



41 Frognal,
London Borough of Camden

Transport Statement

Technical Note : Transport Statement

Project: 41 Frogna1, London Borough of Camden
Prepared by: Hannah Wright
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Date: 31/03/2015



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1.0 Introduction

- 1.1 This Technical Note has been prepared by Motion to consider the transport and highway matters relating to the proposed development works at 41 Frogna1 in the London Borough of Camden (LBC).
- 1.2 The application site is located on Frogna1, opposite University College School and is located approximately 400 metres north of Finchley Road and Frogna1 railway station and the junction between Frogna1 and the A41.
- 1.3 The development currently comprises a single residential dwelling with 5 bedrooms. The proposals include the construction of a new upper storey to the property, the construction of a single-storey basement and the addition of a separate 1 bed, 2 two storey residential unit in place of an existing double garage.
- 1.4 This note considers the transport and highway implications of the proposed scheme. The remainder of this document comprises four sections. Section 2 outlines the policy context against which applications are assessed. Section 3 sets out the baseline conditions and accessibility of the site by sustainable means of transport whilst the development proposals parking and servicing arrangements are considered in Section 4. Section 5 summarises and concludes.

2.0 Policy Context

National Policy

National Planning Policy Framework

- 2.1 The National Policy Framework (NPPF) was published in March 2012 and sets out the Governments planning policies for England and how these are expected to be applied.
- 2.2 In relation to Transport, NPPF states that:

"The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas."
- 2.3 When considering the transport effects of a development, the NPPF states that:
- 2.4 *"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:*
 - ▶ *The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
 - ▶ *Safe and suitable access to the site can be achieved for all people; and,*
 - ▶ *Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe"*

Regional Policy

The London Plan, Consolidated with alterations since 2011 - March 2015

2.5 The London Plan is the Mayors Planning Strategy for London. The purpose of the London Plan is to promote economic and social development and the environmental improvement of Great London.

2.6 With regard to assessing the impact of development on transport capacity, Policy 6.3 states:

"Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network."

2.7 With regards to parking Policy 6.13 sets out maximum standards for residential developments. The maximum standards are summarised in Table 2.1 below.

4 or more beds	3 beds	1-2 beds
Up to 2 per unit	Up to 1.5 per unit	Less than 1 per unit

Table 2.1 London Plan Maximum Residential Car Parking Standards

2.8 The London Plan also notes that:

"Adequate parking spaces for disabled people must be provided preferably on-site"

And

"10 per cent of all spaces must be for electric vehicles with an additional 10 per cent passive provision for electric vehicles in the future."

2.9 Table 6.3 of the London Plan provides minimum cycling parking standards for residential developments which are summarised in Table 2.2.

Land Use	Long-stay	Short-stay
C3 (Dwellings)	1 space per studio and 1 bedroom unit 2 spaces per all other dwellings	1 space per 40 units

Table 2.2 – London Plan Minimum Cycle Parking Standards

Local Policy

Core Strategy

2.10 The Core Strategy forms part of the Local Development Framework (LDF) and sets out the Boroughs strategy for managing growth and development until 2025

2.11 In relation to 'Managing the Impact of Growth and Redevelopment' Policy CS5 sets out that the Council will protect the amenity of Camden's residents and those working in and visiting the borough by:

- ▶ *"Making sure the impact of developments on their occupiers and neighbours is fully considered;*
- ▶ *Seeking to ensure development contributes towards strong and successful communities by balancing the needs of development with the needs and characteristics of local areas and communities; and*
- ▶ *Requiring mitigation measures where necessary"*

2.12 As part of LBC's approach to minimising congestion and addressing the environmental impacts of travel, the Council will:

- ▶ *" Minimise the provision for private parking in new developments, in particular through:*
 - *Car free developments in the borough's most accessible locations and*

- Car capped developments;
- ▶ Promote the use of low emission vehicles, including through the provision of electric charging points; and,
- ▶ Ensure that growth and development has regard to Camden’s road hierarchy and does not cause harm to the management of the road network.”

Camden Development Policies

- 2.13 Camden Development Policies form part of the Council’s LDF. The Development Policies contribute towards the delivery of the Core Strategy by setting out detailed planning policies that the Council will use when determining applications for planning permission in the borough to achieve the vision and objectives of the Core Strategy.
- 2.14 In relation to parking, Policy DP18 outlines the parking standards for new developments and the need for limiting the availability of car parking. The Council will seek to ensure that developments provide the minimum necessary car parking provision.
- 2.15 Developments should comply with the maximum car parking standards for C3 Residential development (housing) use as set out in Table 2.3. Developments are also expected to meet the Council’s minimum cycle parking standards as displayed in Table 2.3.

