9	12.9	2.32	0.50	1.16
	230	12	5	635	6.0	7.9	15.9	1.88	0.50	0.94
	232	15	4	635	7.5	7.9	17.4	1.72	0.50	0.86
	329	9	7	635	4.3	7.9	14.2	2.11	0.50	1.05
	W3	9	7	510	4.3	6.4	12.7	2.37	0.50	1.18
	National Rail (Alexandra Palace)	Welwyn Garden City	15	4.0	822	7.5	10.3	18.5	1.62	0.50
Stevenage		20	3.0	822	10.0	10.3	21.0	1.43	0.50	0.71
Gordon Hill		12	5.0	822	6.0	10.3	17.0	1.76	0.50	0.88
Moorgate		5	11.0	822	2.7	10.3	13.8	2.18	1.00	2.18
Hertford North		15	4.0	822	7.5	10.3	18.5	1.62	0.50	0.81
Kings Cross		60	1.0	822	30.0	10.3	41.0	0.73	0.50	0.37
LUL (Wood Green)	Letchworth Garden City	30	2.0	822	15.0	10.3	26.0	1.15	0.50	0.58
	Cockfosters	3	18.0	840	1.7	10.5	12.9	2.32	1.00	2.32
	Arnos Grove	5	12.0	840	2.5	10.5	13.8	2.18	0.50	1.09
	Rayners Lane	15	4.0	840	7.5	10.5	18.8	1.60	0.50	0.80
	Uxbridge	12	5.0	840	6.0	10.5	17.3	1.74	0.50	0.87
	Northfields	20	3.0	840	10.0	10.5	21.3	1.41	0.50	0.71
	Heathrow T4	10	6.0	840	5.0	10.5	16.3	1.85	0.50	0.92
	Heathrow T5	5	12.0	840	2.5	10.5	13.8	2.18	0.50	1.09
									Total AI =	28.06
									PTAL =	6

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

	AI	Accessibility
↓	0-5	1
	>5-10	2
	>10-15	3
	>15-20	4
	>20-25	5
	>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building F**

With Piccadilly Line Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index	
Bus	29	6	10	555	3.0	6.9	11.9	2.51	0.5	1.26	
	67	12	5	555	6.0	6.9	14.9	2.01	0.50	1.00	
	121	10	6	555	5.0	6.9	13.9	2.15	0.50	1.08	
	123	12	5	555	6.0	6.9	14.9	2.01	0.50	1.00	
	141	9	7	630	4.3	7.9	14.2	2.12	0.50	1.06	
	144	10	6	555	5.0	6.9	13.9	2.15	0.50	1.08	
	184	8	8	580	3.8	7.3	13.0	2.31	0.50	1.15	
	221	6	10	555	3.0	6.9	11.9	2.51	1.00	2.51	
	230	12	5	555	6.0	6.9	14.9	2.01	0.50	1.00	
	232	15	4	555	7.5	6.9	16.4	1.83	0.50	0.91	
	329	9	7	555	4.3	6.9	13.2	2.27	0.50	1.13	
	W3	9	7	580	4.3	7.3	13.5	2.22	0.50	1.11	
	National Rail (Alexandra Palace)	Welwyn Garden City	15	4.0	892	7.5	11.2	19.4	1.55	0.50	0.77
Stevenage		20	3.0	892	10.0	11.2	21.9	1.37	0.50	0.68	
Gordon Hill		12	5.0	892	6.0	11.2	17.9	1.68	0.50	0.84	
Moorgate		5	11.0	892	2.7	11.2	14.6	2.05	1.00	2.05	
Hertford North		15	4.0	892	7.5	11.2	19.4	1.55	0.50	0.77	
Kings Cross		60	1.0	892	30.0	11.2	41.9	0.72	0.50	0.36	
Letchworth Garden City		30	2.0	892	15.0	11.2	26.9	1.12	0.50	0.56	
LUL (Wood Green)	Cockfosters	3	18.0	740	1.7	9.3	11.7	2.57	1.00	2.57	
	Arnos Grove	5	12.0	740	2.5	9.3	12.5	2.40	0.50	1.20	
	Rayners Lane	15	4.0	740	7.5	9.3	17.5	1.71	0.50	0.86	
	Uxbridge	12	5.0	740	6.0	9.3	16.0	1.88	0.50	0.94	
	Northfields	20	3.0	740	10.0	9.3	20.0	1.50	0.50	0.75	
	Heathrow T4	10	6.0	740	5.0	9.3	15.0	2.00	0.50	1.00	
	Heathrow T5	5	12.0	740	2.5	9.3	12.5	2.40	0.50	1.20	
									Total AI =	28.85	
									PTAL =	6	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

	AI	Accessibility
↓	0-5	1
	>5-10	2
	>10-15	3
	>15-20	4
	>20-25	5
	>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building G**

With Piccadilly Line Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index	
Bus	29	6	10	470	3.0	5.9	10.9	2.76	0.5	1.38	
	67	12	5	470	6.0	5.9	13.9	2.16	0.50	1.08	
	121	10	6	470	5.0	5.9	12.9	2.33	0.50	1.17	
	123	12	5	470	6.0	5.9	13.9	2.16	0.50	1.08	
	141	9	7	580	4.3	7.3	13.5	2.22	0.50	1.11	
	144	10	6	470	5.0	5.9	12.9	2.33	0.50	1.17	
	184	8	8	470	3.8	5.9	11.6	2.58	0.50	1.29	
	221	6	10	470	3.0	5.9	10.9	2.76	1.00	2.76	
	230	12	5	470	6.0	5.9	13.9	2.16	0.50	1.08	
	232	15	4	470	7.5	5.9	15.4	1.95	0.50	0.98	
	329	9	7	470	4.3	5.9	12.2	2.47	0.50	1.23	
	W3	9	7	620	4.3	7.8	14.0	2.14	0.50	1.07	
	National Rail (Alexandra Palace)	Welwyn Garden City	15	4.0	932	7.5	11.7	19.9	1.51	0.50	0.75
		Stevenage	20	3.0	932	10.0	11.7	22.4	1.34	0.50	0.67
Gordon Hill		12	5.0	932	6.0	11.7	18.4	1.63	0.50	0.82	
Moorgate		5	11.0	932	2.7	11.7	15.1	1.98	1.00	1.98	
Hertford North		15	4.0	932	7.5	11.7	19.9	1.51	0.50	0.75	
Kings Cross		60	1.0	932	30.0	11.7	42.4	0.71	0.50	0.35	
Letchworth Garden City		30	2.0	932	15.0	11.7	27.4	1.09	0.50	0.55	
LUL (Wood Green)	Cockfosters	3	18.0	660	1.7	8.3	10.7	2.81	1.00	2.81	
	Arnos Grove	5	12.0	660	2.5	8.3	11.5	2.61	0.50	1.30	
	Rayners Lane	15	4.0	660	7.5	8.3	16.5	1.82	0.50	0.91	
	Uxbridge	12	5.0	660	6.0	8.3	15.0	2.00	0.50	1.00	
	Northfields	20	3.0	660	10.0	8.3	19.0	1.58	0.50	0.79	
	Heathrow T4	10	6.0	660	5.0	8.3	14.0	2.14	0.50	1.07	
	Heathrow T5	5	12.0	660	2.5	8.3	11.5	2.61	0.50	1.30	
Total AI =									30.46		
PTAL =									6		

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building H**

With Piccadilly Line Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	29	6	10	595	3.0	7.4	12.4	2.41	0.5	1.21
	41	6	10	593	3.0	7.4	12.4	2.42	0.5	1.21
	67	12	5	595	6.0	7.4	15.4	1.94	0.50	0.97
	121	10	6	595	5.0	7.4	14.4	2.08	0.50	1.04
	123	12	5	595	6.0	7.4	15.4	1.94	0.50	0.97
	144	10	6	595	5.0	7.4	14.4	2.08	0.50	1.04
	184	8	8	485	3.8	6.1	11.8	2.54	0.50	1.27
	221	6	10	595	3.0	7.4	12.4	2.41	1.00	2.41
	230	12	5	595	6.0	7.4	15.4	1.94	0.50	0.97
	232	15	4	595	7.5	7.4	16.9	1.77	0.50	0.89
	329	9	7	595	4.3	7.4	13.7	2.19	0.50	1.09
	W3	9	7	485	4.3	6.1	12.3	2.43	0.50	1.21
	National Rail (Alexandra Palace)	Welwyn Garden City	15	4.0	790	7.5	9.9	18.1	1.66	0.50
Stevenage		20	3.0	790	10.0	9.9	20.6	1.45	0.50	0.73
Gordon Hill		12	5.0	790	6.0	9.9	16.6	1.80	0.50	0.90
Moorgate		5	11.0	790	2.7	9.9	13.4	2.25	1.00	2.25
Hertford North		15	4.0	790	7.5	9.9	18.1	1.66	0.50	0.83
Kings Cross		60	1.0	790	30.0	9.9	40.6	0.74	0.50	0.37
Letchworth Garden City		30	2.0	790	15.0	9.9	25.6	1.17	0.50	0.59
LUL (Wood Green)	Cockfosters	3	18.0	785	1.7	9.8	12.2	2.45	1.00	2.45
	Arnos Grove	5	12.0	785	2.5	9.8	13.1	2.30	0.50	1.15
	Rayners Lane	15	4.0	785	7.5	9.8	18.1	1.66	0.50	0.83
	Uxbridge	12	5.0	785	6.0	9.8	16.6	1.81	0.50	0.91
	Northfields	20	3.0	785	10.0	9.8	20.6	1.46	0.50	0.73
	Heathrow T4	10	6.0	785	5.0	9.8	15.6	1.93	0.50	0.96
	Heathrow T5	5	12.0	785	2.5	9.8	13.1	2.30	0.50	1.15
									Total AI =	28.95
									PTAL =	6

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

	AI	Accessibility
↓	0-5	1
	>5-10	2
	>10-15	3
	>15-20	4
	>20-25	5
	>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building I**

With Piccadilly Line Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	29	6	10	575	3.0	7.2	12.2	2.46	0.5	1.23
	41	6	10	538	3.0	6.7	11.7	2.56	0.5	1.28
	67	12	5	575	6.0	7.2	15.2	1.98	0.50	0.99
	121	10	6	575	5.0	7.2	14.2	2.11	0.50	1.06
	123	12	5	575	6.0	7.2	15.2	1.98	0.50	0.99
	144	10	6	575	5.0	7.2	14.2	2.11	0.50	1.06
	184	8	8	515	3.8	6.4	12.2	2.46	0.50	1.23
	221	6	10	575	3.0	7.2	12.2	2.46	0.50	1.23
	230	12	5	575	6.0	7.2	15.2	1.98	0.50	0.99
	232	15	4	575	7.5	7.2	16.7	1.80	0.50	0.90
	329	9	7	575	4.3	7.2	13.5	2.23	0.50	1.11
	W3	9	7	515	4.3	6.4	12.7	2.36	1.00	2.36
	National Rail (Alexandra Palace)	Welwyn Garden City	15	4.0	812	7.5	10.2	18.4	1.63	0.50
Stevenage		20	3.0	812	10.0	10.2	20.9	1.44	0.50	0.72
Gordon Hill		12	5.0	812	6.0	10.2	16.9	1.78	0.50	0.89
Moorgate		5	11.0	812	2.7	10.2	13.6	2.20	1.00	2.20
Hertford North		15	4.0	812	7.5	10.2	18.4	1.63	0.50	0.82
Kings Cross		60	1.0	812	30.0	10.2	40.9	0.73	0.50	0.37
Letchworth Garden City		30	2.0	812	15.0	10.2	25.9	1.16	0.50	0.58
LUL (Wood Green)	Cockfosters	3	18.0	750	1.7	9.4	11.8	2.54	1.00	2.54
	Arnos Grove	5	12.0	750	2.5	9.4	12.6	2.38	0.50	1.19
	Rayners Lane	15	4.0	750	7.5	9.4	17.6	1.70	0.50	0.85
	Uxbridge	12	5.0	750	6.0	9.4	16.1	1.86	0.50	0.93
	Northfields	20	3.0	750	10.0	9.4	20.1	1.49	0.50	0.75
	Heathrow T4	10	6.0	750	5.0	9.4	15.1	1.98	0.50	0.99
	Heathrow T5	5	12.0	750	2.5	9.4	12.6	2.38	0.50	1.19
									Total AI =	29.24
									PTAL =	6

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

	AI	Accessibility
↓	0-5	1
	>5-10	2
	>10-15	3
	>15-20	4
	>20-25	5
	>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building J**

