



**MIDDLESEX HOSPITAL ANNEX,
44 CLEVELAND STREET,
LONDON W1T 4JT**

Proposed Mixed Use Development

**Travel Plan
On behalf of University College London
Hospitals Charity**

January 2017

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Proposed Mixed Use Development

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1 INTRODUCTION

1.1 Crosby Transport Planning is instructed by University College London Hospitals Charity (UCLHC) to prepare this Travel Plan in respect of development proposals at Middlesex Hospital Annex, 44 Cleveland Street, London W1T 4JT, situated within the London Borough of Camden (LB Camden).

1.2 Middlesex Hospital Annex is a former University College of London Hospital NHS Trust building that was last in use for medical purposes in 2006 as an outpatient facility, comprising a total gross floor area of 6,815sqm (73,360sqft) of D1 use.

1.3 This report accompanies a detailed planning application for the redevelopment of the site to provide a mixed use scheme comprising 50 private/affordable residential units and 4,129sqm GIA (44,446sqft GIA) of B1 business space, with associated refuse and cycle stores and landscaping. It is proposed that the development will operate as 'car-free'. The location of the application site is shown in **Figure 1**.

1.4 This report has been prepared with due regard to the National Planning Policy Framework Planning Practice Guidance *'Travel plans, transport assessments and statements in decision-taking'*, Transport for London's (TfL) *'Transport Assessment Guidance'* and *'Camden Planning Guidance CPG7: Transport'*.

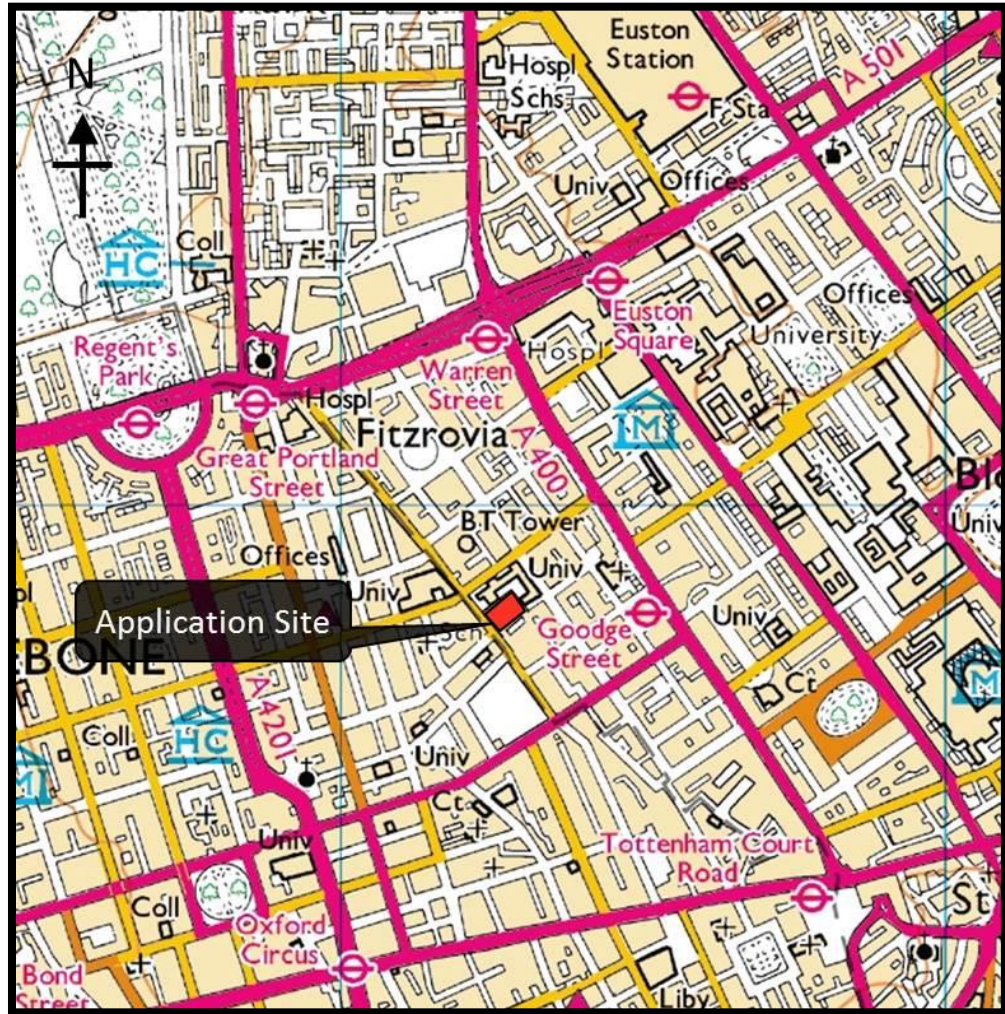


Figure 1: Site Location

1.5 The National Planning Policy Framework (NPPF) published in March 2012 sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development, and that planning decisions should have regard to local circumstances.

1.6 With regard to the promotion of sustainable transport, paragraph 36 states:

‘a key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.’

1.7 Transport for London’s (TfL) travel planning guidance, dated November 2013 states that:

'A travel plan is a long term management strategy for an existing or proposed development that seeks to integrate proposals for increasing sustainable travel by the future occupier(s) into the planning process and is articulated in a document that is to be regularly reviewed by the future occupier(s) of the site. It is based on evidence in the transport assessment of the anticipated transport impacts of the proposal and involves the development of agreed and specific outcomes, linked to an appropriate package of measures, aimed at encouraging sustainable travel.'