Parking Type	
Cycles	Residents – 1 storage or parking space per unit. An exception may be made for dwellings available solely to occupants unlikely to use cycles due to age or disability. Visitors – from threshold of 20 units, 1 space per 10 units or part thereof.
General car parking	Low parking provision areas: maximum of 0.5 spaces per dwelling Rest of the borough: maximum of 1 space per dwelling.

Table 2.3 – Camden Borough Council Parking Standards

- 2.16 Low parking provision areas are defined by the Development Policies as;
- “Central London Area, the town centres of Camden Town, Finchley Road / Swiss Cottage, Kentish Town, Kilburn High Road and West Hampstead, and other areas within Controlled Parking Zones that are easily accessible by public transport.”*
- 2.17 It is noted that policy DP18 notes that development should not exceed the maximum standard for the area in which it is located with the exception of spaces for disabled people.

Camden Planning Guidance 7: Transport

- 2.18 The Camden Planning Guidance document supports the policies in the LDF. The guidance is therefore consistent with the Core Strategy and the Development Policies, and forms a Supplementary Planning Document (SPD) which is an additional “material consideration” in planning decisions.
- 2.19 The document provides more detailed guidance in relation to Transport Assessments, Travel Plans, delivery and servicing management plans, car free and car capped development, on-site car parking, vehicle access and cycling facilities.

3.0 Baseline Conditions

Site and Surrounding Area

- 3.1 The application site is located on Frognal, approximately 400 metres north of Finchley Road and Frognal train station and the junction between Frognal and the A41. The site is located in an accessible location with a PTAL rating of 5. The surrounding area is predominately residential although the site is located opposite University College School.

- 3.2 The site benefits from a large front and rear garden and is bound to the east by Froggnal and on all other side by adjacent residential developments. Vehicular access to the property is provided from a driveway that passes through the front garden, which rises steeply away from the road, and leads to a double garage and a significant area of hardstanding to the front of the house. A copy of the existing site layout plan is attached to this note as **Appendix A**.

Local Highway Network

- 3.3 In the vicinity of the site Froggnal is a single lane carriageway subject to a 20mph speed limit. A zebra crossing with a kerb build out and raised table is situated approximately 3 metres to the north of the site access. The zig-zag markings extend over the entrance to the property.
- 3.4 A number of resident permit holder parking bays are present on the western side of Froggnal to the south of the application site which falls within Controlled Parking Zone CA-H.
- 3.5 To the north Froggnal provides access towards Hampstead and Golders Green and to the south it provides access to the A41 and wider highway network.

Accessibility by Foot and Cycle

- 3.6 Footways are provided on both sides of Froggnal past the site. A zebra crossing facility is present approximately 3 metres north of the entrance to the property allowing for pedestrian passage across Froggnal. These footways link to further pedestrian footways which provide links to Hampstead underground station, Finchley Road and Froggnal rail station and a range of local amenities including shops, banks, schools and bus stops.
- 3.7 Froggnal is highlighted in Transport for London's Cycling Guide 14 as a quiet road recommended for use by cyclists and provides access to the north towards Hampstead Heath and links with further quiet routes recommended for use by cyclists. The southern end of Froggnal is identified as a route signed or marked for use by cyclists and provides a link south towards Regents Park and the wider London Cycle Network.

Accessibility by Public Transport

Public Transport Accessibility Level (PTAL)

- 3.8 Public Transport Accessibility Levels (PTALs) provide a guide to the relative accessibility of an area. PTAL scores range from 1 to 6b, where 6b is the highest score and 1 is the lowest. Using the Transport for London (TfL) PTAL assessment methodology the site achieves a PTAL of 5 when measured from the centre of the application site indicating very good accessibility by public transport. A copy of the PTAL summary report is provided in **Appendix B**.