With Piccadilly Line Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index	
Bus	29	6	10	540	3.0	6.8	11.8	2.55	0.5	1.28	
	41	6	10	543	3.0	6.8	9.8	3.07	0.5	1.53	
	67	12	5	540	6.0	6.8	14.8	2.03	0.50	1.02	
	121	10	6	540	5.0	6.8	13.8	2.18	0.50	1.09	
	123	12	5	540	6.0	6.8	14.8	2.03	0.50	1.02	
	144	10	6	540	5.0	6.8	13.8	2.18	0.50	1.09	
	184	8	8	540	3.8	6.8	12.5	2.40	1.00	2.40	
	221	6	10	540	3.0	6.8	11.8	2.55	0.50	1.28	
	230	12	5	540	6.0	6.8	14.8	2.03	0.50	1.02	
	232	15	4	540	7.5	6.8	16.3	1.85	0.50	0.92	
	329	9	7	540	4.3	6.8	13.0	2.30	0.50	1.15	
	W3	9	7	585	4.3	7.3	13.6	2.21	0.50	1.10	
	National Rail (Alexandra Palace)	Welwyn Garden City	15	4.0	882	7.5	11.0	19.3	1.56	0.50	0.78
		Stevenage	20	3.0	882	10.0	11.0	21.8	1.38	0.50	0.69
Gordon Hill		12	5.0	882	6.0	11.0	17.8	1.69	0.50	0.84	
Moorgate		5	11.0	882	2.7	11.0	14.5	2.07	1.00	2.07	
Hertford North		15	4.0	882	7.5	11.0	19.3	1.56	0.50	0.78	
Kings Cross		60	1.0	882	30.0	11.0	41.8	0.72	0.50	0.36	
Letchworth Garden City		30	2.0	882	15.0	11.0	26.8	1.12	0.50	0.56	
LUL (Wood Green)	Cockfosters	3	18.0	720	1.7	9.0	11.4	2.63	1.00	2.63	
	Arnos Grove	5	12.0	720	2.5	9.0	12.3	2.45	0.50	1.22	
	Rayners Lane	15	4.0	720	7.5	9.0	17.3	1.74	0.50	0.87	
	Uxbridge	12	5.0	720	6.0	9.0	15.8	1.90	0.50	0.95	
	Northfields	20	3.0	720	10.0	9.0	19.8	1.52	0.50	0.76	
	Heathrow T4	10	6.0	720	5.0	9.0	14.8	2.03	0.50	1.02	
	Heathrow T5	5	12.0	720	2.5	9.0	12.3	2.45	0.50	1.22	
									Total AI =	29.65	
									PTAL =	6	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

	AI	Accessibility
↓	0-5	1
	>5-10	2
	>10-15	3
	>15-20	4
	>20-25	5
	>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building K**

With Piccadilly Line Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index	
Bus	29	6	10	495	3.0	6.2	11.2	2.68	0.5	1.34	
	67	12	5	495	6.0	6.2	14.2	2.11	0.50	1.06	
	121	10	6	495	5.0	6.2	13.2	2.27	0.50	1.14	
	123	12	5	495	6.0	6.2	14.2	2.11	0.50	1.06	
	141	9	7	605	4.3	7.6	13.8	2.17	0.50	1.08	
	144	10	6	495	5.0	6.2	13.2	2.27	0.50	1.14	
	184	8	8	615	3.8	7.7	13.4	2.23	0.50	1.12	
	221	6	10	495	3.0	6.2	11.2	2.68	1.00	2.68	
	230	12	5	495	6.0	6.2	14.2	2.11	0.50	1.06	
	232	15	4	495	7.5	6.2	15.7	1.91	0.50	0.96	
	329	9	7	495	4.3	6.2	12.5	2.41	0.50	1.20	
	W3	9	7	615	4.3	7.7	14.0	2.15	0.50	1.07	
	National Rail (Alexandra Palace)	Welwyn Garden City	15	4.0	930	7.5	11.6	19.9	1.51	0.50	0.75
		Stevenage	20	3.0	930	10.0	11.6	22.4	1.34	0.50	0.67
Gordon Hill		12	5.0	930	6.0	11.6	18.4	1.63	0.50	0.82	
Moorgate		5	11.0	930	2.7	11.6	15.1	1.99	1.00	1.99	
Hertford North		15	4.0	930	7.5	11.6	19.9	1.51	0.50	0.75	
Kings Cross		60	1.0	930	30.0	11.6	42.4	0.71	0.50	0.35	
Letchworth Garden City		30	2.0	930	15.0	11.6	27.4	1.10	0.50	0.55	
LUL (Wood Green)	Cockfosters	3	18.0	685	1.7	8.6	11.0	2.73	1.00	2.73	
	Arnos Grove	5	12.0	685	2.5	8.6	11.8	2.54	0.50	1.27	
	Rayners Lane	15	4.0	685	7.5	8.6	16.8	1.78	0.50	0.89	
	Uxbridge	12	5.0	685	6.0	8.6	15.3	1.96	0.50	0.98	
	Northfields	20	3.0	685	10.0	8.6	19.3	1.55	0.50	0.78	
	Heathrow T4	10	6.0	685	5.0	8.6	14.3	2.10	0.50	1.05	
	Heathrow T5	5	12.0	685	2.5	8.6	11.8	2.54	0.50	1.27	
									Total AI =	29.75	
									PTAL =	6	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

	AI	Accessibility
↓	0-5	1
	>5-10	2
	>10-15	3
	>15-20	4
	>20-25	5
	>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building L**

With Piccadilly Line Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	29	6	10	455	3.0	5.7	10.7	2.81	0.5	1.40
	67	12	5	455	6.0	5.7	13.7	2.19	0.50	1.10
	121	10	6	455	5.0	5.7	12.7	2.36	0.50	1.18
	123	12	5	455	6.0	5.7	13.7	2.19	0.50	1.10
	141	9	7	565	4.3	7.1	13.3	2.25	0.50	1.12
	144	10	6	455	5.0	5.7	12.7	2.36	0.50	1.18
	184	8	8	455	3.8	5.7	11.4	2.62	0.50	1.31
	221	6	10	455	3.0	5.7	10.7	2.81	1.00	2.81
	230	12	5	455	6.0	5.7	13.7	2.19	0.50	1.10
	232	15	4	455	7.5	5.7	15.2	1.98	0.50	0.99
329	9	7	455	4.3	5.7	12.0	2.51	0.50	1.25	
National Rail (Alexandra Palace)	Welwyn Garden City	15	4.0	955	7.5	11.9	20.2	1.49	0.50	0.74
	Stevenage	20	3.0	955	10.0	11.9	22.7	1.32	0.50	0.66
	Gordon Hill	12	5.0	955	6.0	11.9	18.7	1.61	0.50	0.80
	Moorgate	5	11.0	955	2.7	11.9	15.4	1.95	1.00	1.95
	Hertford North	15	4.0	955	7.5	11.9	20.2	1.49	0.50	0.74
	Kings Cross	60	1.0	955	30.0	11.9	42.7	0.70	0.50	0.35
	Letchworth Garden City	30	2.0	955	15.0	11.9	27.7	1.08	0.50	0.54
LUL (Wood Green)	Cockfosters	3	18.0	645	1.7	8.1	9.7	3.08	1.00	3.08
	Arnos Grove	5	12.0	645	2.5	8.1	10.6	2.84	0.50	1.42
	Rayners Lane	15	4.0	645	7.5	8.1	15.6	1.93	0.50	0.96
	Uxbridge	12	5.0	645	6.0	8.1	14.1	2.13	0.50	1.07
	Northfields	20	3.0	645	10.0	8.1	18.1	1.66	0.50	0.83
	Heathrow T4	10	6.0	645	5.0	8.1	13.1	2.30	0.50	1.15
	Heathrow T5	5	12.0	645	2.5	8.1	10.6	2.84	0.50	1.42
									Total AI =	30.26
									PTAL =	6

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building M**

With Piccadilly Line Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	41	6	10	520	3.0	6.5	11.5	2.61	1.00	2.61
	121	10	6	620	5.0	7.8	14.8	2.03	0.50	1.02
	123	12	5	620	6.0	7.8	15.8	1.90	0.50	0.95
	144	10	6	520	5.0	6.5	13.5	2.22	0.50	1.11
	184	6	6	610	5.0	7.6	14.6	2.05	0.50	1.03
	221	6	10	620	3.0	7.8	12.8	2.35	0.50	1.18
	232	15	4	620	7.5	7.8	17.3	1.74	0.50	0.87
	329	9	7	620	4.3	7.8	14.0	2.14	0.50	1.07
National Rail (Hornsey)	W3	9	7	610	4.3	7.6	13.9	2.16	0.50	1.08
	Welwyn Garden City	20	3.0	886	10.0	11.1	21.8	1.37	0.50	0.69
	Stevenage	20	3.0	886	10.0	11.1	21.8	1.37	0.50	0.69
	Gordon Hill	12	5.0	886	6.0	11.1	17.8	1.68	0.50	0.84
	Moorgate	7	9.0	886	3.3	11.1	15.2	1.98	1.00	1.98
	Hertford North	15	4.0	886	7.5	11.1	19.3	1.55	0.50	0.78
LUL (Turnpike Lane)	Letchworth Garden City	30	2.0	886	15.0	11.1	26.8	1.12	0.50	0.56
	Cockfosters	3	18.0	850	1.7	10.6	13.0	2.30	1.00	2.30
	Amos Grove	5	12.0	850	2.5	10.6	13.9	2.16	0.50	1.08
	Rayners Lane	15	4.0	850	7.5	10.6	18.9	1.59	0.50	0.79
	Uxbridge	12	5.0	850	6.0	10.6	17.4	1.73	0.50	0.86
	Northfields	20	3.0	850	10.0	10.6	21.4	1.40	0.50	0.70
	Heathrow T4	10	6.0	850	5.0	10.6	16.4	1.83	0.50	0.92
	Heathrow T5	5	12.0	850	2.5	10.6	13.9	2.16	0.50	1.08
Total AI = 24.18										
PTAL = 5										

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building N**

With Piccadilly Line Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	41	6	10	510	3.0	6.4	11.4	2.64	1.00	2.64
	121	10	6	560	5.0	7.0	14.0	2.14	0.50	1.07
	123	12	5	560	6.0	7.0	15.0	2.00	0.50	1.00
	144	10	6	560	5.0	7.0	14.0	2.14	0.50	1.07
	184	8	8	585	3.8	7.3	13.1	2.30	0.50	1.15
	221	6	10	560	3.0	7.0	12.0	2.50	0.50	1.25
	232	15	4	560	7.5	7.0	16.5	1.82	0.50	0.91
	329	9	7	560	4.3	7.0	13.3	2.26	0.50	1.13
	W3	9	7	585	4.3	7.3	13.6	2.21	0.50	1.10
National Rail (Hornsey)	Welwyn Garden City	20	3.0	920	10.0	11.5	22.3	1.35	0.50	0.67
	Stevenage	20	3.0	920	10.0	11.5	22.3	1.35	0.50	0.67
	Gordon Hill	12	5.0	920	6.0	11.5	18.3	1.64	0.50	0.82
	Moorgate	7	9.0	920	3.3	11.5	15.6	1.93	1.00	1.93
	Hertford North	15	4.0	920	7.5	11.5	19.8	1.52	0.50	0.76
	Letchworth Garden City	30	2.0	920	15.0	11.5	27.3	1.10	0.50	0.55
LUL (Turnpike Lane)	Cockfosters	3	18.0	800	1.7	10.0	12.4	2.42	1.00	2.42
	Arnos Grove	5	12.0	800	2.5	10.0	13.3	2.26	0.50	1.13
	Rayners Lane	15	4.0	800	7.5	10.0	18.3	1.64	0.50	0.82
	Uxbridge	12	5.0	800	6.0	10.0	16.8	1.79	0.50	0.90
	Northfields	20	3.0	800	10.0	10.0	20.8	1.45	0.50	0.72
	Heathrow T4	10	6.0	800	5.0	10.0	15.8	1.90	0.50	0.95
	Heathrow T5	5	12.0	800	2.5	10.0	13.3	2.26	0.50	1.13
									Total AI =	24.80
									PTAL =	5

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building O**

With Piccadilly Line Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index	
Bus	29	6	10	535	3.0	6.7	11.7	2.57	0.5	1.28	
	41	6	10	540	3.0	6.8	11.8	2.55	1	2.55	
	67	12	5	535	6.0	6.7	14.7	2.04	0.50	1.02	
	121	10	6	535	5.0	6.7	13.7	2.19	0.50	1.10	
	123	12	5	535	6.0	6.7	14.7	2.04	0.50	1.02	
	144	10	6	535	5.0	6.7	13.7	2.19	0.50	1.10	
	184	10	6	535	5.0	6.7	13.7	2.19	0.50	1.10	
	221	6	10	535	3.0	6.7	11.7	2.57	0.50	1.28	
	230	12	5	535	6.0	6.7	14.7	2.04	0.50	1.02	
	232	15	4	535	7.5	6.7	16.2	1.85	0.50	0.93	
	329	9	7	535	4.3	6.7	13.0	2.31	0.50	1.16	
	W3	9	7	640	4.3	8.0	14.3	2.10	0.50	1.05	
	National Rail (Alexandra Palace)	Welwyn Garden City	15	4.0	947	7.5	11.8	20.1	1.49	0.50	0.75
Stevenage		20	3.0	947	10.0	11.8	22.6	1.33	0.50	0.66	
Gordon Hill		12	5.0	947	6.0	11.8	18.6	1.61	0.50	0.81	
Moorgate		5	11.0	947	2.7	11.8	15.3	1.96	1.00	1.96	
Hertford North		15	4.0	947	7.5	11.8	20.1	1.49	0.50	0.75	
Kings Cross		60	1.0	947	30.0	11.8	42.6	0.70	0.50	0.35	
Letchworth Garden City		30	2.0	947	15.0	11.8	27.6	1.09	0.50	0.54	
LUL (Wood Green)	Cockfosters	3	18.0	725	1.7	9.1	11.5	2.61	1.00	2.61	
	Arnos Grove	5	12.0	725	2.5	9.1	12.3	2.44	0.50	1.22	
	Rayners Lane	15	4.0	725	7.5	9.1	17.3	1.73	0.50	0.87	
	Uxbridge	12	5.0	725	6.0	9.1	15.8	1.90	0.50	0.95	
	Northfields	20	3.0	725	10.0	9.1	19.8	1.51	0.50	0.76	
	Heathrow T4	10	6.0	725	5.0	9.1	14.8	2.03	0.50	1.01	
	Heathrow T5	5	12.0	725	2.5	9.1	12.3	2.44	0.50	1.22	
									Total AI =	29.06	
									PTAL =	6	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building P**