1.8 The London Plan has development plan status with considerable weight in the planning process in Greater London. Policy 6.1 states that the Mayor will adopt a strategic approach to better integrate transport and development by *'Encouraging patterns and nodes of development that reduce the need to travel, especially by car.'*

1.9 Further guidance is contained within 'Camden Planning Guidance CPG7: Transport' dated 2011, which relates to specific policies contained within the Camden Core Strategy and Development Policies. The guidance outlines the requirements that must be covered within Travel Plans, with two key messages set out, namely:

- *'Travel Plans enable a development to proceed without adverse impact on the transport system.'* and
- *'The requirements of a Travel Plan will be tailored to the specific characteristics of the site and the development.'*

1.10 This Travel Plan has therefore been produced in accordance with the relevant local policies and guidance to encourage sustainable travel to and from the proposed development and will be secured within the Section 106 Agreement.

2 SITE LOCATION AND ACCESSIBILITY

2.1 The location of the application site in the context of its local setting is shown in **Figure 2**. The site is located along the eastern side of Cleveland Street which represents the Camden-Westminster local authority boundary.

2.2 The site is bounded by Cleveland Street to the west and by the modern Sainsbury's Wellcome Centre building to the north. The eight-storey Astor College forms the site's eastern boundary. Tottenham Mews, which contains a range of workshop and warehouse buildings is located immediately to the southeast of the site, with a commercial office building known as Middlesex House forming the site's southwestern boundary. On the opposite side of Cleveland Street lie the King and Queen public house, art gallery and restaurants with residential use above. Further to the south along Cleveland Street lies the cleared former Middlesex Hospital site, now redeveloped as Fitzroy Place.

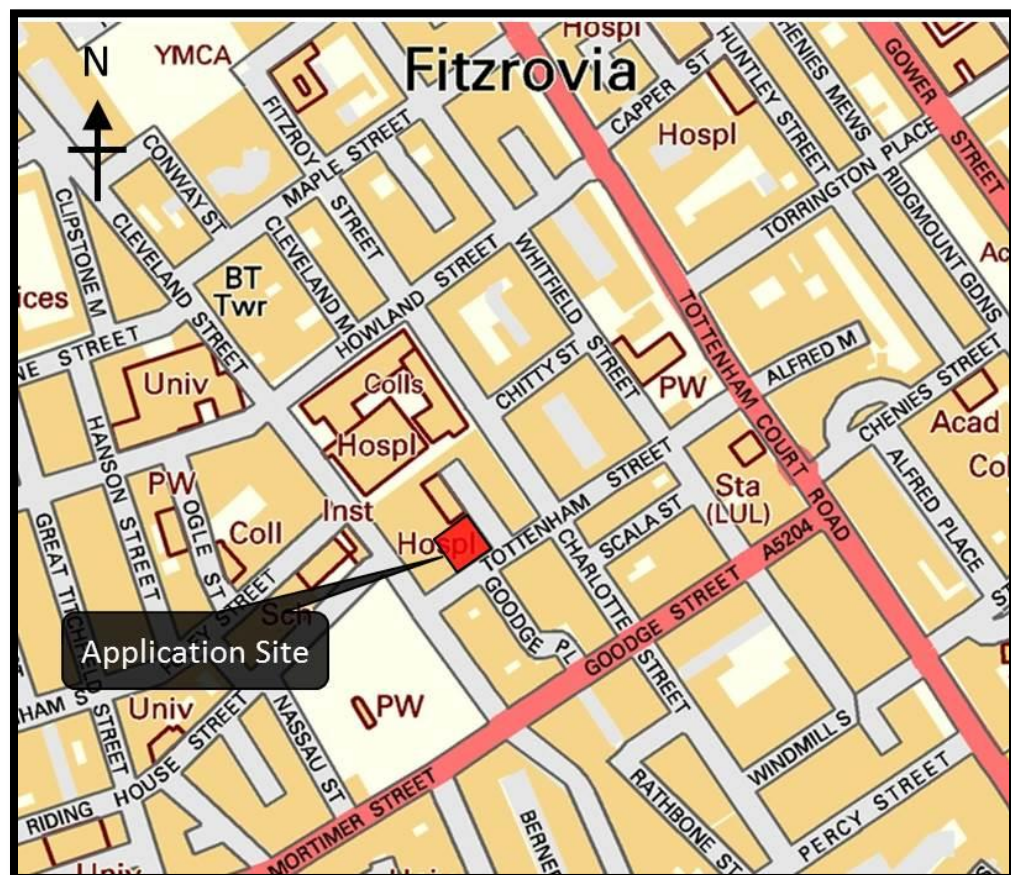


Figure 2: The site in its local context

- 2.3** The development site fronts onto Cleveland Street which in the vicinity of the site is 5.5 metres in width, one-way, with street lighting and 2.5m-3.0m wide footways provided along both sides of the carriageway.

Walking

- 2.4** The site is located in an established built-up area surrounded by residential and commercial properties and therefore benefits from the extensive pedestrian infrastructure present in the locality. There are few barriers to walking, with standard width footways, dropped kerbs, tactile paving and adequate street lighting along both sides of Cleveland Street and at all junctions within the vicinity of the site, thus benefitting able-bodied pedestrians as well as those with reduced mobility or visual impairment.
- 2.5** Directly along the site frontage onto Cleveland Street, a zebra crossing with associated zig-zag (no stopping at any time) road markings is located. To the north at the signalised junction with New Cavendish Street and Howland Street, full pedestrian crossing facilities are provided.

Cycling

- 2.6** There are a number of cycle routes in the surrounding area which form part of the TfL-published London Cycle Network (LCN). Cleveland Street and Charlotte Street are both classified by TfL as quieter roads that have been recommended by other cyclists. **Figure 3** shows the cycle network in the vicinity of the site.