Accessibility by Bus

- 3.9 The recommended maximum walking distance for accessing bus stops is 640 meters (Transport for London's Guidelines 'Measuring Public Transport Accessibility Levels' (June 2003)).
- 3.10 The nearest bus stops to the site are located on the A41 Finchley Road approximately 400 metres south of the application site. These provide regular services to a number of local destinations. Additional bus stops are located on the B551 Fitzjohn's Road/ Heath Street approximately 550 metres northeast of the application site. The bus stops are easily accessible by foot and cycle.
- 3.11 Table 3.1 summarises the frequency of bus services operating within the maximum distance from the site whilst the relevant TfL bus route 'spider map' is shown at **Appendix C**.

Route	Between	Frequency (approximately every 'x' minutes)		
		Mon-Fri	Saturday	Sunday
13	Golders Green – Aldwych	7-8 mins	8-9 mins	10-12 mins
82	North Finchley - Victoria	8 mins	8 mins	12 mins
113	Edgware – Marble Arch	10 mins	10 mins	20 mins
46	Lancaster Gate – Holborn	10 mins	10 mins	15 mins
603	Muswell Hill – Swiss Cottage	4 services per day	No service	No service

Table 3.1 Local Bus Services

Accessibility by Rail

- 3.12 The application site is located approximately 400 metres north of Finchley Road and Frognal rail station which is managed by London Overground. The station is served by trains 8 times an hour to Stratford (London) and 4 times an hour to Clapham Junction and Richmond.
- 3.13 Hampstead underground station is located approximately 650 metres northeast of the application and provides access to the Edgware branch of the Northern line. The Northern Line operates regular services every 3-4 minutes north towards Edgware and south towards Morden via either Bank or Charing Cross.

Summary

- 3.14 It is evident from the above that the site is in an accessible London location and is conveniently located for making journeys to and from the site by sustainable means of transport. Local bus stops and rail stations are located within a short walk or cycle distance from the site and provide access to a range of local destinations and destinations across London.

4.0 Development Proposals,

- 4.1 The proposals include the construction of a new upper storey to the property, the construction of a single-storey basement and the addition of a separate 1 bed, 2 two storey residential unit in place of an existing double garage. The proposed site layout is attached at **Appendix D**.
- 4.2 The existing property benefits from a long driveway which leads to a double garage. The development result in the removal of the existing garage, which will be replaced by the 1 bed residential unit. A new double garage to replace the existing will be located adjacent to the eastern extent of the existing house. The garage will provide facility for electric charging for cars and the dimensions allow for the use of the parking bays by wheelchair users. A single parking bay will be provided for the new 1 bedroom unit, which will ensure that the dwelling can accommodate parking by disabled motorists in accordance with the London Plan and local standards.
- 4.3 A total of six covered secure cycle parking spaces will be provided for the house and 1 cycle parking space will be provided for the 1 bed unit in a secure shelter to the front of the property. This provision accords with London Plan and local standards. This is shown in further detail within the supporting Design and Access Statement.
- 4.4 Refuse for the development will be collected from Frognal as is currently the case. The properties driveway provides opportunity for deliveries to the properties to be undertaken on site and as such, it is considered that the extension of the existing property and the construction of an additional dwelling would not have a material effect on the operation of the local road network.

5.0 Summary and Conclusions

- 5.1 This Technical Note has been prepared by Motion to consider the transport and highway matters relating to the proposed development works at 41 Frogna1 in the London Borough of Camden.
- 5.2 The development currently comprises a single residential dwelling with 5 bedrooms. The proposals include the construction of a new upper storey to the property, the construction of a single-storey basement and the addition of a 1 bed, 2 two storey residential unit in place of an existing double garage. The proposals also include the provision of a new double garage.
- 5.3 In summary:
- ▶ The site is located in an accessible London location is well place for undertaking journeys by foot, cycle and on public transport;
 - ▶ The car parking and cycle parking for the proposed development is in accordance with the London Plan and local standards;
 - ▶ The existing driveway provides opportunity for deliveries to the properties to take place on site; and
 - ▶ The proposed development will not result in demonstrable harm to the operation of the local highway network.
- 5.4 On the basis of the above, it is considered that there is no reason why the proposals should be resisted on traffic or transportation grounds.