With Piccadilly Line Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	29	6	10	615	3.0	7.7	12.7	2.36	0.5	1.18
	41	6	10	470	3.0	5.9	10.9	2.76	1	2.76
	67	12	5	615	6.0	7.7	15.7	1.91	0.50	0.96
	121	10	6	615	5.0	7.7	14.7	2.04	0.50	1.02
	123	12	5	615	6.0	7.7	15.7	1.91	0.50	0.96
	144	10	6	470	5.0	5.9	12.9	2.33	0.50	1.17
	184	10	6	615	5.0	7.7	14.7	2.04	0.50	1.02
	221	6	10	615	3.0	7.7	12.7	2.36	0.50	1.18
	230	12	5	615	6.0	7.7	15.7	1.91	0.50	0.96
	232	15	4	615	7.5	7.7	17.2	1.75	0.50	0.87
	329	9	7	615	4.3	7.7	14.0	2.15	0.50	1.07
	W3	9	7	610	4.3	7.6	13.9	2.16	0.50	1.08
	National Rail (Alexandra Palace)	Welwyn Garden City	15	4.0	922	7.5	11.5	19.8	1.52	0.50
Stevenage		20	3.0	922	10.0	11.5	22.3	1.35	0.50	0.67
Gordon Hill		12	5.0	922	6.0	11.5	18.3	1.64	0.50	0.82
Moorgate		5	11.0	922	2.7	11.5	15.0	2.00	1.00	2.00
Hertford North		15	4.0	922	7.5	11.5	19.8	1.52	0.50	0.76
Kings Cross		60	1.0	922	30.0	11.5	42.3	0.71	0.50	0.35
LUL (Wood Green)	Letchworth Garden City	30	2.0	922	15.0	11.5	27.3	1.10	0.50	0.55
	Cockfosters	3	18.0	810	1.7	10.1	12.5	2.39	1.00	2.39
	Arnos Grove	5	12.0	810	2.5	10.1	13.4	2.24	0.50	1.12
	Rayners Lane	15	4.0	810	7.5	10.1	18.4	1.63	0.50	0.82
	Uxbridge	12	5.0	810	6.0	10.1	16.9	1.78	0.50	0.89
	Northfields	20	3.0	810	10.0	10.1	20.9	1.44	0.50	0.72
	Heathrow T4	10	6.0	810	5.0	10.1	15.9	1.89	0.50	0.94
	Heathrow T5	5	12.0	810	2.5	10.1	13.4	2.24	0.50	1.12
									Total AI =	28.14
									PTAL =	6

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

	AI	Accessibility
↓	0-5	1
	>5-10	2
	>10-15	3
	>15-20	4
	>20-25	5
	>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building Q**

With Piccadilly Line Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	41	6	10	433	3.0	5.4	10.4	2.88	1.00	2.88
	121	10	6	630	5.0	7.9	14.9	2.02	0.50	1.01
	123	12	5	630	6.0	7.9	15.9	1.89	0.50	0.94
	144	10	6	433	5.0	5.4	12.4	2.42	0.50	1.21
	221	6	10	630	3.0	7.9	12.9	2.33	0.50	1.17
	232	15	4	630	7.5	7.9	17.4	1.73	0.50	0.86
	329	9	7	630	4.3	7.9	14.2	2.12	0.50	1.06
National Rail (Hornsey)	Welwyn Garden City	20	3.0	846	10.0	10.6	21.3	1.41	0.50	0.70
	Stevenage	20	3.0	846	10.0	10.6	21.3	1.41	0.50	0.70
	Gordon Hill	12	5.0	846	6.0	10.6	17.3	1.73	0.50	0.87
	Moorgate	7	9.0	846	3.3	10.6	14.7	2.05	1.00	2.05
	Hertford North	15	4.0	846	7.5	10.6	18.8	1.59	0.50	0.80
	Letchworth Garden City	30	2.0	846	15.0	10.6	26.3	1.14	0.50	0.57
LUL (Turnpike Lane)	Cockfosters	3	18.0	934	1.7	11.7	13.3	2.25	1.00	2.25
	Amos Grove	5	12.0	934	2.5	11.7	14.2	2.12	0.50	1.06
	Rayners Lane	15	4.0	934	7.5	11.7	19.2	1.56	0.50	0.78
	Uxbridge	12	5.0	934	6.0	11.7	17.7	1.70	0.50	0.85
	Northfields	20	3.0	934	10.0	11.7	21.7	1.38	0.50	0.69
	Heathrow T4	10	6.0	934	5.0	11.7	16.7	1.80	0.50	0.90
	Heathrow T5	5	12.0	934	2.5	11.7	14.2	2.12	0.50	1.06
									Total AI =	22.40
									PTAL =	5

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)

Reliability factor k = 2 for Bus, 0.75 for Rail

Access Time = Scheduled Wait Time + Walk Time + k

EDF = Equivalent Doorstop Frequency = 30/Access Time

AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building R**

With Piccadilly Line Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	41	6	10	410	3.0	5.1	10.1	2.96	1.00	2.96
	67	12	5	625	6.0	7.8	15.8	1.90	0.50	0.95
	121	10	6	575	5.0	7.2	14.2	2.11	0.50	1.06
	123	12	5	575	6.0	7.2	15.2	1.98	0.50	0.99
	141	9	7	575	4.3	7.2	13.5	2.23	0.50	1.11
	144	10	6	410	5.0	5.1	12.1	2.47	0.50	1.24
	184	8	8	575	3.8	7.2	12.9	2.32	0.50	1.16
	221	6	10	575	3.0	7.2	12.2	2.46	0.50	1.23
	230	12	5	625	6.0	7.8	15.8	1.90	0.50	0.95
	232	15	4	575	7.5	7.2	16.7	1.80	0.50	0.90
	329	9	7	575	4.3	7.2	13.5	2.23	0.50	1.11
National Rail (Hornsey)	Welwyn Garden City	20	3.0	820	10.0	10.3	21.0	1.43	0.50	0.71
	Stevenage	20	3.0	820	10.0	10.3	21.0	1.43	0.50	0.71
	Gordon Hill	12	5.0	820	6.0	10.3	17.0	1.76	0.50	0.88
	Moorgate	7	9.0	820	3.3	10.3	14.3	2.09	1.00	2.09
	Hertford North	15	4.0	820	7.5	10.3	18.5	1.62	0.50	0.81
	Letchworth Garden City	30	2.0	820	15.0	10.3	26.0	1.15	0.50	0.58
LUL (Turnpike Lane)	Cockfosters	3	18.0	910	1.7	11.4	13.0	2.30	1.00	2.30
	Amos Grove	5	12.0	910	2.5	11.4	13.9	2.16	0.50	1.08
	Rayners Lane	15	4.0	910	7.5	11.4	18.9	1.59	0.50	0.79
	Uxbridge	12	5.0	910	6.0	11.4	17.4	1.73	0.50	0.86
	Northfields	20	3.0	910	10.0	11.4	21.4	1.40	0.50	0.70
	Heathrow T4	10	6.0	910	5.0	11.4	16.4	1.83	0.50	0.92
	Heathrow T5	5	12.0	910	2.5	11.4	13.9	2.16	0.50	1.08
									Total AI =	27.19
									PTAL =	6

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building S**

With Piccadilly Line Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	41	6	10	460	3.0	5.8	10.8	2.79	1.00	2.79
	67	12	5	575	6.0	7.2	15.2	1.98	0.50	0.99
	121	10	6	525	5.0	6.6	13.6	2.21	0.50	1.11
	123	12	5	525	6.0	6.6	14.6	2.06	0.50	1.03
	141	9	7	525	4.3	6.6	12.8	2.33	0.50	1.17
	144	10	6	460	5.0	5.8	12.8	2.35	0.50	1.18
	184	8	8	525	3.8	6.6	12.3	2.44	0.50	1.22
	221	6	10	525	3.0	6.6	11.6	2.59	0.50	1.30
	230	12	5	525	6.0	6.6	14.6	2.06	0.50	1.03
	232	15	4	525	7.5	6.6	16.1	1.87	0.50	0.93
	329	9	7	525	4.3	6.6	12.8	2.33	0.50	1.17
National Rail (Hornsey)	Welwyn Garden City	20	3.0	856	10.0	10.7	21.5	1.40	0.50	0.70
	Stevenage	20	3.0	856	10.0	10.7	21.5	1.40	0.50	0.70
	Gordon Hill	12	5.0	856	6.0	10.7	17.5	1.72	0.50	0.86
	Moorgate	7	9.0	856	3.3	10.7	14.8	2.03	1.00	2.03
	Hertford North	15	4.0	856	7.5	10.7	19.0	1.58	0.50	0.79
	Letchworth Garden City	30	2.0	856	15.0	10.7	26.5	1.13	0.50	0.57
LUL (Turnpike Lane)	Cockfosters	3	18.0	944	1.7	11.8	13.5	2.23	1.00	2.23
	Amos Grove	5	12.0	944	2.5	11.8	14.3	2.10	0.50	1.05
	Rayners Lane	15	4.0	944	7.5	11.8	19.3	1.55	0.50	0.78
	Uxbridge	12	5.0	944	6.0	11.8	17.8	1.69	0.50	0.84
	Northfields	20	3.0	944	10.0	11.8	21.8	1.38	0.50	0.69
	Heathrow T4	10	6.0	944	5.0	11.8	16.8	1.79	0.50	0.89
	Heathrow T5	5	12.0	944	2.5	11.8	14.3	2.10	0.50	1.05
									Total AI =	27.08
									PTAL =	6

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL - Clarendon Gas Works, Haringey Building T

With Piccadilly Line Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	41	6	10.0	380	3.0	4.8	9.8	3.08	1.00	3.08
	144	10	6.0	380	5.0	4.8	11.8	2.55	0.50	1.28
National Rail (Hornsey)	Welwyn Garden City	20	3.0	790	10.0	9.9	20.6	1.45	0.50	0.73
	Stevenage	20	3.0	790	10.0	9.9	20.6	1.45	0.50	0.73
	Gordon Hill	12	5.0	790	6.0	9.9	16.6	1.80	0.50	0.90
	Moorgate	7	9.0	790	3.3	9.9	14.0	2.15	1.00	2.15
	Hertford North	15	4.0	790	7.5	9.9	18.1	1.66	0.50	0.83
	Letchworth Garden City	30	2.0	790	15.0	9.9	25.6	1.17	0.50	0.59
LUL (Turnpike Lane)	Cockfosters	3	18.0	885	1.7	11.1	13.5	2.23	1.00	2.23
	Arnos Grove	5	12.0	885	2.5	11.1	14.3	2.10	0.50	1.05
	Rayners Lane	15	4.0	885	7.5	11.1	19.3	1.55	0.50	0.78
	Uxbridge	12	5.0	885	6.0	11.1	17.8	1.68	0.50	0.84
	Northfields	20	3.0	885	10.0	11.1	21.8	1.38	0.50	0.69
	Heathrow T4	10	6.0	885	5.0	11.1	16.8	1.78	0.50	0.89
	Heathrow T5	5	12.0	885	2.5	11.1	14.3	2.10	0.50	1.05
Total AI =									17.79	
PTAL =									4	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL - Clarendon Gas Works, Haringey Building U

With Piccadilly Line Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	41	6	10.0	360	3.0	4.5	9.5	3.16	1.00	3.16
	144	10	6.0	360	5.0	4.5	11.5	2.61	0.50	1.30
National Rail (Hornsey)	Welwyn Garden City	20	3.0	760	10.0	9.5	20.3	1.48	0.50	0.74
	Stevenage	20	3.0	760	10.0	9.5	20.3	1.48	0.50	0.74
	Gordon Hill	12	5.0	760	6.0	9.5	16.3	1.85	0.50	0.92
	Moorgate	7	9.0	760	3.3	9.5	13.6	2.21	1.00	2.21
	Hertford North	15	4.0	760	7.5	9.5	17.8	1.69	0.50	0.85
	Letchworth Garden City	30	2.0	760	15.0	9.5	25.3	1.19	0.50	0.59
LUL (Turnpike Lane)	Cockfosters	3	18.0	855	1.7	10.7	13.1	2.29	1.00	2.29
	Arnos Grove	5	12.0	855	2.5	10.7	13.9	2.15	0.50	1.08
	Rayners Lane	15	4.0	855	7.5	10.7	18.9	1.58	0.50	0.79
	Uxbridge	12	5.0	855	6.0	10.7	17.4	1.72	0.50	0.86
	Northfields	20	3.0	855	10.0	10.7	21.4	1.40	0.50	0.70
	Heathrow T4	10	6.0	855	5.0	10.7	16.4	1.83	0.50	0.91
	Heathrow T5	5	12.0	855	2.5	10.7	13.9	2.15	0.50	1.08
									Total AI =	18.22
									PTAL =	4