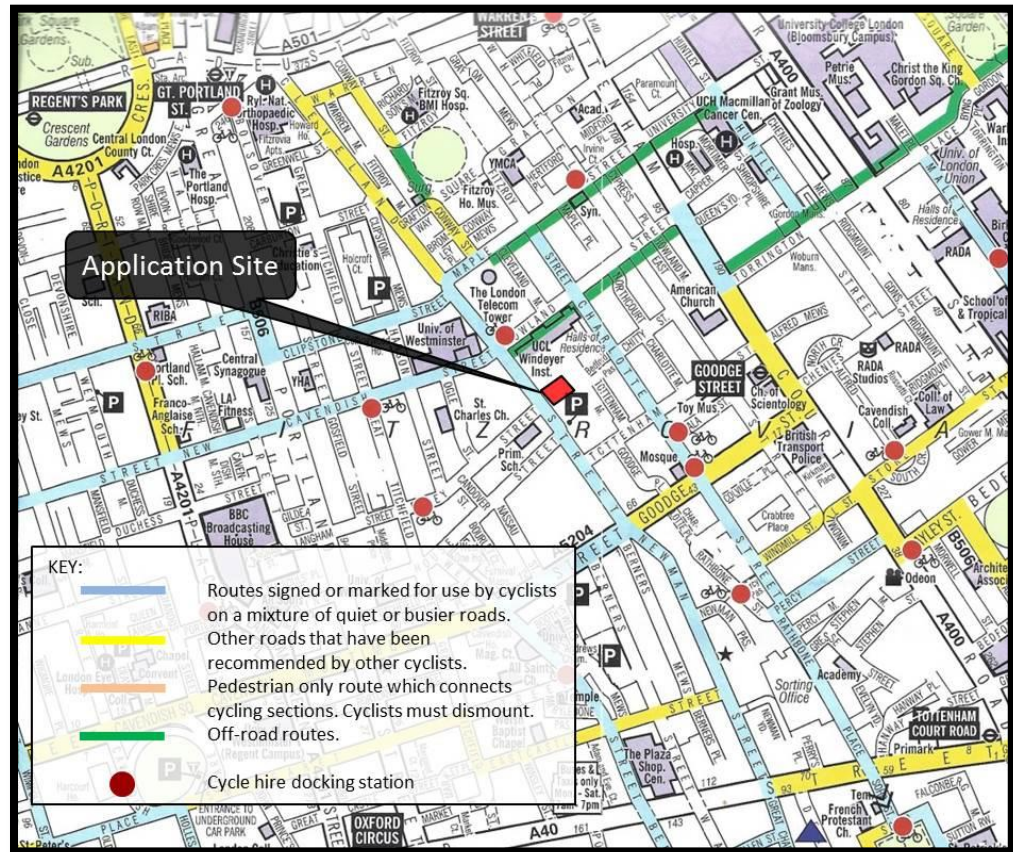


Figure 3: Local cycle routes (extract from TfL ‘Cycling in Central London’ 2015)

2.7 Within the vicinity of the application site, there are several London Cycle Hire docking stations located, the nearest being at Howland Street (30 stands), Scala Street (21 cycle stands) and Charlotte Street (14 stands).

Bus Services

2.8 When considering access by public transport, a PTAL assessment is a standard tool for quantifying the accessibility of a Point of Interest (POI). The PTAL methodology is adopted by TfL for this purpose.

2.9 TfL PTAL guidance states that for a bus route to be included in the assessment, the POI must be within an 8 minute walk or 640m of a Service Access Point (SAP), assuming a walk speed of 4.8kph.

- 2.10** The nearest bus stop (TfL stop reference A – Goodge Street) is located on Tottenham Court Road, a 380 metre walk distance from the site. This stop provides access to seven regular daily northbound bus services towards key London destinations including Kings Cross, Warren Street, Hampstead Heath, Wood Green, Stoke Newington and North Finchley. For southbound services, the nearest bus stop is provided on Gower Street (TfL stop reference C – Torrington Place) some 660 metres from the site, providing regular services towards Hammersmith, Putney Heath, Pimlico, Trafalgar Square, Victoria and Notting Hill Gate.
- 2.11** There are a further seven bus service available within a 640 metre walk distance of the site which can be accessed from stops at Oxford Street and Regent Street.
- 2.12** Published bus route maps outlining the bus services which operate in the vicinity of the site are shown in **Appendix A**. A summary of the bus services and their frequencies is shown in Table 2.1 below.

Service	TfL Stop Reference (walk distance)	Route Towards	Frequency (minutes)		
			Week	Sat	Sun
10	A (390m)	Kings Cross	7-11	7-11	11-13
	C (660m)	Hammersmith	7-10	8-12	11-12
14	A (390m)	Warren Street	3-7	7-10	10-14
	C (660m)	Putney Heath	4-8	6-9	9-13
18	G (530m)	Sudbury	2-6	2-6	6-10
	H (530m)	Euston	2-6	3-7	6-10
24	A (390m)	Hampstead Heath	5-8	5-8	7-11
	C (660m)	Pimlico	4-8	6-9	6-10
27	G (530m)	Chiswick Business Park	7-10	7-10	11-13
	H (530m)	Chalk Farm	7-10	7-10	11-13
29	A (390m)	Wood Green	3-6	5-8	4-8
	C (660m)	Trafalgar Square	3-6	4-8	4-8
30	G (530m)	Marble Arch	7-11	9-12	11-13
	H (530m)	Hackney Wick	7-11	9-12	11-13
73	A (390m)	Stoke Newington	2-6	2-6	5-7
	C (660m)	Victoria	3-7	3-7	4-7
88	RD (460m)	Camden Town	5-8	6-10	10-12
	RF (490m)	Clapham Common	6-10	6-10	11-12
134	A (390m)	North Finchley	3-7	3-6	6-8
	C (660m)	Tottenham Court Road	3-7	3-6	5-8
205	G (530m)	Paddington	6-10	9-13	10-13
	H (530m)	Bow Church	6-10	9-13	10-13
390	A (390m)	Archway	5-9	6-10	11-14
	C (660m)	Notting Hill Gate	6-10	6-10	10-12
453	RD (460m)	Deptford Bridge	4-8	6-10	9-12
	RF (490m)	Marylebone	4-8	7-10	9-12
C2	RD (460m)	Parliament Hill Fields	6-10	7-10	8-12
	RF (490m)	Victoria	6-10	7-11	9-12