Appendix A

Existing Site Layout



DO NOT SCALE FROM DRAWING
ALL DIMENSIONS TO BE CHECKED ON SITE

NOTES:
ALL MEASUREMENTS TAKEN TO EXISTING SURFACE FINISHES UNLESS STATED OTHERWISE
ALL LEVELS IN METRES
ALL ARROWS POINT UP
SURVEY GRID AND LEVELS RELATED TO ORDNANCE SURVEY BY GPS OBSERVATION

LEGEND:

20.00F	FLOOR LEVEL
20.00H	WINDOW HEAD LEVEL
20.00S	WINDOW SILL LEVEL
20.00C	CEILING LEVEL
20.00SC	SUSPENDED CEILING LEVEL
20.00B	BEAM LEVEL
20.00D	DOOR HEAD LEVEL

AB	AIRBRICK
B	BOLLARD
BH	HEIGHT TO BEAM UNDERSIDE
BW	BRICK WALL
BT	BRITISH TELECOM
CTV	CABLE TV
CS	CURB
CPS	CONCRETE PAVING SLABS
DK	DROP KERB
ER	EARTH ROAD
FB	FLOWER BED
FW	FIRE HYDRANT
FW	FULL WATER
G	GULLY
GV	GAS VALVE
IC	INSPECTION CHAMBER
IL	INVERT LEVEL
LP	LAMP POST
P	POST
RE	RODDING EYE
RG	ROAD GULLY
RS	ROAD SIGN
RWP	RAIN WATER PIPE
SWP	SOIL VENT PIPE
SW	SURFACE WATER
TL	TRAFFIC LIGHT
TOP	TOP OF FENCE LEVEL
TOW	TOP OF WALL LEVEL
TP	TELEGRAPH POLE
V	VENT
VP	VENT PIPE
WM	WATER METER
WP	WASTE PIPE
WSV	WATER STOP VALVE

FENCE TYPES	
BW	Barbed Wire
CB	Close Board
CI	Corrugated Iron
CL	Chain Link
CPL	Cone Panel
CP	Chestnut Paling
CW	Chicken Wire
IR	Iron Rolling
OB	Openboard
PR	Post and Rail
PW	Post and Wire

STN	E	N	Z
1	526114.684	185349.833	87.807
2	526120.506	185343.449	88.424
3	526110.222	185369.868	88.412
4	526102.141	185359.734	88.023
5	526095.088	185345.253	89.742
6	526089.524	185346.073	90.199
7	526086.002	185354.783	90.442
8	526090.124	185360.058	90.271
9	526099.828	185364.183	89.016
10	526114.254	185374.200	87.854
11	526131.852	185382.451	87.739
12	526181.279	185391.140	83.809
13	526138.343	185356.609	87.781
14	526141.632	185416.500	86.427
15	526203.814	185367.981	81.980
16	526161.601	185365.834	84.725
17	526167.465	185372.107	84.280
18	526145.830	185360.412	87.723

TREE	GIRTH	HEIGHT	SPREAD	SPECIES
1	2.6	20.0	10.0	BEECH
2	0.8	8.0	3.0	HORSE CHESTNUT
3	1.8	18.0	5.0	LIME
4	2.0	18.0	5.0	LIME
5	1.5	16.0	3.5	MAPLE
6	2.4	22.0	9.0	LIME
7	1.7	15.0	7.0	MAPLE
8	0.8/2x0.6	10.0	8.0	WILLOW?
9	2.0	16.0	11.0	MAPLE
10	1.9	16.0	8.5	HORSE CHESTNUT
11	0.9	6.0	2.5	HOLLY
12	1.3	14.0	8.5	ACACIA
13	1.0/0.6	10.0	9.0	SWEET CHESTNUT
14	2.8	16.0	13.0	LONDON PLANE
15	2x0.6	6.0	5.0	PRUNUS
16	1.3	14.0	9.5	MAPLE
17	2.7	18.0	11.5	COPPER BEECH
18	2x1.4	18.0	12.0	MAPLE
19	2.1	14.0	11.0	MAPLE
20	2.2	16.0	9.0	MAPLE
21	2.8	16.0	11.0	MAPLE
22	4.4	18.0	10.0	LONDON PLANE
23	3.9	20.0	10.0	LONDON PLANE
24	1.2	14.0	6.0	WALNUT