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL - Clarendon Gas Works, Haringey Building V

With Piccadilly Line Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	41	6	10.0	345	3.0	4.3	9.3	3.22	1.00	3.22
	144	10	6.0	345	5.0	4.3	11.3	2.65	0.50	1.33
National Rail (Hornsey)	Welwyn Garden City	20	3.0	755	10.0	9.4	20.2	1.49	0.50	0.74
	Stevenage	20	3.0	755	10.0	9.4	20.2	1.49	0.50	0.74
	Gordon Hill	12	5.0	755	6.0	9.4	16.2	1.85	0.50	0.93
	Moorgate	7	9.0	755	3.3	9.4	13.5	2.22	1.00	2.22
	Hertford North	15	4.0	755	7.5	9.4	17.7	1.70	0.50	0.85
	Letchworth Garden City	30	2.0	755	15.0	9.4	25.2	1.19	0.50	0.60
LUL (Turnpike Lane)	Cockfosters	3	18.0	850	1.7	10.6	13.0	2.30	1.00	2.30
	Arnos Grove	5	12.0	850	2.5	10.6	13.9	2.16	0.50	1.08
	Rayners Lane	15	4.0	850	7.5	10.6	18.9	1.59	0.50	0.79
	Uxbridge	12	5.0	850	6.0	10.6	17.4	1.73	0.50	0.86
	Northfields	20	3.0	850	10.0	10.6	21.4	1.40	0.50	0.70
	Heathrow T4	10	6.0	850	5.0	10.6	16.4	1.83	0.50	0.92
	Heathrow T5	5	12.0	850	2.5	10.6	13.9	2.16	0.50	1.08
Total AI =									18.36	
PTAL =									4	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL - Clarendon Gas Works, Haringey Building W

With Piccadilly Line Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	41	6	10.0	310	3.0	3.9	8.9	3.38	1.00	3.38
	144	10	6.0	310	5.0	3.9	10.9	2.76	0.50	1.38
National Rail (Hornsey)	Welwyn Garden City	20	3.0	720	10.0	9.0	19.8	1.52	0.50	0.76
	Stevenage	20	3.0	720	10.0	9.0	19.8	1.52	0.50	0.76
	Gordon Hill	12	5.0	720	6.0	9.0	15.8	1.90	0.50	0.95
	Moorgate	7	9.0	720	3.3	9.0	13.1	2.29	1.00	2.29
	Hertford North	15	4.0	720	7.5	9.0	17.3	1.74	0.50	0.87
	Letchworth Garden City	30	2.0	720	15.0	9.0	24.8	1.21	0.50	0.61
LUL (Turnpike Lane)	Cockfosters	3	18.0	815	1.7	10.2	12.6	2.38	1.00	2.38
	Arnos Grove	5	12.0	815	2.5	10.2	13.4	2.23	0.50	1.12
	Rayners Lane	15	4.0	815	7.5	10.2	18.4	1.63	0.50	0.81
	Uxbridge	12	5.0	815	6.0	10.2	16.9	1.77	0.50	0.89
	Northfields	20	3.0	815	10.0	10.2	20.9	1.43	0.50	0.72
	Heathrow T4	10	6.0	815	5.0	10.2	15.9	1.88	0.50	0.94
	Heathrow T5	5	12.0	815	2.5	10.2	13.4	2.23	0.50	1.12
Total AI =									18.97	
PTAL =									4	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL - Clarendon Gas Works, Haringey Building X

With Piccadilly Line Improvements

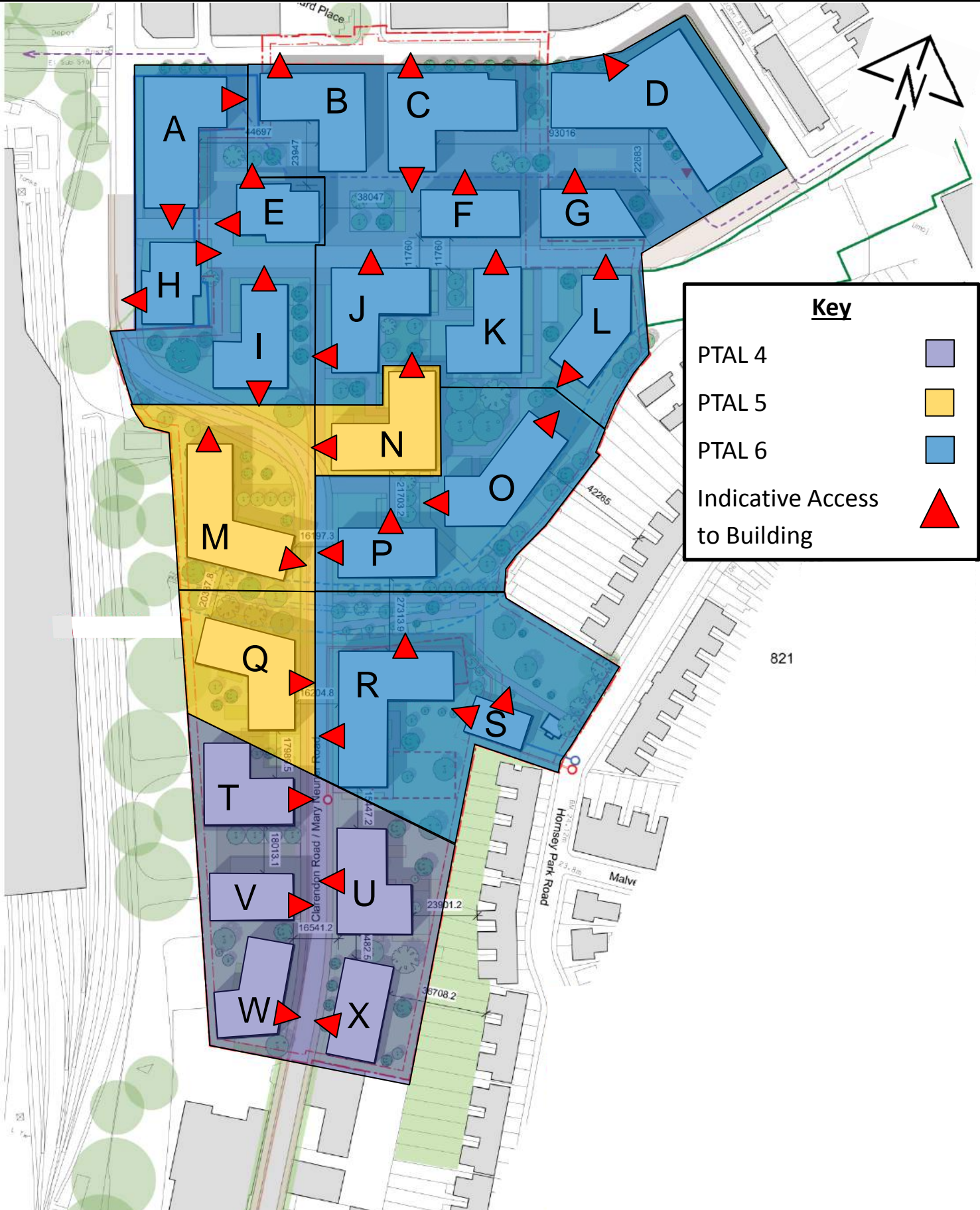
	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	41	6	10.0	305	3.0	3.8	8.8	3.40	1.00	3.40
	144	10	6.0	305	5.0	3.8	10.8	2.77	0.50	1.39
National Rail (Hornsey)	Welwyn Garden City	20	3.0	715	10.0	8.9	19.7	1.52	0.50	0.76
	Stevenage	20	3.0	715	10.0	8.9	19.7	1.52	0.50	0.76
	Gordon Hill	12	5.0	715	6.0	8.9	15.7	1.91	0.50	0.96
	Moorgate	7	9.0	715	3.3	8.9	13.0	2.30	1.00	2.30
	Hertford North	15	4.0	715	7.5	8.9	17.2	1.75	0.50	0.87
	Letchworth Garden City	30	2.0	715	15.0	8.9	24.7	1.22	0.50	0.61
LUL (Turnpike Lane)	Cockfosters	3	18.0	810	1.7	10.1	12.5	2.39	1.00	2.39
	Arnos Grove	5	12.0	810	2.5	10.1	13.4	2.24	0.50	1.12
	Rayners Lane	15	4.0	810	7.5	10.1	18.4	1.63	0.50	0.82
	Uxbridge	12	5.0	810	6.0	10.1	16.9	1.78	0.50	0.89
	Northfields	20	3.0	810	10.0	10.1	20.9	1.44	0.50	0.72
	Heathrow T4	10	6.0	810	5.0	10.1	15.9	1.89	0.50	0.94
	Heathrow T5	5	12.0	810	2.5	10.1	13.4	2.24	0.50	1.12
Total AI =									19.06	
PTAL =									4	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

APPENDIX D



Project Clarendon Gas Works

Client St William

Title PTAL Site Plan With Rail Improvements
(Indicative Site Layout Plan)



Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: london@vectos.co.uk www.vectos.co.uk

DRAWN:
BB

CHECKED:
MDC

DATE:
20/05/16

SCALES:
NTS

DRAWING REFERENCE:
Appendix D

REVISION:

PTAL -

**Clarendon Gas Works, Haringey
Building A**

With Rail Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	29	6	10	580	3.0	7.3	12.3	2.45	0.5	1.22
	41	6	10	628	3.0	7.9	12.9	2.33	0.50	1.17
	67	12	5	580	6.0	7.3	15.3	1.97	0.50	0.98
	121	10	6	580	5.0	7.3	14.3	2.11	0.50	1.05
	123	12	5	580	6.0	7.3	15.3	1.97	0.50	0.98
	141	9	7	580	4.3	7.3	13.5	2.22	0.50	1.11
	144	10	6	580	5.0	7.3	14.3	2.11	0.50	1.05
	184	8	8	580	3.8	7.3	13.0	2.31	0.50	1.15
	221	6	10	580	3.0	7.3	12.3	2.45	0.50	1.22
	230	12	5	580	6.0	7.3	15.3	1.97	0.50	0.98
	232	15	4	580	7.5	7.3	16.8	1.79	0.50	0.90
	329	9	7	580	4.3	7.3	13.5	2.22	0.50	1.11
	W3	9	7	455	4.3	5.7	12.0	2.51	1.00	2.51
	National Rail (Alenxandra Palace)	Welwyn Garden City	10	6.0	767	5.0	9.6	15.3	1.96	0.50
Stevenage		20	3.0	767	10.0	9.6	20.3	1.48	0.50	0.74
Gordon Hill		12	5.0	767	6.0	9.6	16.3	1.84	0.50	0.92
Moorgate		5	11.0	767	2.7	9.6	13.1	2.30	1.00	2.30
Hertford North		15	4.0	767	7.5	9.6	17.8	1.68	0.50	0.84
Kings Cross		60	1.0	767	30.0	9.6	40.3	0.74	0.50	0.37
Letchworth Garden City		30	2.0	767	15.0	9.6	25.3	1.18	0.50	0.59
LUL (Wood Green)	Cockfosters	3	18.0	765	1.7	9.6	12.0	2.50	1.00	2.50
	Arnos Grove	10	6.0	765	5.0	9.6	15.3	1.96	0.50	0.98
	Rayners Lane	15	4.0	765	7.5	9.6	17.8	1.68	0.50	0.84
	Uxbridge	12	5.0	765	6.0	9.6	16.3	1.84	0.50	0.92
	Northfields	20	3.0	765	10.0	9.6	20.3	1.48	0.50	0.74
	Heathrow T4	10	6.0	765	5.0	9.6	15.3	1.96	0.50	0.98
	Heathrow T5	10	6.0	765	5.0	9.6	15.3	1.96	0.50	0.98
Total AI = 30.12										
PTAL = 6										