Table 2.1: Summary of Bus Routes Serving the Site

- 2.13** Table 2.1 shows that the site benefits from access to 14 frequent daily bus services, from which it is evident that in terms of the quantity and frequency of service provision there are no demonstrable barriers to bus travel to/from the site. Based upon the average daily frequencies for each service, the total frequency of buses serving the site is 270 buses/hr during a weekday, 238 buses/hr during a Saturday and 180 buses/hr during a Sunday. London Underground Rail Services
- 2.14** In respect of rail services, PTAL assessment guidance states that a rail service can be considered accessible if the POI is within a 12 minute or 960 metre walk of a SAP. There are six London Underground stations located within a 960 metre walking distance of the site. The nearest station is Goodge Street, a 360 metre walk distance to the east of the site, which is served by the Northern line (Charing Cross branch).
- 2.15** Warren Street station is located at the northern end of Tottenham Court Road and is a 630 metre walk distance from the application site. Warren Street station is served by the Victoria and Northern (Charing Cross branch) lines.
- 2.16** Tottenham Court Road station is located at the southern end of Tottenham Court Road and is a 800 metre walk distance from the application site. Tottenham Court Road station is served by the Central and Northern (Charing Cross branch) lines.
- 2.17** Great Portland Street station is located to the northwest of the application site, a 550 metre walk distance directly via Cleveland Street. Great Portland Street station provides access to the Metropolitan, Circle and Hammersmith & City lines.
- 2.18** Oxford Circus station is located to the southwest of the application site and is a 780 metre walk distance from the application site. Oxford Street station provides access to the Bakerloo, Victoria and Central lines.
- 2.19** Euston Square station is located an approximate 780 metre walk distance to the north of the application site. Euston Square station provides access to the same lines as Great Portland Street station, namely the Metropolitan, Circle and Hammersmith & City lines.

2.20 The frequencies of the London Underground lines which are served by the stations in the vicinity of the application site are summarised below in Table 2.2 for the typical weekday AM peak period (07:00-10:00), midday peak (12:00-14:00) and PM peak period (16:00-19:00).

London Underground Line	Station(s)	Direction	Weekday Average Frequency (trains/hour)		
			07:00-10:00	12:00-14:00	16:00-19:00
Bakerloo	Oxford Circus	Northbound	21	20	21
		Southbound	21	20	21
Central	Oxford Circus Tottenham Court Rd	Westbound	27	24	27
		Eastbound	27	24	29
Circle	Euston Square Gt Portland St.	Westbound	6	6	6
		Eastbound	6	6	6
Hammersmith & City	Euston Square Gt Portland St.	Westbound	6	6	6
		Eastbound	6	6	6
Metropolitan	Euston Square Gt Portland St.	Westbound	13	8	15
		Eastbound	13	8	15
Northern	Warren Street Goodge Street Tottenham Court Rd	Northbound	21	18	21
		Southbound	21	18	21
Victoria	Warren Street Oxford Circus	Northbound	32	24	32
		Southbound	33	24	33

Table 2.2: Summary of Weekday London Underground Service Frequencies

2.21 It can be seen from Table 2.2 that the site is accessible to an average total of 253 trains/hour during the AM peak period, 212 trains/hour during the midday peak period and 259 trains/hour during the PM peak period.

PTAL

2.22 Due to the wide range and high frequency of public transport services which operate in the surrounding area, the site is afforded an ‘excellent’ PTAL rating of 6b which is the highest possible rating.

Car Club

- 2.23** Car clubs are a popular option for individuals who do not need frequent access to a car. Within an approximate three minute walk distance of the site there are presently three car club bays. One bay is located on Charlotte Street, north of the junction with Tottenham Street, which is operated by Zipcar. One bay is located on Conway Street, north of Maple Street, which is operated by City Car Club and a further bay is located on Great Titchfield, south of the junction with Foley Street, which is operated by Zipcar.

Car Parking

- 2.24** In accordance with the Council's LDF Development Plan policy DP18 and CS11, and the London Plan policy 6.13, the development will operate as 'car free' meaning that no on-site parking will be provided. Occupants will not be entitled to apply for on-street parking permits although people with disabilities who are Blue Badge holders will be entitled to park in publicly-available on-street spaces without a parking permit.
- 2.25** Disabled, as well as visitor parking, is possible within the publicly-available on-street spaces within the vicinity of the site, however a modal shift to non-car modes of travel due would be expected due to the excellent accessibility of the site by public transport. Disabled parking bays and pay and display' parking bays with a maximum duration of stay of two hours are located on Tottenham Street to the south of the site.