ALL TREE DETAILS SHOULD BE CHECKED BY AN ARBOROLOGIST

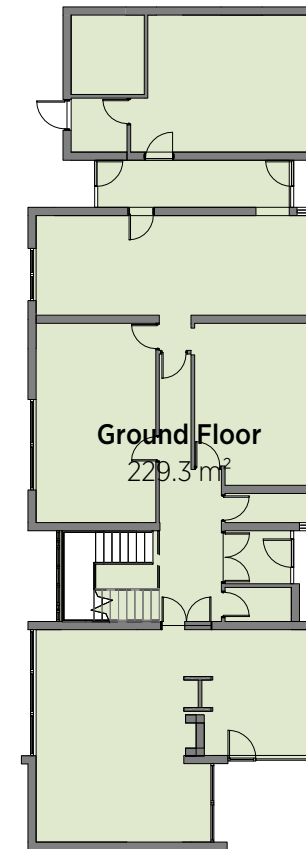
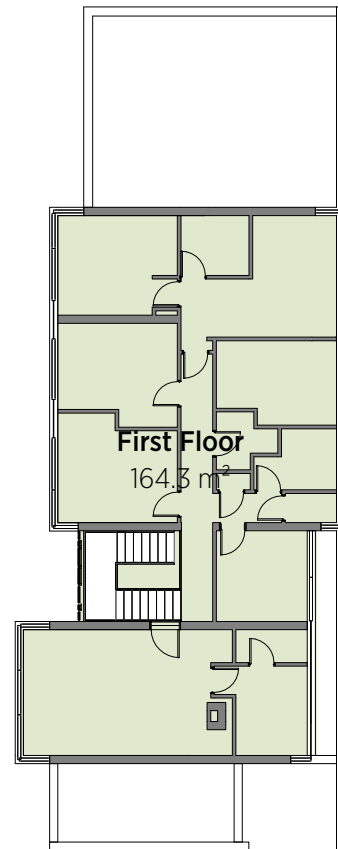
REVISIONS	DATE	BY
A - Additional levels & contours added	11/07/14	matrix

PROJECT
41 FROGNAL
LONDON NW3 6YD

TITLE
SITE PLAN

AS EXISTING

SCALE	1/200@A1	DATE	JULY 2012
DRAWN BY	DM	CHECKED BY	SN
DRAWING No.	01	FILE No.	12/1674



Area Schedule GIA (Existing)		
Name	Area	Area (sq.ft)
First Floor	164.3 m ²	1768 ft ²
Ground Floor	229.3 m ²	2468 ft ²
	393.5 m ²	4236 ft ²

Appendix B

PTAL Report

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run 20151303154156
Description 20151303154156
Run by user PTAL web application
Date and time 13/03/2015 15:41

Walk File Parameters

Walk File PLSQLTest
Day of Week M-F
Time Period AM Peak
Walk Speed 4.8 kph
BUS Walk Access Time (mins) 8
BUS Reliability Factor 2.0
LU LRT Walk Access Time (mins) 12
LU LRT Reliability Factor 0.75
NATIONAL_RAIL Walk Access Time (mins) 12
NATIONAL_RAIL Reliability Factor 0.75

Coordinates: 526166, 185388

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	FINCHLEY R & FROGNAL STN	82	523.94	8.75	1.0	6.55	5.43	11.98	2.5	2.5

BUS	FINCHLEY R & FROGNAL STN	113	523.94	7.0	0.5	6.55	6.29	12.83	2.34	1.17
BUS	FINCHLEY R & FROGNAL STN	13	523.94	8.0	0.5	6.55	5.75	12.3	2.44	1.22
BUS	FITZJOHN'S A SPRING PATH	46	601.01	6.0	0.5	7.51	7.0	14.51	2.07	1.03
LU LRT	Finchley Road	Metropolitan Line Aldgate to Wembley Park	824.16	1.0	0.5	10.3	30.75	41.05	0.73	0.37
LU LRT	Finchley Road	Metropolitan Line Aldgate to Harrow-on-the-Hill	824.16	2.3	0.5	10.3	13.79	24.1	1.25	0.62
LU LRT	Finchley Road	Jubilee Line Stratford to Stanmore	824.16	17.8	0.5	10.3	2.44	12.74	2.36	1.18
LU LRT	Finchley Road	Jubilee Line Wembley Park to Stratford	824.16	4.4	0.5	10.3	7.57	17.87	1.68	0.84
LU LRT	Finchley Road	Metropolitan Line Amersham to Aldgate	824.16	3.0	0.5	10.3	10.75	21.05	1.43	0.71
LU LRT	Finchley Road	Metropolitan Line Watford to Baker Street	824.16	3.0	0.5	10.3	10.75	21.05	1.43	0.71
LU LRT	Finchley Road	Metropolitan Line Rickmansworth to Baker Street	824.16	0.3	0.5	10.3	100.75	111.05	0.27	0.14
LU LRT	Finchley Road	Metropolitan Line Uxbridge to Aldgate	824.16	6.3	0.5	10.3	5.51	15.81	1.9	0.95
LU LRT	Finchley Road	Metropolitan Line Watford to Aldgate	824.16	2.3	0.5	10.3	13.79	24.1	1.25	0.62
LU LRT	Finchley Road	Metropolitan Line Aldgate to Watford	824.16	4.0	0.5	10.3	8.25	18.55	1.62	0.81
LU LRT	Finchley Road	Metropolitan Line Baker Street to Amersham	824.16	2.3	0.5	10.3	13.79	24.1	1.25	0.62
LU LRT	Finchley Road	Metropolitan Line Baker Street to Uxbridge	824.16	0.3	0.5	10.3	100.75	111.05	0.27	0.14