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building B**

With Rail Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	29	6	10	570	3.0	7.1	12.1	2.47	0.5	1.24
	67	12	5	570	6.0	7.1	15.1	1.98	0.50	0.99
	121	10	6	570	5.0	7.1	14.1	2.12	0.50	1.06
	123	12	5	570	6.0	7.1	15.1	1.98	0.50	0.99
	144	10	6	570	5.0	7.1	14.1	2.12	0.50	1.06
	184	8	8	460	3.8	5.8	11.5	2.61	1.00	2.61
	221	6	10	570	3.0	7.1	12.1	2.47	0.50	1.24
	230	12	5	570	6.0	7.1	15.1	1.98	0.50	0.99
	232	15	4	570	7.5	7.1	16.6	1.80	0.50	0.90
	329	9	7	570	4.3	7.1	13.4	2.24	0.50	1.12
	W3	9	7	460	4.3	5.8	12.0	2.49	0.50	1.25
National Rail (Alexandra Palace)	Welwyn Garden City	10	6.0	772	5.0	9.7	14.7	2.05	0.50	1.02
	Stevenage	20	3.0	772	10.0	9.7	19.7	1.53	0.50	0.76
	Gordon Hill	12	5.0	772	6.0	9.7	15.7	1.92	0.50	0.96
	Moorgate	5	11.0	772	2.7	9.7	12.4	2.42	1.00	2.42
	Hertford North	15	4.0	772	7.5	9.7	17.2	1.75	0.50	0.87
	Kings Cross	60	1.0	772	30.0	9.7	39.7	0.76	0.50	0.38
	Letchworth Garden City	30	2.0	772	15.0	9.7	24.7	1.22	0.50	0.61
LUL (Wood Green)	Cockfosters	3	18.0	755	1.7	9.4	11.9	2.53	1.00	2.53
	Arnos Grove	10	6.0	755	5.0	9.4	15.2	1.98	0.50	0.99
	Rayners Lane	15	4.0	755	7.5	9.4	17.7	1.70	0.50	0.85
	Uxbridge	12	5.0	755	6.0	9.4	16.2	1.85	0.50	0.93
	Northfields	20	3.0	755	10.0	9.4	20.2	1.49	0.50	0.74
	Heathrow T4	10	6.0	755	5.0	9.4	15.2	1.98	0.50	0.99
	Heathrow T5	10	6.0	755	5.0	9.4	15.2	1.98	0.50	0.99
Total AI =									28.49	
PTAL =									6	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building C**

With Rail Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	29	6	10	530	3.0	6.6	11.6	2.58	0.5	1.29
	67	12	5	530	6.0	6.6	14.6	2.05	0.50	1.03
	121	10	6	530	5.0	6.6	13.6	2.20	0.50	1.10
	123	12	5	530	6.0	6.6	14.6	2.05	0.50	1.03
	141	9	7	605	4.3	7.6	13.8	2.17	0.50	1.08
	144	10	6	530	5.0	6.6	13.6	2.20	0.50	1.10
	184	8	8	510	3.8	6.4	12.1	2.47	1.00	2.47
	221	6	10	530	3.0	6.6	11.6	2.58	0.50	1.29
	230	12	5	530	6.0	6.6	14.6	2.05	0.50	1.03
	232	15	4	530	7.5	6.6	16.1	1.86	0.50	0.93
	329	9	7	530	4.3	6.6	12.9	2.32	0.50	1.16
	W3	9	7	510	4.3	6.4	12.7	2.37	0.50	1.18
	National Rail (Alexandra Palace)	Welwyn Garden City	10	6.0	822	5.0	10.3	16.0	1.87	0.50
Stevenage		20	3.0	822	10.0	10.3	21.0	1.43	0.50	0.71
Gordon Hill		12	5.0	822	6.0	10.3	17.0	1.76	0.50	0.88
Moorgate		5	11.0	822	2.7	10.3	13.8	2.18	1.00	2.18
Hertford North		15	4.0	822	7.5	10.3	18.5	1.62	0.50	0.81
Kings Cross		60	1.0	822	30.0	10.3	41.0	0.73	0.50	0.37
LUL (Wood Green)	Letchworth Garden City	30	2.0	822	15.0	10.3	26.0	1.15	0.50	0.58
	Cockfosters	3	18.0	720	1.7	9.0	11.4	2.63	1.00	2.63
	Arnos Grove	10	6.0	720	5.0	9.0	14.8	2.03	0.50	1.02
	Rayners Lane	15	4.0	720	7.5	9.0	17.3	1.74	0.50	0.87
	Uxbridge	12	5.0	720	6.0	9.0	15.8	1.90	0.50	0.95
	Northfields	20	3.0	720	10.0	9.0	19.8	1.52	0.50	0.76
	Heathrow T4	10	6.0	720	5.0	9.0	14.8	2.03	0.50	1.02
	Heathrow T5	10	6.0	720	5.0	9.0	14.8	2.03	0.50	1.02
Total AI =									29.42	
PTAL =									6	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building D**

With Rail Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	29	6	10	460	3.0	5.8	10.8	2.79	0.5	1.40
	67	12	5	460	6.0	5.8	13.8	2.18	0.50	1.09
	121	10	6	460	5.0	5.8	12.8	2.35	0.50	1.18
	123	12	5	460	6.0	5.8	13.8	2.18	0.50	1.09
	141	9	7	535	4.3	6.7	13.0	2.31	0.50	1.16
	144	10	6	460	5.0	5.8	12.8	2.35	0.50	1.18
	184	8	8	580	3.8	7.3	13.0	2.31	0.50	1.15
	221	6	10	460	3.0	5.8	10.8	2.79	1.00	2.79
	230	12	5	460	6.0	5.8	13.8	2.18	0.50	1.09
	232	15	4	460	7.5	5.8	15.3	1.97	0.50	0.98
	329	9	7	460	4.3	5.8	12.0	2.49	0.50	1.25
	W3	9	7	580	4.3	7.3	13.5	2.22	0.50	1.11
	National Rail (Alexandra Palace)	Welwyn Garden City	10	6.0	882	5.0	11.0	16.8	1.79	0.50
Stevenage		20	3.0	882	10.0	11.0	21.8	1.38	0.50	0.69
Gordon Hill		12	5.0	882	6.0	11.0	17.8	1.69	0.50	0.84
Moorgate		5	11.0	882	2.7	11.0	14.5	2.07	1.00	2.07
Hertford North		15	4.0	882	7.5	11.0	19.3	1.56	0.50	0.78
Kings Cross		60	1.0	882	30.0	11.0	41.8	0.72	0.50	0.36
Letchworth Garden City		30	2.0	882	15.0	11.0	26.8	1.12	0.50	0.56
LUL (Wood Green)	Cockfosters	3	18.0	650	1.7	8.1	10.5	2.85	1.00	2.85
	Arnos Grove	10	6.0	650	5.0	8.1	13.9	2.16	0.50	1.08
	Rayners Lane	15	4.0	650	7.5	8.1	16.4	1.83	0.50	0.92
	Uxbridge	12	5.0	650	6.0	8.1	14.9	2.02	0.50	1.01
	Northfields	20	3.0	650	10.0	8.1	18.9	1.59	0.50	0.79
	Heathrow T4	10	6.0	650	5.0	8.1	13.9	2.16	0.50	1.08
	Heathrow T5	10	6.0	650	5.0	8.1	13.9	2.16	0.50	1.08
									Total AI =	30.46
									PTAL =	6

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

	AI	Accessibility
↓	0-5	1
	>5-10	2
	>10-15	3
	>15-20	4
	>20-25	5
	>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building E**

With Rail Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index	
Bus	29	6	10	635	3.0	7.9	12.9	2.32	0.5	1.16	
	41	6	10	608	3.0	7.6	12.6	2.38	0.5	1.19	
	67	12	5	635	6.0	7.9	15.9	1.88	0.50	0.94	
	121	10	6	635	5.0	7.9	14.9	2.01	0.50	1.00	
	123	12	5	635	6.0	7.9	15.9	1.88	0.50	0.94	
	184	8	8	510	3.8	6.4	12.1	2.47	1.00	2.47	
	144	10	6	635	5.0	7.9	14.9	2.01	0.50	1.00	
	221	6	10	635	3.0	7.9	12.9	2.32	0.50	1.16	
	230	12	5	635	6.0	7.9	15.9	1.88	0.50	0.94	
	232	15	4	635	7.5	7.9	17.4	1.72	0.50	0.86	
	329	9	7	635	4.3	7.9	14.2	2.11	0.50	1.05	
	W3	9	7	510	4.3	6.4	12.7	2.37	0.50	1.18	
	National Rail (Alexandra Palace)	Welwyn Garden City	10	6.0	822	5.0	10.3	17.3	1.74	0.50	0.87
		Stevenage	20	3.0	822	10.0	10.3	22.3	1.35	0.50	0.67
Gordon Hill		12	5.0	822	6.0	10.3	18.3	1.64	0.50	0.82	
Moorgate		5	11.0	822	2.7	10.3	15.0	2.00	1.00	2.00	
Hertford North		15	4.0	822	7.5	10.3	19.8	1.52	0.50	0.76	
Kings Cross		60	1.0	822	30.0	10.3	42.3	0.71	0.50	0.35	
Letchworth Garden City		30	2.0	822	15.0	10.3	27.3	1.10	0.50	0.55	
LUL (Wood Green)	Cockfosters	3	18.0	840	1.7	10.5	12.9	2.32	1.00	2.32	
	Arnos Grove	10	6.0	840	5.0	10.5	16.3	1.85	0.50	0.92	
	Rayners Lane	15	4.0	840	7.5	10.5	18.8	1.60	0.50	0.80	
	Uxbridge	12	5.0	840	6.0	10.5	17.3	1.74	0.50	0.87	
	Northfields	20	3.0	840	10.0	10.5	21.3	1.41	0.50	0.71	
	Heathrow T4	10	6.0	840	5.0	10.5	16.3	1.85	0.50	0.92	
	Heathrow T5	10	6.0	840	5.0	10.5	16.3	1.85	0.50	0.92	
									Total AI =	27.41	
									PTAL =	6	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

	AI	Accessibility
↓	0-5	1
	>5-10	2
	>10-15	3
	>15-20	4
	>20-25	5
	>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building F**

With Rail Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	29	6	10	555	3.0	6.9	11.9	2.51	0.5	1.26
	67	12	5	555	6.0	6.9	14.9	2.01	0.50	1.00
	121	10	6	555	5.0	6.9	13.9	2.15	0.50	1.08
	123	12	5	555	6.0	6.9	14.9	2.01	0.50	1.00
	141	9	7	630	4.3	7.9	14.2	2.12	0.50	1.06
	144	10	6	555	5.0	6.9	13.9	2.15	0.50	1.08
	184	8	8	580	3.8	7.3	13.0	2.31	0.50	1.15
	221	6	10	555	3.0	6.9	11.9	2.51	1.00	2.51
	230	12	5	555	6.0	6.9	14.9	2.01	0.50	1.00
	232	15	4	555	7.5	6.9	16.4	1.83	0.50	0.91
	329	9	7	555	4.3	6.9	13.2	2.27	0.50	1.13
	W3	9	7	580	4.3	7.3	13.5	2.22	0.50	1.11
	National Rail (Alexandra Palace)	Welwyn Garden City	10	6.0	892	5.0	11.2	16.9	1.78	0.50
Stevenage		20	3.0	892	10.0	11.2	21.9	1.37	0.50	0.68
Gordon Hill		12	5.0	892	6.0	11.2	17.9	1.68	0.50	0.84
Moorgate		5	11.0	892	2.7	11.2	14.6	2.05	1.00	2.05
Hertford North		15	4.0	892	7.5	11.2	19.4	1.55	0.50	0.77
Kings Cross		60	1.0	892	30.0	11.2	41.9	0.72	0.50	0.36
Letchworth Garden City		30	2.0	892	15.0	11.2	26.9	1.12	0.50	0.56
LUL (Wood Green)	Cockfosters	3	18.0	740	1.7	9.3	11.7	2.57	1.00	2.57
	Arnos Grove	10	6.0	740	5.0	9.3	15.0	2.00	0.50	1.00
	Rayners Lane	15	4.0	740	7.5	9.3	17.5	1.71	0.50	0.86
	Uxbridge	12	5.0	740	6.0	9.3	16.0	1.88	0.50	0.94
	Northfields	20	3.0	740	10.0	9.3	20.0	1.50	0.50	0.75
	Heathrow T4	10	6.0	740	5.0	9.3	15.0	2.00	0.50	1.00
	Heathrow T5	10	6.0	740	5.0	9.3	15.0	2.00	0.50	1.00
Total AI =									28.57	
PTAL =									6	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

	AI	Accessibility
↓	0-5	1
	>5-10	2
	>10-15	3
	>15-20	4
	>20-25	5
	>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building G**