3 OBJECTIVES AND TARGETS

Objectives

3.1 The objectives of this Travel Plan are to:

- Promote sustainable transport choices for staff and residents travelling to and from the site;
- Promote accessibility to the development by non-car modes of transport;
- Promote the health benefits of walking and cycling; and
- Reduce the need to travel by car.

3.2 By meeting these objectives, the Travel Plan will bring about the following benefits:

- Improve personal health by reducing reliance on the private car;
- Reduce air and noise pollution in the local area;
- Reduce the impact of traffic in the vicinity of the development; and
- Generate a sustainable community that has good accessibility for everyone to local services and facilities.

3.3 It is intended that these objectives will be met by identifying and implementing initiatives that provide staff and residents with a variety of travel choices. These initiatives will reduce the need to travel by car and promote healthier lifestyle choices.

Targets

- 3.4** The Transport Assessment (also prepared by Crosby Transport Planning Limited) which accompanies the planning application assessed the likely number of person trips to to be generated by the proposed 50 residential units. The number of residential person trips is not considered to be significant (24 AM trips and 22 PM trips) and when one considers that they will be undertaken by sustainable modes in any event, the setting of targets is not considered appropriate or necessary.
- 3.5** Therefore, whilst this Travel Plan will still set out measures and initiatives aimed at residents, it is considered that the setting of specific target for residents would not be meaningful. The B1 business use will however be monitored and assessed against set targets, as described below.
- 3.6** Within six months of initial occupation of the site, staff will be asked to complete a travel questionnaire survey.
- 3.7** The Transport Assessment prepared for the planning application includes TRICS output and trip calculations. The associated predicted modal split is shown in Table 3.1 below.

	Daily (07:00 – 19:00)
	B1 Business Use
Vehicle Occupant	8.1%
Bicycle	1.8%
Walk	44.9%
Public Transport (bus/tram/train)	44.6%
Total	100%

Table 3.1: Predicted Modal Split

3.8 SMART (Specific, Measurable, Achievable, Realistic and Time-bound) modal split targets have been set for the proposed development, based on the modal split data shown in Table 3.1. A key target will be to reduce pressure on the public transport network through the promotion of walking and cycling as ‘active’ modes of transport. Table 3.2 shows the targets that have been set for the proposed development:

Mode of Transport	Target 1 year after occupation	Target 3 years after occupation	Target 5 years after occupation
Passenger	8.7%	7.7%	6.7%
Bicycle	1.8%	3.8%	5.8%
Walk	44.9%	45.9%	46.9%
Public Transport	44.6%	42.6%	40.6%
Total	100%	100%	100%

Table 3.2: Modal Split Targets

4 MEASURES

4.1 The development proposals comprise 4,129sqm GIA of B1 business use and 50 residential units. Measures have been designed to encourage staff and residents to make trips by sustainable modes of transport. Some measures are to be incorporated into the design of the development whilst other measures will be implemented once occupation has commenced. Measures are included to facilitate trips by public transport although there will be a greater focus on promoting walking and cycling.

4.2 These measures will be reviewed following the initial surveys. Measures may be amended or new ones introduced in order to support the Travel Plan objectives.

Travel Plan Coordinator

4.3 An individual will be appointed to take on the responsibility for the Travel Plan including its implementation, monitoring and progress reporting. This role is referred to as the Travel Plan Coordinator (TPC) and this person will be the main contact for the Travel Plan.

4.4 The TPC will take on the responsibility of managing the Travel Plan, developing the measures and monitoring progress towards meeting targets.

Travel Pack

4.5 The Developer will be responsible for overseeing the production of a Travel Pack for the site. The pack will contain details of the sustainable modes of transport that are available in the vicinity of the site and the benefits of using them.

4.6 The Travel Pack will be issued to all occupiers of the office space and residents upon initial occupation.

Walking

- 4.7** The Travel Pack will contain details of the health and environmental benefits of walking. It will provide details of recommended leisure routes as well as the locations of key amenities situated within walking distance of the site.

Cycling

- 4.8** Cycle parking for the B1 business use will be provided at basement level where a minimum of 47 spaces will be provided in accordance with London Plan standards. Showers and changing facilities will be provided in the proximity of the cycle store at basement level. Access to the cycle store will be possible via either a service lift or a set of steps with cycle guide rail, both located along the eastern perimeter of the building.
- 4.9** A communal cycle parking store for the private market housing will be provided at basement level, whilst a separate communal cycle store for the affordance and legacy units will be provided at ground floor level. Both cycle stores will provide a quantum of cycle spaces in accordance with the London Plan minimum standards.
- 4.10** The Travel Pack will contain details of the locations of on-site cycle parking and how to access them. Demand for the cycle parking facilities will be monitored to ensure that they remain sufficient for the site users.
- 4.11** Furthermore, to facilitate cycling, staff and residents will be given information about local cycle retailers and workshops. The TPC will also endeavour to negotiate discounts at a local cycle store for residents of the development.
- 4.12** The Travel Pack will contain information about the health and environmental benefits of cycling. It will also provide details of the designated cycle routes within proximity of the site and across the borough with reference to TfL's latest Local Cycling Guide.

- 4.13** The organisation(s) that occupy the office space will also be issued with Travel Packs. In addition, they will be asked to consider offering their staff the opportunity to take part in a cycle purchase scheme whereby they are able to benefit from tax-free cycle purchases.

Public Transport

- 4.14** The Travel Pack will include a map showing the locations of the nearby bus stops and underground rail stations. It will also contain details of the 'London Bus Checker App' which provides access to a live countdown to every London bus stop.
- 4.15** A link to the TfL website (www.tfl.gov.uk) will be included within the Travel Pack so that site users can access online route maps and timetable information. In addition, the Travel Pack will set out the benefits of purchasing an Oyster Card and the nearest Oyster Card retailers.