LU LRT	Finchley Road	Metropolitan Line Uxbridge to Baker Street	824.16	3.0	0.5	10.3	10.75	21.05	1.43	0.71
LU LRT	Finchley Road	Metropolitan Line Chesham to Aldgate	824.16	0.7	0.5	10.3	43.61	53.91	0.56	0.28
LU LRT	Finchley Road	Metropolitan Line Baker Street to Watford	824.16	1.7	0.5	10.3	18.4	28.7	1.05	0.52
LU LRT	Finchley Road	Metropolitan Line Hillingdon to Baker Street	824.16	0.3	0.5	10.3	100.75	111.05	0.27	0.14
LU LRT	Finchley Road	Jubilee Line Willesden Green to Stratford	824.16	4.4	0.5	10.3	7.57	17.87	1.68	0.84
LU LRT	Finchley Road	Metropolitan Line Croxley to Aldgate	824.16	0.3	0.5	10.3	100.75	111.05	0.27	0.14
LU LRT	Finchley Road	Metropolitan Line Baker Street to Wembley Park	824.16	0.3	0.5	10.3	100.75	111.05	0.27	0.14
LU LRT	Finchley Road	Metropolitan Line Baker Street to Harrow-on-the-Hill	824.16	0.3	0.5	10.3	100.75	111.05	0.27	0.14
LU LRT	Hampstead	Northern Line Edgware to Morden	677	9.7	1.0	8.46	3.84	12.31	2.44	2.44
LU LRT	Hampstead	Northern Line Edgware to Morden	677	8.3	0.5	8.46	4.36	12.83	2.34	1.17
LU LRT	Hampstead	Northern Line Kennington to Edgware	677	5.0	0.5	8.46	6.75	15.21	1.97	0.99
NATIONAL_RAIL	FINCHLEY ROAD AND FROGNAL	CLAPHAM JUNCTION to STRATFORD	484.57	2.0	0.5	6.06	15.75	21.81	1.38	0.69
NATIONAL_RAIL	FINCHLEY ROAD AND FROGNAL	RICHMOND to STRATFORD	484.57	4.0	1.0	6.06	8.25	14.31	2.1	2.1