With Rail Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index	
Bus	29	6	10	470	3.0	5.9	10.9	2.76	0.5	1.38	
	67	12	5	470	6.0	5.9	13.9	2.16	0.50	1.08	
	121	10	6	470	5.0	5.9	12.9	2.33	0.50	1.17	
	123	12	5	470	6.0	5.9	13.9	2.16	0.50	1.08	
	141	9	7	580	4.3	7.3	13.5	2.22	0.50	1.11	
	144	10	6	470	5.0	5.9	12.9	2.33	0.50	1.17	
	184	8	8	470	3.8	5.9	11.6	2.58	0.50	1.29	
	221	6	10	470	3.0	5.9	10.9	2.76	1.00	2.76	
	230	12	5	470	6.0	5.9	13.9	2.16	0.50	1.08	
	232	15	4	470	7.5	5.9	15.4	1.95	0.50	0.98	
	329	9	7	470	4.3	5.9	12.2	2.47	0.50	1.23	
	W3	9	7	620	4.3	7.8	14.0	2.14	0.50	1.07	
	National Rail (Alexandra Palace)	Welwyn Garden City	10	6.0	932	5.0	11.7	17.4	1.72	0.50	0.86
		Stevenage	20	3.0	932	10.0	11.7	22.4	1.34	0.50	0.67
Gordon Hill		12	5.0	932	6.0	11.7	18.4	1.63	0.50	0.82	
Moorgate		5	11.0	932	2.7	11.7	15.1	1.98	1.00	1.98	
Hertford North		15	4.0	932	7.5	11.7	19.9	1.51	0.50	0.75	
Kings Cross		60	1.0	932	30.0	11.7	42.4	0.71	0.50	0.35	
Letchworth Garden City		30	2.0	932	15.0	11.7	27.4	1.09	0.50	0.55	
LUL (Wood Green)	Cockfosters	3	18.0	660	1.7	8.3	10.7	2.81	1.00	2.81	
	Arnos Grove	10	6.0	660	5.0	8.3	14.0	2.14	0.50	1.07	
	Rayners Lane	15	4.0	660	7.5	8.3	16.5	1.82	0.50	0.91	
	Uxbridge	12	5.0	660	6.0	8.3	15.0	2.00	0.50	1.00	
	Northfields	20	3.0	660	10.0	8.3	19.0	1.58	0.50	0.79	
	Heathrow T4	10	6.0	660	5.0	8.3	14.0	2.14	0.50	1.07	
	Heathrow T5	10	6.0	660	5.0	8.3	14.0	2.14	0.50	1.07	
									Total AI =	30.10	
									PTAL =	6	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

	AI	Accessibility
↓	0-5	1
	>5-10	2
	>10-15	3
	>15-20	4
	>20-25	5
	>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building H**

With Rail Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	29	6	10	595	3.0	7.4	12.4	2.41	0.5	1.21
	41	6	10	593	3.0	7.4	12.4	2.42	0.5	1.21
	67	12	5	595	6.0	7.4	15.4	1.94	0.50	0.97
	121	10	6	595	5.0	7.4	14.4	2.08	0.50	1.04
	123	12	5	595	6.0	7.4	15.4	1.94	0.50	0.97
	144	10	6	595	5.0	7.4	14.4	2.08	0.50	1.04
	184	8	8	485	3.8	6.1	11.8	2.54	0.50	1.27
	221	6	10	595	3.0	7.4	12.4	2.41	1.00	2.41
	230	12	5	595	6.0	7.4	15.4	1.94	0.50	0.97
	232	15	4	595	7.5	7.4	16.9	1.77	0.50	0.89
	329	9	7	595	4.3	7.4	13.7	2.19	0.50	1.09
	W3	9	7	485	4.3	6.1	12.3	2.43	0.50	1.21
	National Rail (Alexandra Palace)	Welwyn Garden City	10	6.0	790	5.0	9.9	16.9	1.78	0.50
Stevenage		20	3.0	790	10.0	9.9	21.9	1.37	0.50	0.69
Gordon Hill		12	5.0	790	6.0	9.9	17.9	1.68	0.50	0.84
Moorgate		5	11.0	790	2.7	9.9	14.6	2.05	1.00	2.05
Hertford North		15	4.0	790	7.5	9.9	19.4	1.55	0.50	0.77
Kings Cross		60	1.0	790	30.0	9.9	41.9	0.72	0.50	0.36
Letchworth Garden City		30	2.0	790	15.0	9.9	26.9	1.12	0.50	0.56
LUL (Wood Green)	Cockfosters	3	18.0	785	1.7	9.8	12.2	2.45	1.00	2.45
	Arnos Grove	10	6.0	785	5.0	9.8	15.6	1.93	0.50	0.96
	Rayners Lane	15	4.0	785	7.5	9.8	18.1	1.66	0.50	0.83
	Uxbridge	12	5.0	785	6.0	9.8	16.6	1.81	0.50	0.91
	Northfields	20	3.0	785	10.0	9.8	20.6	1.46	0.50	0.73
	Heathrow T4	10	6.0	785	5.0	9.8	15.6	1.93	0.50	0.96
	Heathrow T5	10	6.0	785	5.0	9.8	15.6	1.93	0.50	0.96
									Total AI =	28.25
									PTAL =	6

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

	AI	Accessibility
↓	0-5	1
	>5-10	2
	>10-15	3
	>15-20	4
	>20-25	5
	>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building I**

With Rail Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	29	6	10	575	3.0	7.2	12.2	2.46	0.5	1.23
	41	6	10	538	3.0	6.7	11.7	2.56	0.5	1.28
	67	12	5	575	6.0	7.2	15.2	1.98	0.50	0.99
	121	10	6	575	5.0	7.2	14.2	2.11	0.50	1.06
	123	12	5	575	6.0	7.2	15.2	1.98	0.50	0.99
	144	10	6	575	5.0	7.2	14.2	2.11	0.50	1.06
	184	8	8	515	3.8	6.4	12.2	2.46	0.50	1.23
	221	6	10	575	3.0	7.2	12.2	2.46	0.50	1.23
	230	12	5	575	6.0	7.2	15.2	1.98	0.50	0.99
	232	15	4	575	7.5	7.2	16.7	1.80	0.50	0.90
	329	9	7	575	4.3	7.2	13.5	2.23	0.50	1.11
	W3	9	7	515	4.3	6.4	12.7	2.36	1.00	2.36
	National Rail (Alexandra Palace)	Welwyn Garden City	10	6.0	812	5.0	10.2	17.2	1.75	0.50
Stevenage		20	3.0	812	10.0	10.2	22.2	1.35	0.50	0.68
Gordon Hill		12	5.0	812	6.0	10.2	18.2	1.65	0.50	0.83
Moorgate		5	11.0	812	2.7	10.2	14.9	2.02	1.00	2.02
Hertford North		15	4.0	812	7.5	10.2	19.7	1.53	0.50	0.76
Kings Cross		60	1.0	812	30.0	10.2	42.2	0.71	0.50	0.36
Letchworth Garden City		30	2.0	812	15.0	10.2	27.2	1.10	0.50	0.55
LUL (Wood Green)	Cockfosters	3	18.0	750	1.7	9.4	11.8	2.54	1.00	2.54
	Arnos Grove	10	6.0	750	5.0	9.4	15.1	1.98	0.50	0.99
	Rayners Lane	15	4.0	750	7.5	9.4	17.6	1.70	0.50	0.85
	Uxbridge	12	5.0	750	6.0	9.4	16.1	1.86	0.50	0.93
	Northfields	20	3.0	750	10.0	9.4	20.1	1.49	0.50	0.75
	Heathrow T4	10	6.0	750	5.0	9.4	15.1	1.98	0.50	0.99
	Heathrow T5	10	6.0	750	5.0	9.4	15.1	1.98	0.50	0.99
									Total AI =	28.53
									PTAL =	6

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

	AI	Accessibility
↓	0-5	1
	>5-10	2
	>10-15	3
	>15-20	4
	>20-25	5
	>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building J**

With Rail Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index	
Bus	29	6	10	540	3.0	6.8	11.8	2.55	0.5	1.28	
	41	6	10	543	3.0	6.8	9.8	3.07	0.5	1.53	
	67	12	5	540	6.0	6.8	14.8	2.03	0.50	1.02	
	121	10	6	540	5.0	6.8	13.8	2.18	0.50	1.09	
	123	12	5	540	6.0	6.8	14.8	2.03	0.50	1.02	
	144	10	6	540	5.0	6.8	13.8	2.18	0.50	1.09	
	184	8	8	540	3.8	6.8	12.5	2.40	1.00	2.40	
	221	6	10	540	3.0	6.8	11.8	2.55	0.50	1.28	
	230	12	5	540	6.0	6.8	14.8	2.03	0.50	1.02	
	232	15	4	540	7.5	6.8	16.3	1.85	0.50	0.92	
	329	9	7	540	4.3	6.8	13.0	2.30	0.50	1.15	
	W3	9	7	585	4.3	7.3	13.6	2.21	0.50	1.10	
	National Rail (Alexandra Palace)	Welwyn Garden City	10	6.0	882	5.0	11.0	16.8	1.79	0.50	0.89
		Stevenage	20	3.0	882	10.0	11.0	21.8	1.38	0.50	0.69
Gordon Hill		12	5.0	882	6.0	11.0	17.8	1.69	0.50	0.84	
Moorgate		5	11.0	882	2.7	11.0	14.5	2.07	1.00	2.07	
Hertford North		15	4.0	882	7.5	11.0	19.3	1.56	0.50	0.78	
Kings Cross		60	1.0	882	30.0	11.0	41.8	0.72	0.50	0.36	
Letchworth Garden City		30	2.0	882	15.0	11.0	26.8	1.12	0.50	0.56	
LUL (Wood Green)	Cockfosters	3	18.0	720	1.7	9.0	11.4	2.63	1.00	2.63	
	Arnos Grove	10	6.0	720	5.0	9.0	14.8	2.03	0.50	1.02	
	Rayners Lane	15	4.0	720	7.5	9.0	17.3	1.74	0.50	0.87	
	Uxbridge	12	5.0	720	6.0	9.0	15.8	1.90	0.50	0.95	
	Northfields	20	3.0	720	10.0	9.0	19.8	1.52	0.50	0.76	
	Heathrow T4	10	6.0	720	5.0	9.0	14.8	2.03	0.50	1.02	
	Heathrow T5	10	6.0	720	5.0	9.0	14.8	2.03	0.50	1.02	
Total AI =									29.35		
PTAL =									6		

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building K**

With Rail Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	29	6	10	495	3.0	6.2	11.2	2.68	0.5	1.34
	67	12	5	495	6.0	6.2	14.2	2.11	0.50	1.06
	121	10	6	495	5.0	6.2	13.2	2.27	0.50	1.14
	123	12	5	495	6.0	6.2	14.2	2.11	0.50	1.06
	141	9	7	605	4.3	7.6	13.8	2.17	0.50	1.08
	144	10	6	495	5.0	6.2	13.2	2.27	0.50	1.14
	184	8	8	615	3.8	7.7	13.4	2.23	0.50	1.12
	221	6	10	495	3.0	6.2	11.2	2.68	1.00	2.68
	230	12	5	495	6.0	6.2	14.2	2.11	0.50	1.06
	232	15	4	495	7.5	6.2	15.7	1.91	0.50	0.96
	329	9	7	495	4.3	6.2	12.5	2.41	0.50	1.20
	W3	9	7	615	4.3	7.7	14.0	2.15	0.50	1.07
	National Rail (Alexandra Palace)	Welwyn Garden City	10	6.0	930	5.0	11.6	17.4	1.73	0.50
Stevenage		20	3.0	930	10.0	11.6	22.4	1.34	0.50	0.67
Gordon Hill		12	5.0	930	6.0	11.6	18.4	1.63	0.50	0.82
Moorgate		5	11.0	930	2.7	11.6	15.1	1.99	1.00	1.99
Hertford North		15	4.0	930	7.5	11.6	19.9	1.51	0.50	0.75
Kings Cross		60	1.0	930	30.0	11.6	42.4	0.71	0.50	0.35
Letchworth Garden City		30	2.0	930	15.0	11.6	27.4	1.10	0.50	0.55
LUL (Wood Green)	Cockfosters	3	18.0	685	1.7	8.6	11.0	2.73	1.00	2.73
	Arnos Grove	10	6.0	685	5.0	8.6	14.3	2.10	0.50	1.05
	Rayners Lane	15	4.0	685	7.5	8.6	16.8	1.78	0.50	0.89
	Uxbridge	12	5.0	685	6.0	8.6	15.3	1.96	0.50	0.98
	Northfields	20	3.0	685	10.0	8.6	19.3	1.55	0.50	0.78
	Heathrow T4	10	6.0	685	5.0	8.6	14.3	2.10	0.50	1.05
	Heathrow T5	10	6.0	685	5.0	8.6	14.3	2.10	0.50	1.05
									Total AI =	29.42
									PTAL =	6

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building L**

With Rail Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	29	6	10	455	3.0	5.7	10.7	2.81	0.5	1.40
	67	12	5	455	6.0	5.7	13.7	2.19	0.50	1.10
	121	10	6	455	5.0	5.7	12.7	2.36	0.50	1.18
	123	12	5	455	6.0	5.7	13.7	2.19	0.50	1.10
	141	9	7	565	4.3	7.1	13.3	2.25	0.50	1.12
	144	10	6	455	5.0	5.7	12.7	2.36	0.50	1.18
	184	8	8	455	3.8	5.7	11.4	2.62	0.50	1.31
	221	6	10	455	3.0	5.7	10.7	2.81	1.00	2.81
	230	12	5	455	6.0	5.7	13.7	2.19	0.50	1.10
	232	15	4	455	7.5	5.7	15.2	1.98	0.50	0.99
329	9	7	455	4.3	5.7	12.0	2.51	0.50	1.25	
National Rail (Alexandra Palace)	Welwyn Garden City	10	6.0	955	5.0	11.9	17.7	1.70	0.50	0.85
	Stevenage	20	3.0	955	10.0	11.9	22.7	1.32	0.50	0.66
	Gordon Hill	12	5.0	955	6.0	11.9	18.7	1.61	0.50	0.80
	Moorgate	5	11.0	955	2.7	11.9	15.4	1.95	1.00	1.95
	Hertford North	15	4.0	955	7.5	11.9	20.2	1.49	0.50	0.74
	Kings Cross	60	1.0	955	30.0	11.9	42.7	0.70	0.50	0.35
	Letchworth Garden City	30	2.0	955	15.0	11.9	27.7	1.08	0.50	0.54
LUL (Wood Green)	Cockfosters	3	18.0	645	1.7	8.1	10.5	2.86	1.00	2.86
	Arnos Grove	10	6.0	645	5.0	8.1	13.8	2.17	0.50	1.09
	Rayners Lane	15	4.0	645	7.5	8.1	16.3	1.84	0.50	0.92
	Uxbridge	12	5.0	645	6.0	8.1	14.8	2.03	0.50	1.01
	Northfields	20	3.0	645	10.0	8.1	18.8	1.59	0.50	0.80
	Heathrow T4	10	6.0	645	5.0	8.1	13.8	2.17	0.50	1.09
	Heathrow T5	10	6.0	645	5.0	8.1	13.8	2.17	0.50	1.09
Total AI =									29.28	
PTAL =									6	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building M**