Car Club

- 4.16** The site is located within a three minute walk of three car club bays operated by Zipcar and City Car Club. The development is located in a highly sustainable location, therefore it is likely that residents may only need infrequent access to a car. Car club membership can meet this need by offering car hire on an hourly basis and from a location within easy walking distance of the site. The Travel Pack will explain the benefits of joining a car club scheme, and will include a map showing the locations of the nearest car club vehicles and the website addresses for Zipcar and City Car Club.
- 4.17** The TPC will liaise with the car club operators, offering the opportunity to pass promotional materials on from them to the site occupiers.

Reducing the Need to Travel

- 4.18** The Travel Pack will contain details of the nearby facilities that can easily be accessed by foot. It will also provide information about online services and home deliveries that remove the need to travel.

Action Plan

4.19 Table 4.1 below sets out the proposed timescales and responsibilities for the implementation of the Travel Plan measures.

Action	Timescale	Responsibility
Provide on-site cycle parking	During construction	Developer
Appoint a Travel Plan Coordinator	Prior to occupation	Developer
Distribute Travel Packs to occupiers	Upon initial occupation of the office space and residential units.	Travel Plan Coordinator
Liaise with car club operators	Within 6 months of initial occupation	Travel Plan Coordinator
Carry out travel surveys	Within 6 months of initial occupation, then biennially for 5 years	Travel Plan Coordinator
Review the targets and measures set out in the Travel Plan	Within 3 months of undertaking surveys	Travel Plan Coordinator and the LB Camden Travel Plan Officer
Monitor the Travel Plan targets	Biennially for 5 years	Travel Plan Coordinator with LB Camden

Table 4.1: Action Plan

5 MONITORING AND ENFORCEMENT

- 5.1** The measures within this Travel Plan are designed to promote sustainable modes of transport to staff and residents of the proposed development.
- 5.2** The TPC will issue travel surveys to staff on a biennial basis so as to record their modal split for regular journeys. The data captured will be compared with that recorded through the previous surveys so as to identify progress towards meeting targets.
- 5.3** In the event that targets are not being met, the TPC will liaise with LB Camden to discuss other measures that could be introduced to the site.
- 5.4** The monitoring and review process will be carried out biennially for five years following the initial surveys. Following the surveys, a Monitoring Report will be produced to show a modal split comparison with previous survey results. Monitoring Reports will be submitted to the Travel Plan Officer at LB Camden for review. Any updates to the Travel Plan targets or measures will be discussed and agreed with the Developer and LB Camden.


6 SUMMARY AND CONCLUSIONS

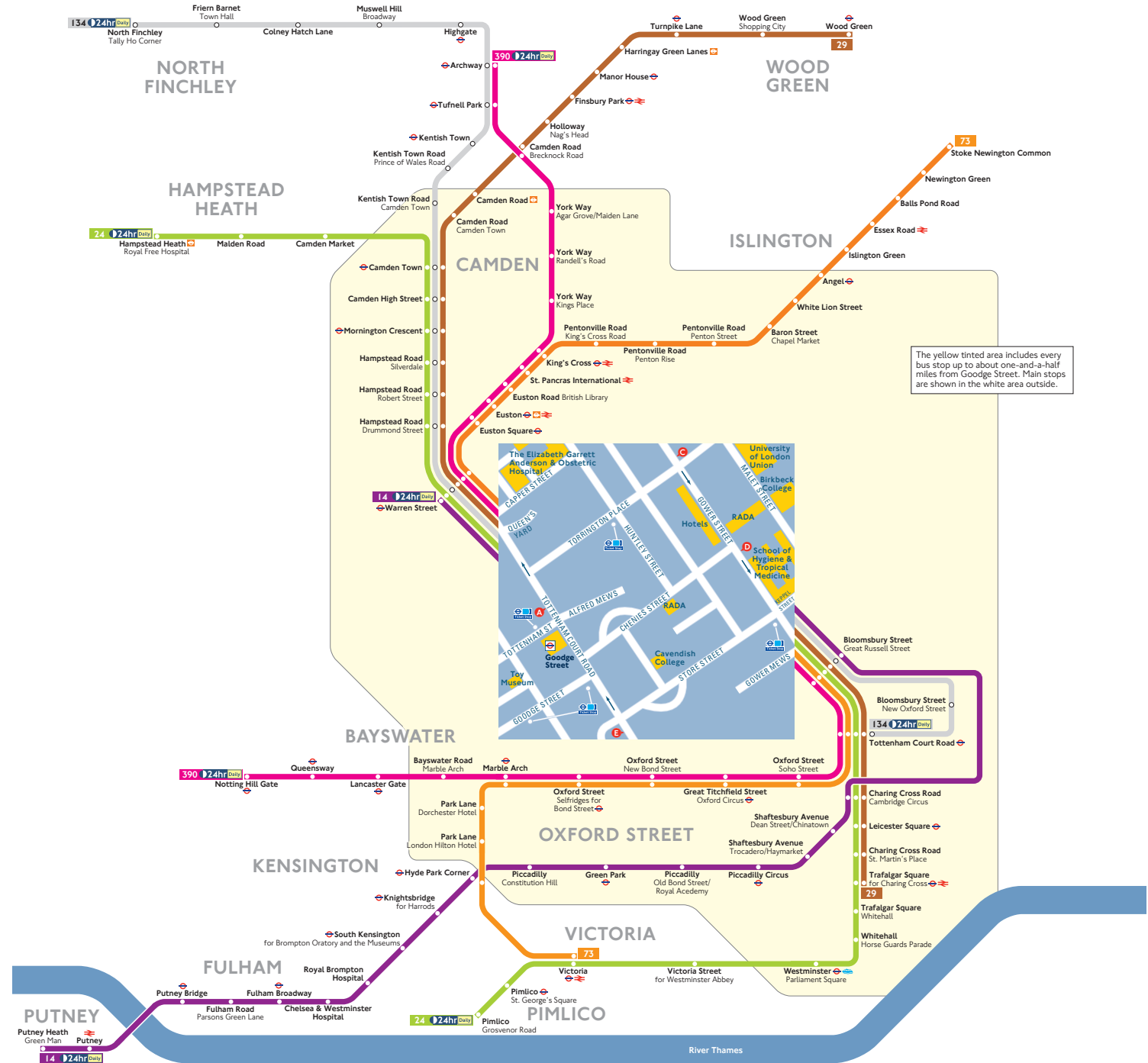
- 6.1** Crosby Transport Planning has been instructed by the University College of London Hospitals Charity (UCLHC) to prepare this Travel Plan in respect of development proposals at Middlesex Hospital Annex, 44 Cleveland Street, London W1T 4JT, situated within the London Borough of Camden.
- 6.2** The site is situated within a highly accessible location, close to underground stations, bus services, cycle routes and car clubs. The site has a PTAL rating of 6b 'excellent'. The development therefore offers staff and residents a realistic choice of sustainable modes of transport for journeys to and from a wide range of destinations.
- 6.3** This Travel Plan contains details of the role of the Travel Plan Coordinator in ensuring that occupiers of the office units and residents are made aware of the availability of all modes of transport, and the benefits of using them for travelling to and from the site. The Travel Plan also sets out how the modal split will be monitored to ensure that the appropriate facilities are in place to enable continued use of sustainable modes, in particular walking and cycling.
- 6.4** A monitoring process has been identified that will be carried out for a period of five years. A Monitoring Report will be submitted to LB Camden biennially for review. Any new measures to be implemented as a result of the monitoring process will be agreed by the LB Camden Travel Plan Officer and the Developer prior to their introduction at the site.