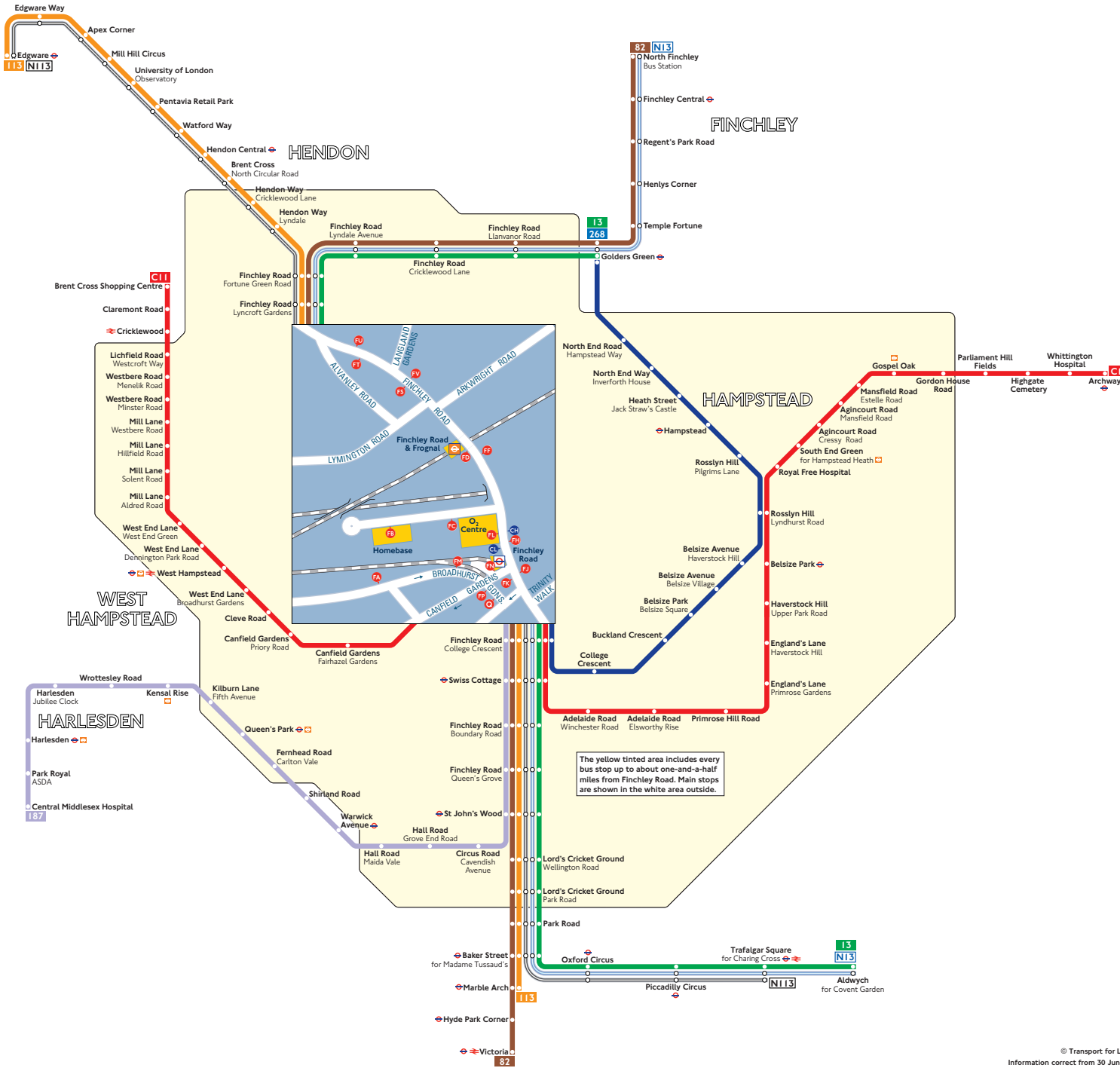
Total AI for this POI is 23.93.

PTAL Rating is 5.

Appendix C

TfL Bus Route 'Spider' Map

Buses from Finchley Road



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

Key

- 13 Day buses in black
- N13 Night buses in blue
- Connections with London Underground
- Connections with London Overground
- Connections with National Rail

Red discs show the bus stop you need for your chosen bus service. The disc **A** appears on the top of the bus stop in the street (see map of town centre in centre of diagram).

Route finder

Day buses

Bus route	Towards	Bus stops
13	Aldwych	FF FB FJ FU FV
	Golders Green	FD FK FL FS FT
82	North Finchley	FD FK FL FS FT
	Victoria	FF FB FJ FU FV
113	Edgware	FD FK FL FS FT
	Marble Arch	FF FB FJ FU FV
187	Central Middlesex Hospital	FB FC FH FJ
268	Golders Green	FB FC FH FJ
C11	Archway	FA FB FM FN
	Brent Cross Shopping Centre	FP