With Rail Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	41	6	10	520	3.0	6.5	11.5	2.61	1.00	2.61
	121	10	6	620	5.0	7.8	14.8	2.03	0.50	1.02
	123	12	5	620	6.0	7.8	15.8	1.90	0.50	0.95
	144	10	6	520	5.0	6.5	13.5	2.22	0.50	1.11
	184	6	6	610	5.0	7.6	14.6	2.05	0.50	1.03
	221	6	10	620	3.0	7.8	12.8	2.35	0.50	1.18
	232	15	4	620	7.5	7.8	17.3	1.74	0.50	0.87
	329	9	7	620	4.3	7.8	14.0	2.14	0.50	1.07
	W3	9	7	610	4.3	7.6	13.9	2.16	0.50	1.08
National Rail (Hornsey)	Welwyn Garden City	12	5.0	886	6.0	11.1	17.8	1.68	0.50	0.84
	Stevenage	20	3.0	886	10.0	11.1	21.8	1.37	0.50	0.69
	Gordon Hill	12	5.0	886	6.0	11.1	17.8	1.68	0.50	0.84
	Moorgate	7	9.0	886	3.3	11.1	15.2	1.98	1.00	1.98
	Hertford North	15	4.0	886	7.5	11.1	19.3	1.55	0.50	0.78
	Letchworth Garden City	30	2.0	886	15.0	11.1	26.8	1.12	0.50	0.56
LUL (Wood Green)	Cockfosters	3	18.0	850	1.7	10.6	12.3	2.44	1.00	2.44
	Arnos Grove	10	6.0	850	5.0	10.6	15.6	1.92	0.50	0.96
	Rayners Lane	15	4.0	850	7.5	10.6	18.1	1.66	0.50	0.83
	Uxbridge	12	5.0	850	6.0	10.6	16.6	1.80	0.50	0.90
	Northfields	20	3.0	850	10.0	10.6	20.6	1.45	0.50	0.73
	Heathrow T4	10	6.0	850	5.0	10.6	15.6	1.92	0.50	0.96
	Heathrow T5	10	6.0	850	5.0	10.6	15.6	1.92	0.50	0.96
Total AI = 24.37										
PTAL = 5										

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building N**

With Rail Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	41	6	10	510	3.0	6.4	11.4	2.64	1.00	2.64
	121	10	6	560	5.0	7.0	14.0	2.14	0.50	1.07
	123	12	5	560	6.0	7.0	15.0	2.00	0.50	1.00
	144	10	6	560	5.0	7.0	14.0	2.14	0.50	1.07
	184	8	8	585	3.8	7.3	13.1	2.30	0.50	1.15
	221	6	10	560	3.0	7.0	12.0	2.50	0.50	1.25
	232	15	4	560	7.5	7.0	16.5	1.82	0.50	0.91
	329	9	7	560	4.3	7.0	13.3	2.26	0.50	1.13
	W3	9	7	585	4.3	7.3	13.6	2.21	0.50	1.10
National Rail (Hornsey)	Welwyn Garden City	12	5.0	920	6.0	11.5	18.3	1.64	0.50	0.82
	Stevenage	20	3.0	920	10.0	11.5	22.3	1.35	0.50	0.67
	Gordon Hill	12	5.0	920	6.0	11.5	18.3	1.64	0.50	0.82
	Moorgate	7	9.0	920	3.3	11.5	15.6	1.93	1.00	1.93
	Hertford North	15	4.0	920	7.5	11.5	19.8	1.52	0.50	0.76
	Letchworth Garden City	30	2.0	920	15.0	11.5	27.3	1.10	0.50	0.55
LUL (Wood Green)	Cockfosters	3	18.0	800	1.7	10.0	11.7	2.57	1.00	2.57
	Arnos Grove	10	6.0	800	5.0	10.0	15.0	2.00	0.50	1.00
	Rayners Lane	15	4.0	800	7.5	10.0	17.5	1.71	0.50	0.86
	Uxbridge	12	5.0	800	6.0	10.0	16.0	1.88	0.50	0.94
	Northfields	20	3.0	800	10.0	10.0	20.0	1.50	0.50	0.75
	Heathrow T4	10	6.0	800	5.0	10.0	15.0	2.00	0.50	1.00
	Heathrow T5	10	6.0	800	5.0	10.0	15.0	2.00	0.50	1.00
Total AI =									24.99	
PTAL =									5	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

	AI	Accessibility
↓	0-5	1
	>5-10	2
	>10-15	3
	>15-20	4
	>20-25	5
	>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building O**

With Rail Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	29	6	10	535	3.0	6.7	11.7	2.57	0.5	1.28
	41	6	10	540	3.0	6.8	11.8	2.55	1	2.55
	67	12	5	535	6.0	6.7	14.7	2.04	0.50	1.02
	121	10	6	535	5.0	6.7	13.7	2.19	0.50	1.10
	123	12	5	535	6.0	6.7	14.7	2.04	0.50	1.02
	144	10	6	535	5.0	6.7	13.7	2.19	0.50	1.10
	184	10	6	535	5.0	6.7	13.7	2.19	0.50	1.10
	221	6	10	535	3.0	6.7	11.7	2.57	0.50	1.28
	230	12	5	535	6.0	6.7	14.7	2.04	0.50	1.02
	232	15	4	535	7.5	6.7	16.2	1.85	0.50	0.93
	329	9	7	535	4.3	6.7	13.0	2.31	0.50	1.16
	W3	9	7	640	4.3	8.0	14.3	2.10	0.50	1.05
	National Rail (Alexandra Palace)	Welwyn Garden City	10	6.0	947	5.0	11.8	18.8	1.59	0.50
Stevenage		20	3.0	947	10.0	11.8	23.8	1.26	0.50	0.63
Gordon Hill		12	5.0	947	6.0	11.8	19.8	1.51	0.50	0.76
Moorgate		5	11.0	947	2.7	11.8	16.6	1.81	1.00	1.81
Hertford North		15	4.0	947	7.5	11.8	21.3	1.41	0.50	0.70
Kings Cross		60	1.0	947	30.0	11.8	43.8	0.68	0.50	0.34
Letchworth Garden City		30	2.0	947	15.0	11.8	28.8	1.04	0.50	0.52
LUL (Wood Green)	Cockfosters	3	18.0	725	1.7	9.1	11.5	2.61	1.00	2.61
	Arnos Grove	10	6.0	725	5.0	9.1	14.8	2.03	0.50	1.01
	Rayners Lane	15	4.0	725	7.5	9.1	17.3	1.73	0.50	0.87
	Uxbridge	12	5.0	725	6.0	9.1	15.8	1.90	0.50	0.95
	Northfields	20	3.0	725	10.0	9.1	19.8	1.51	0.50	0.76
	Heathrow T4	10	6.0	725	5.0	9.1	14.8	2.03	0.50	1.01
	Heathrow T5	10	6.0	725	5.0	9.1	14.8	2.03	0.50	1.01
									Total AI =	28.39
									PTAL =	6

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

	AI	Accessibility
↓	0-5	1
	>5-10	2
	>10-15	3
	>15-20	4
	>20-25	5
	>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building P**

With Rail Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	29	6	10	615	3.0	7.7	12.7	2.36	0.5	1.18
	41	6	10	470	3.0	5.9	10.9	2.76	1	2.76
	67	12	5	615	6.0	7.7	15.7	1.91	0.50	0.96
	121	10	6	615	5.0	7.7	14.7	2.04	0.50	1.02
	123	12	5	615	6.0	7.7	15.7	1.91	0.50	0.96
	144	10	6	470	5.0	5.9	12.9	2.33	0.50	1.17
	184	10	6	615	5.0	7.7	14.7	2.04	0.50	1.02
	221	6	10	615	3.0	7.7	12.7	2.36	0.50	1.18
	230	12	5	615	6.0	7.7	15.7	1.91	0.50	0.96
	232	15	4	615	7.5	7.7	17.2	1.75	0.50	0.87
	329	9	7	615	4.3	7.7	14.0	2.15	0.50	1.07
	W3	9	7	610	4.3	7.6	13.9	2.16	0.50	1.08
	National Rail (Alexandra Palace)	Welwyn Garden City	10	6.0	922	5.0	11.5	18.5	1.62	0.50
Stevenage		20	3.0	922	10.0	11.5	23.5	1.28	0.50	0.64
Gordon Hill		12	5.0	922	6.0	11.5	19.5	1.54	0.50	0.77
Moorgate		5	11.0	922	2.7	11.5	16.3	1.85	1.00	1.85
Hertford North		15	4.0	922	7.5	11.5	21.0	1.43	0.50	0.71
Kings Cross		60	1.0	922	30.0	11.5	43.5	0.69	0.50	0.34
Letchworth Garden City		30	2.0	922	15.0	11.5	28.5	1.05	0.50	0.53
LUL (Wood Green)	Cockfosters	3	18.0	810	1.7	10.1	12.5	2.39	1.00	2.39
	Arnos Grove	10	6.0	810	5.0	10.1	15.9	1.89	0.50	0.94
	Rayners Lane	15	4.0	810	7.5	10.1	18.4	1.63	0.50	0.82
	Uxbridge	12	5.0	810	6.0	10.1	16.9	1.78	0.50	0.89
	Northfields	20	3.0	810	10.0	10.1	20.9	1.44	0.50	0.72
	Heathrow T4	10	6.0	810	5.0	10.1	15.9	1.89	0.50	0.94
	Heathrow T5	10	6.0	810	5.0	10.1	15.9	1.89	0.50	0.94
									Total AI =	27.52
									PTAL =	6

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building Q**

With Rail Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	41	6	10	433	3.0	5.4	10.4	2.88	1.00	2.88
	121	10	6	630	5.0	7.9	14.9	2.02	0.50	1.01
	123	12	5	630	6.0	7.9	15.9	1.89	0.50	0.94
	144	10	6	433	5.0	5.4	12.4	2.42	0.50	1.21
	221	6	10	630	3.0	7.9	12.9	2.33	0.50	1.17
	232	15	4	630	7.5	7.9	17.4	1.73	0.50	0.86
	329	9	7	630	4.3	7.9	14.2	2.12	0.50	1.06
National Rail (Hornsey)	Welwyn Garden City	12	5.0	846	6.0	10.6	17.3	1.73	0.50	0.87
	Stevenage	20	3.0	846	10.0	10.6	21.3	1.41	0.50	0.70
	Gordon Hill	12	5.0	846	6.0	10.6	17.3	1.73	0.50	0.87
	Moorgate	7	9.0	846	3.3	10.6	14.7	2.05	1.00	2.05
	Hertford North	15	4.0	846	7.5	10.6	18.8	1.59	0.50	0.80
	Letchworth Garden City	30	2.0	846	15.0	10.6	26.3	1.14	0.50	0.57
LUL (Turnpike Lane)	Cockfosters	3	18.0	934	1.7	11.7	14.1	2.13	1.00	2.13
	Amos Grove	10	6.0	934	5.0	11.7	17.4	1.72	0.50	0.86
	Rayners Lane	15	4.0	934	7.5	11.7	19.9	1.51	0.50	0.75
	Uxbridge	12	5.0	934	6.0	11.7	18.4	1.63	0.50	0.81
	Northfields	20	3.0	934	10.0	11.7	22.4	1.34	0.50	0.67
	Heathrow T4	10	6.0	934	5.0	11.7	17.4	1.72	0.50	0.86
	Heathrow T5	10	6.0	934	5.0	11.7	17.4	1.72	0.50	0.86
									Total AI =	21.93
									PTAL =	5

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)