APPENDIX A: TfL Bus Maps

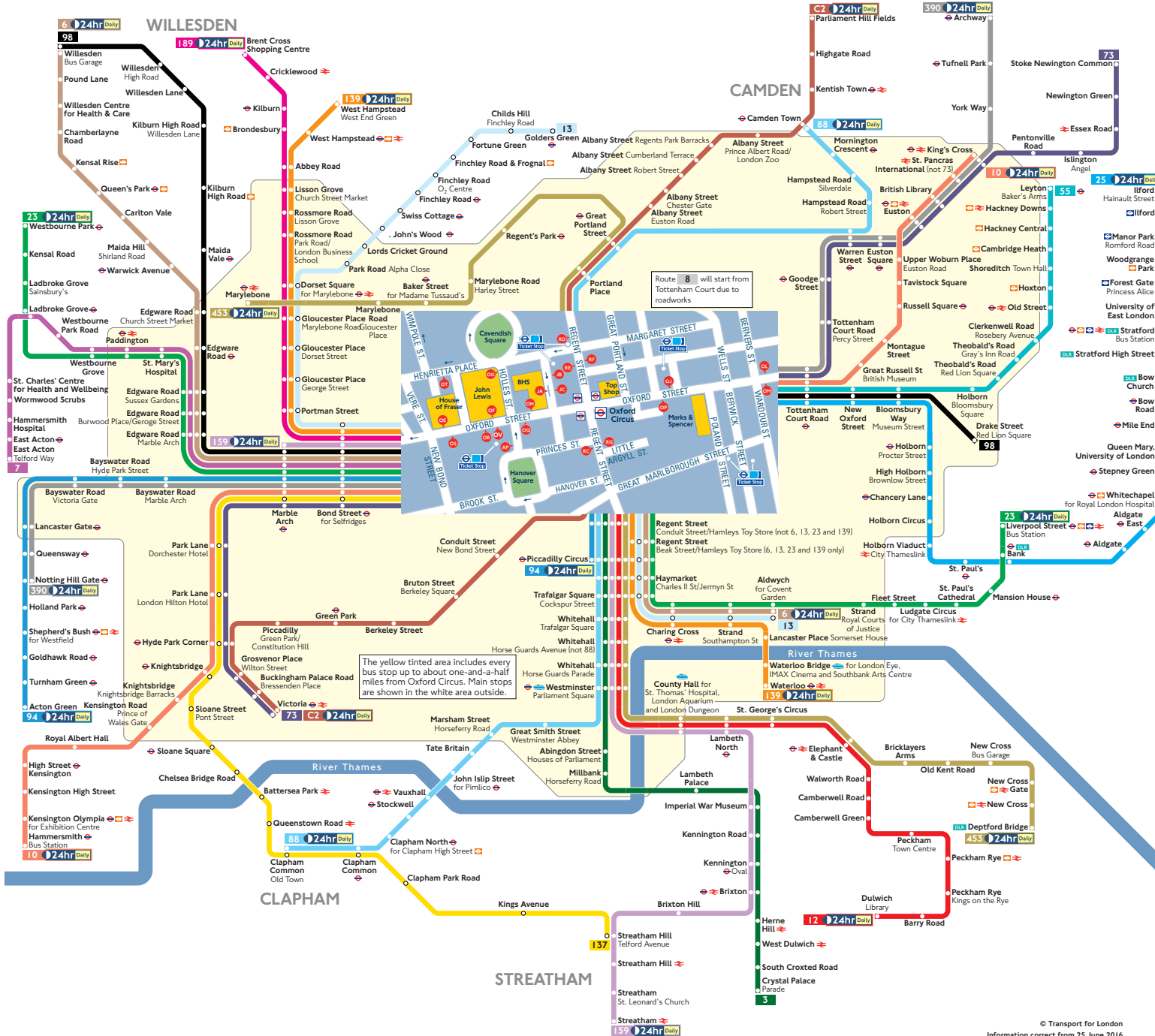
Buses from Goodge Street

Route finder

Bus route	Towards	Bus stops
14 	Putney Heath	C D
	Warren Street	A E
24 	Hampstead Heath	A E
	Pimlico	C D
29	Trafalgar Square	C D
	Wood Green	A E
73	Stoke Newington	A E
	Victoria	C D
134 	North Finchley	A E
	Tottenham Court Road	C D
390 	Archway	A E
	Notting Hill Gate	C D