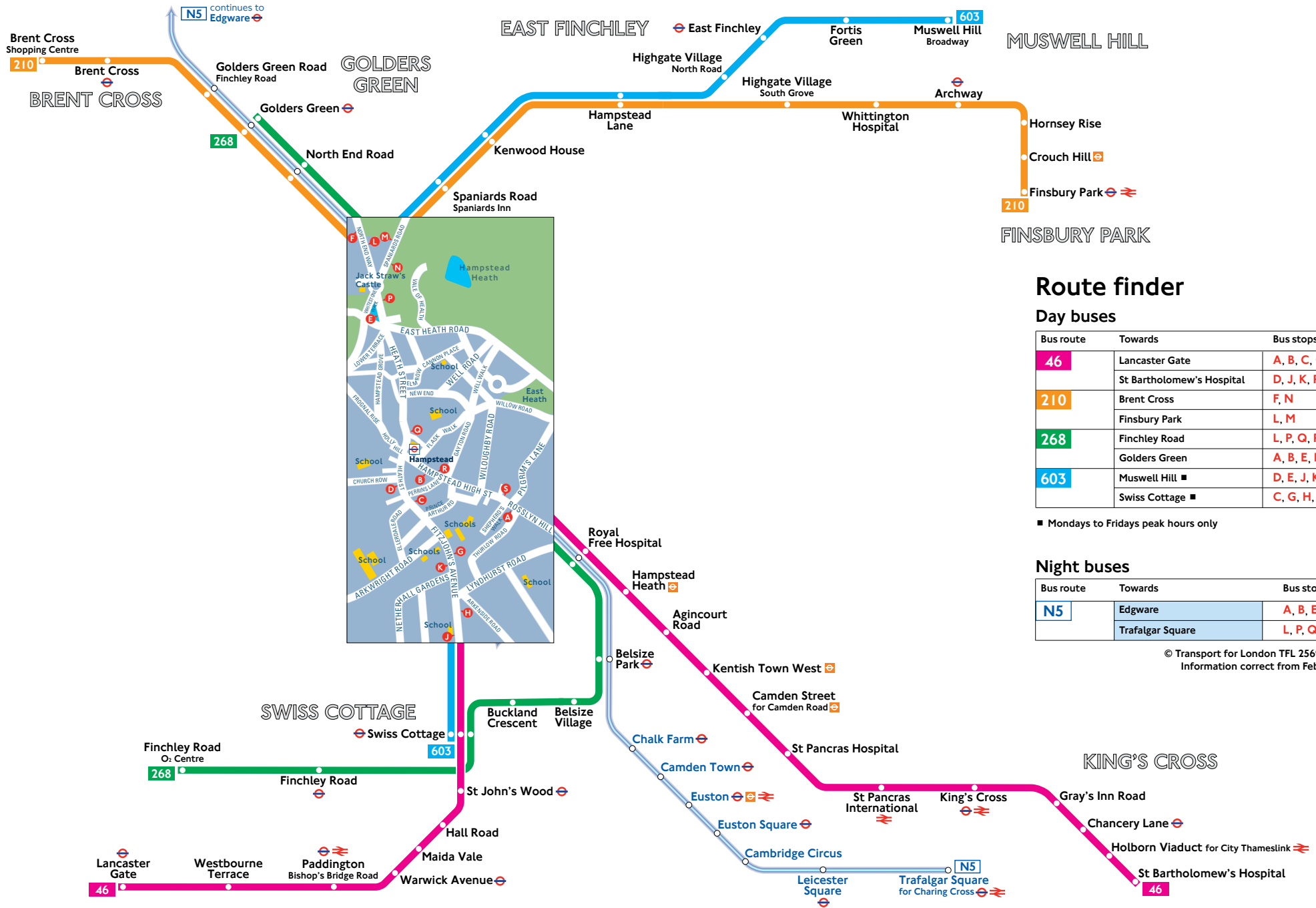
Night buses

Bus route	Towards	Bus stops
N13	Aldwych	FF FB FJ FU FV
	North Finchley	FD FK FL FS FT
N113	Edgware	FD FK FL FS FT
	Trafalgar Square	FF FB FJ FU FV

Coaches

Towards	Coach stops
Coaches northbound	CL
Coaches to central London	CH

Buses from Hampstead



Route finder

Day buses

Bus route	Towards	Bus stops
46	Lancaster Gate	A, B, C, G, H
	St Bartholomew's Hospital	D, J, K, R, S
210	Brent Cross	F, N
	Finsbury Park	L, M
268	Finchley Road	L, P, Q, R, S
	Golders Green	A, B, E, F
603	Muswell Hill ■	D, E, J, K, M
	Swiss Cottage ■	C, G, H, N, P, Q

■ Mondays to Fridays peak hours only

Night buses

Bus route	Towards	Bus stops
N5	Edgware	A, B, E, F
	Trafalgar Square	L, P, Q, R, S

© Transport for London TFL 25695.02.13 (T)
Information correct from February 2013

Appendix D

Proposed Site Layout