Reliability factor k = 2 for Bus, 0.75 for Rail

Access Time = Scheduled Wait Time + Walk Time + k

EDF = Equivalent Doorstop Frequency = 30/Access Time

AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building R**

With Rail Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	41	6	10	410	3.0	5.1	10.1	2.96	1.00	2.96
	67	12	5	625	6.0	7.8	15.8	1.90	0.50	0.95
	121	10	6	575	5.0	7.2	14.2	2.11	0.50	1.06
	123	12	5	575	6.0	7.2	15.2	1.98	0.50	0.99
	141	9	7	575	4.3	7.2	13.5	2.23	0.50	1.11
	144	10	6	410	5.0	5.1	12.1	2.47	0.50	1.24
	184	8	8	575	3.8	7.2	12.9	2.32	0.50	1.16
	221	6	10	575	3.0	7.2	12.2	2.46	0.50	1.23
	230	12	5	625	6.0	7.8	15.8	1.90	0.50	0.95
	232	15	4	575	7.5	7.2	16.7	1.80	0.50	0.90
	329	9	7	575	4.3	7.2	13.5	2.23	0.50	1.11
National Rail (Hornsey)	Welwyn Garden City	12	5.0	820	6.0	10.3	17.0	1.76	0.50	0.88
	Stevenage	20	3.0	820	10.0	10.3	21.0	1.43	0.50	0.71
	Gordon Hill	12	5.0	820	6.0	10.3	17.0	1.76	0.50	0.88
	Moorgate	7	9.0	820	3.3	10.3	14.3	2.09	1.00	2.09
	Hertford North	15	4.0	820	7.5	10.3	18.5	1.62	0.50	0.81
	Letchworth Garden City	30	2.0	820	15.0	10.3	26.0	1.15	0.50	0.58
LUL (Turnpike Lane)	Cockfosters	3	18.0	910	1.7	11.4	13.8	2.18	1.00	2.18
	Amos Grove	10	6.0	910	5.0	11.4	17.1	1.75	0.50	0.88
	Rayners Lane	15	4.0	910	7.5	11.4	19.6	1.53	0.50	0.76
	Uxbridge	12	5.0	910	6.0	11.4	18.1	1.66	0.50	0.83
	Northfields	20	3.0	910	10.0	11.4	22.1	1.36	0.50	0.68
	Heathrow T4	10	6.0	910	5.0	11.4	17.1	1.75	0.50	0.88
	Heathrow T5	10	6.0	910	5.0	11.4	17.1	1.75	0.50	0.88
									Total AI =	26.69
									PTAL =	6

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL -

**Clarendon Gas Works, Haringey
Building S**

With Rail Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	41	6	10	460	3.0	5.8	10.8	2.79	1.00	2.79
	67	12	5	575	6.0	7.2	15.2	1.98	0.50	0.99
	121	10	6	525	5.0	6.6	13.6	2.21	0.50	1.11
	123	12	5	525	6.0	6.6	14.6	2.06	0.50	1.03
	141	9	7	525	4.3	6.6	12.8	2.33	0.50	1.17
	144	10	6	460	5.0	5.8	12.8	2.35	0.50	1.18
	184	8	8	525	3.8	6.6	12.3	2.44	0.50	1.22
	221	6	10	525	3.0	6.6	11.6	2.59	0.50	1.30
	230	12	5	525	6.0	6.6	14.6	2.06	0.50	1.03
	232	15	4	525	7.5	6.6	16.1	1.87	0.50	0.93
329	9	7	525	4.3	6.6	12.8	2.33	0.50	1.17	
National Rail (Hornsey)	Welwyn Garden City	12	5.0	856	6.0	10.7	17.5	1.72	0.50	0.86
	Stevenage	20	3.0	856	10.0	10.7	21.5	1.40	0.50	0.70
	Gordon Hill	12	5.0	856	6.0	10.7	17.5	1.72	0.50	0.86
	Moorgate	7	9.0	856	3.3	10.7	14.8	2.03	1.00	2.03
	Hertford North	15	4.0	856	7.5	10.7	19.0	1.58	0.50	0.79
Letchworth Garden City	30	2.0	856	15.0	10.7	26.5	1.13	0.50	0.57	
LUL (Turnpike Lane)	Cockfosters	3	18.0	944	1.7	11.8	14.2	2.11	1.00	2.11
	Amos Grove	10	6.0	944	5.0	11.8	17.6	1.71	0.50	0.85
	Rayners Lane	15	4.0	944	7.5	11.8	20.1	1.50	0.50	0.75
	Uxbridge	12	5.0	944	6.0	11.8	18.6	1.62	0.50	0.81
	Northfields	20	3.0	944	10.0	11.8	22.6	1.33	0.50	0.67
	Heathrow T4	10	6.0	944	5.0	11.8	17.6	1.71	0.50	0.85
	Heathrow T5	10	6.0	944	5.0	11.8	17.6	1.71	0.50	0.85
Total AI =									26.61	
PTAL =									6	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL - Clarendon Gas Works, Haringey Building U

With Rail Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	41	6	10.0	360	3.0	4.5	9.5	3.16	1.00	3.16
	144	10	6.0	360	5.0	4.5	11.5	2.61	0.50	1.30
National Rail (Hornsey)	Welwyn Garden City	12	5.0	760	6.0	9.5	16.3	1.85	0.50	0.92
	Stevenage	20	3.0	760	10.0	9.5	20.3	1.48	0.50	0.74
	Gordon Hill	12	5.0	760	6.0	9.5	16.3	1.85	0.50	0.92
	Moorgate	7	9.0	760	3.3	9.5	13.6	2.21	1.00	2.21
	Hertford North	15	4.0	760	7.5	9.5	17.8	1.69	0.50	0.85
	Letchworth Garden City	30	2.0	760	15.0	9.5	25.3	1.19	0.50	0.59
LUL (Turnpike Lane)	Cockfosters	3	18.0	855	1.7	10.7	13.1	2.29	1.00	2.29
	Arnos Grove	10	6.0	855	5.0	10.7	16.4	1.83	0.50	0.91
	Rayners Lane	15	4.0	855	7.5	10.7	18.9	1.58	0.50	0.79
	Uxbridge	12	5.0	855	6.0	10.7	17.4	1.72	0.50	0.86
	Northfields	20	3.0	855	10.0	10.7	21.4	1.40	0.50	0.70
	Heathrow T4	10	6.0	855	5.0	10.7	16.4	1.83	0.50	0.91
	Heathrow T5	10	6.0	855	5.0	10.7	16.4	1.83	0.50	0.91
Total AI =									18.08	
PTAL =									4	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL - Clarendon Gas Works, Haringey Building T

With Rail Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	41	6	10.0	380	3.0	4.8	9.8	3.08	1.00	3.08
	144	10	6.0	380	5.0	4.8	11.8	2.55	0.50	1.28
National Rail (Hornsey)	Welwyn Garden City	12	5.0	790	6.0	9.9	16.6	1.80	0.50	0.90
	Stevenage	20	3.0	790	10.0	9.9	20.6	1.45	0.50	0.73
	Gordon Hill	12	5.0	790	6.0	9.9	16.6	1.80	0.50	0.90
	Moorgate	7	9.0	790	3.3	9.9	14.0	2.15	1.00	2.15
	Hertford North	15	4.0	790	7.5	9.9	18.1	1.66	0.50	0.83
	Letchworth Garden City	30	2.0	790	15.0	9.9	25.6	1.17	0.50	0.59
LUL (Turnpike Lane)	Cockfosters	3	18.0	885	1.7	11.1	13.5	2.23	1.00	2.23
	Arnos Grove	10	6.0	885	5.0	11.1	16.8	1.78	0.50	0.89
	Rayners Lane	15	4.0	885	7.5	11.1	19.3	1.55	0.50	0.78
	Uxbridge	12	5.0	885	6.0	11.1	17.8	1.68	0.50	0.84
	Northfields	20	3.0	885	10.0	11.1	21.8	1.38	0.50	0.69
	Heathrow T4	10	6.0	885	5.0	11.1	16.8	1.78	0.50	0.89
	Heathrow T5	10	6.0	885	5.0	11.1	16.8	1.78	0.50	0.89
Total AI =									17.66	
PTAL =									4	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL - Clarendon Gas Works, Haringey Building V

With Rail Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	41	6	10.0	345	3.0	4.3	9.3	3.22	1.00	3.22
	144	10	6.0	345	5.0	4.3	11.3	2.65	0.50	1.33
National Rail (Hornsey)	Welwyn Garden City	12	5.0	755	6.0	9.4	16.2	1.85	0.50	0.93
	Stevenage	20	3.0	755	10.0	9.4	20.2	1.49	0.50	0.74
	Gordon Hill	12	5.0	755	6.0	9.4	16.2	1.85	0.50	0.93
	Moorgate	7	9.0	755	3.3	9.4	13.5	2.22	1.00	2.22
	Hertford North	15	4.0	755	7.5	9.4	17.7	1.70	0.50	0.85
	Letchworth Garden City	30	2.0	755	15.0	9.4	25.2	1.19	0.50	0.60
LUL (Turnpike Lane)	Cockfosters	3	18.0	850	1.7	10.6	13.0	2.30	1.00	2.30
	Arnos Grove	10	6.0	850	5.0	10.6	16.4	1.83	0.50	0.92
	Rayners Lane	15	4.0	850	7.5	10.6	18.9	1.59	0.50	0.79
	Uxbridge	12	5.0	850	6.0	10.6	17.4	1.73	0.50	0.86
	Northfields	20	3.0	850	10.0	10.6	21.4	1.40	0.50	0.70
	Heathrow T4	10	6.0	850	5.0	10.6	16.4	1.83	0.50	0.92
	Heathrow T5	10	6.0	850	5.0	10.6	16.4	1.83	0.50	0.92
Total AI =									18.21	
PTAL =									4	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL - Clarendon Gas Works, Haringey Building W

With Rail Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	41	6	10.0	310	3.0	3.9	8.9	3.38	1.00	3.38
	144	10	6.0	310	5.0	3.9	10.9	2.76	0.50	1.38
National Rail (Hornsey)	Welwyn Garden City	12	5.0	720	6.0	9.0	15.8	1.90	0.50	0.95
	Stevenage	20	3.0	720	10.0	9.0	19.8	1.52	0.50	0.76
	Gordon Hill	12	5.0	720	6.0	9.0	15.8	1.90	0.50	0.95
	Moorgate	7	9.0	720	3.3	9.0	13.1	2.29	1.00	2.29
	Hertford North	15	4.0	720	7.5	9.0	17.3	1.74	0.50	0.87
	Letchworth Garden City	30	2.0	720	15.0	9.0	24.8	1.21	0.50	0.61
LUL (Turnpike Lane)	Cockfosters	3	18.0	815	1.7	10.2	12.6	2.38	1.00	2.38
	Arnos Grove	10	6.0	815	5.0	10.2	15.9	1.88	0.50	0.94
	Rayners Lane	15	4.0	815	7.5	10.2	18.4	1.63	0.50	0.81
	Uxbridge	12	5.0	815	6.0	10.2	16.9	1.77	0.50	0.89
	Northfields	20	3.0	815	10.0	10.2	20.9	1.43	0.50	0.72
	Heathrow T4	10	6.0	815	5.0	10.2	15.9	1.88	0.50	0.94
	Heathrow T5	10	6.0	815	5.0	10.2	15.9	1.88	0.50	0.94
Total AI =									18.81	
PTAL =									4	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6

PTAL - Clarendon Gas Works, Haringey Building X

With Rail Improvements

	Service	Frequency (mins)	Frequency (Services per Hour)	Walk Distance(m)	Scheduled Wait Time (mins)	Walk Time (mins)	Access Time (mins)	EDF	Weight	Accessibility Index
Bus	41	6	10.0	305	3.0	3.8	8.8	3.40	1.00	3.40
	144	10	6.0	305	5.0	3.8	10.8	2.77	0.50	1.39
National Rail (Hornsey)	Welwyn Garden City	12	5.0	715	6.0	8.9	15.7	1.91	0.50	0.96
	Stevenage	20	3.0	715	10.0	8.9	19.7	1.52	0.50	0.76
	Gordon Hill	12	5.0	715	6.0	8.9	15.7	1.91	0.50	0.96
	Moorgate	7	9.0	715	3.3	8.9	13.0	2.30	1.00	2.30
	Hertford North	15	4.0	715	7.5	8.9	17.2	1.75	0.50	0.87
	Letchworth Garden City	30	2.0	715	15.0	8.9	24.7	1.22	0.50	0.61
LUL (Turnpike Lane)	Cockfosters	3	18.0	810	1.7	10.1	12.5	2.39	1.00	2.39
	Arnos Grove	10	6.0	810	5.0	10.1	15.9	1.89	0.50	0.94
	Rayners Lane	15	4.0	810	7.5	10.1	18.4	1.63	0.50	0.82
	Uxbridge	12	5.0	810	6.0	10.1	16.9	1.78	0.50	0.89
	Northfields	20	3.0	810	10.0	10.1	20.9	1.44	0.50	0.72
	Heathrow T4	10	6.0	810	5.0	10.1	15.9	1.89	0.50	0.94
	Heathrow T5	10	6.0	810	5.0	10.1	15.9	1.89	0.50	0.94
Total AI =									18.90	
PTAL =									4	

Assumes Average Walking Speed of 4.8 km/h (80 m/min or 3 mph)
 Reliability factor k = 2 for Bus, 0.75 for Rail
 Access Time = Scheduled Wait Time + Walk Time + k
 EDF = Equivalent Doorstop Frequency = 30/Access Time
 AI = Accessibility Indices

Reliability Factor	
Bus	2.00
Rail	0.75
LUL	0.75

AI	Accessibility
0-5	1
>5-10	2
>10-15	3
>15-20	4
>20-25	5
>25	6