Buses from Oxford Circus



Route finder

Bus route	Towards	Bus stops
3	Crystal Palace	RF
6	Aldwych Willesden	OE RG
7	East Acton Hammersmith	OE
10	King's Cross	OP OR
12	Dulwich	RF
13	Aldwych Golders Green	OE RG
23	Liverpool Street Westbourne Park	OE RG
25	Iford	OE OR
55	Leyton	OE OR
73	Stoke Newington Victoria	OP OR
88	Camden Town	OE RB
94	Clapham Common Acton Green	RF
98	Piccadilly Circus Holborn	OE RB
137	Waterloo	OE RG
139	West Hampstead	OE
159	Marble Arch Streatham	OE RG
189	Brent Cross	OE OR
390	Archway	OE OR
453	Notting Hill Gate	RF
C2	Deptford Bridge Marylebone	OE RB
	Parliament Hill Fields Victoria	RF RG

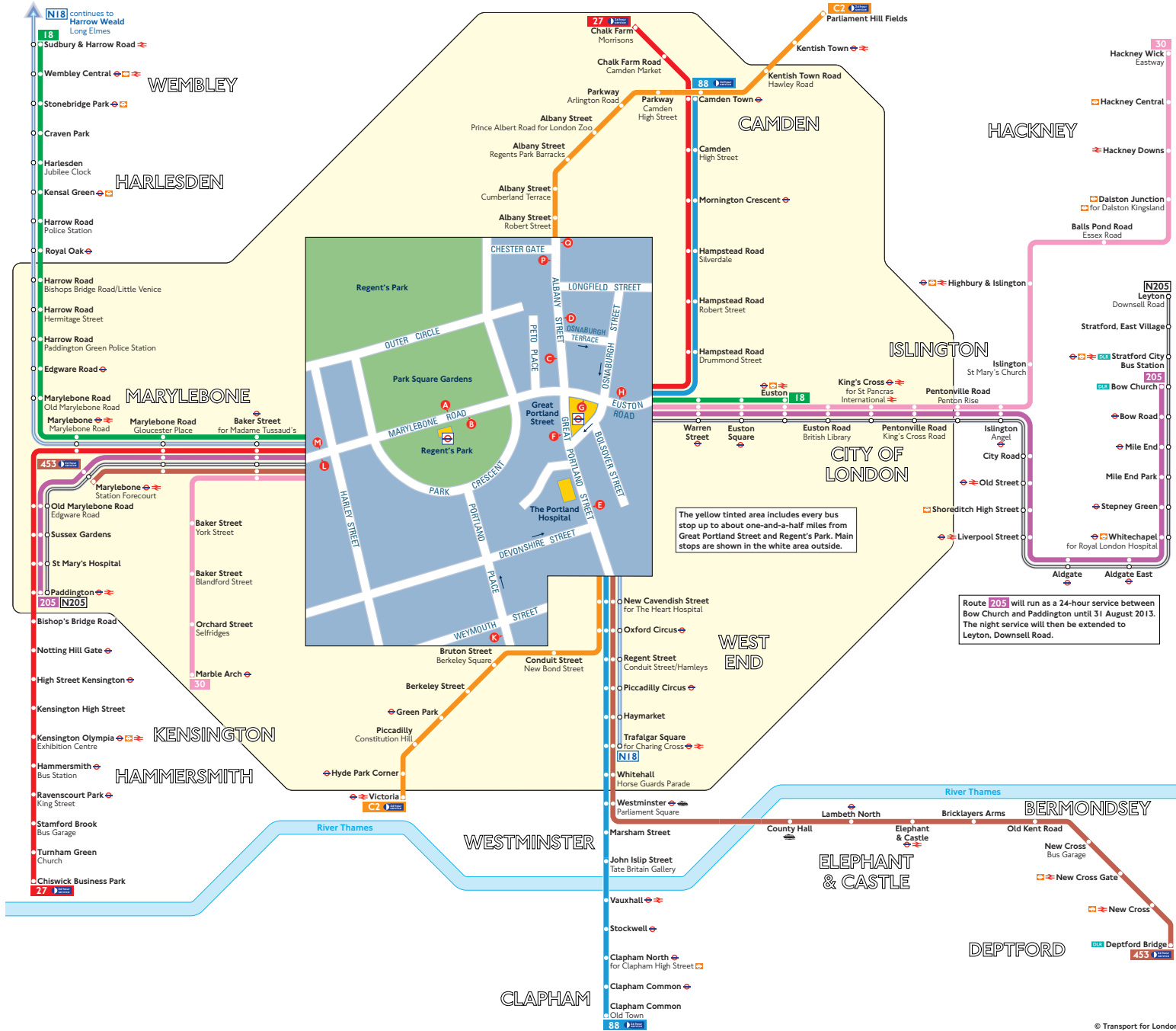
Key

	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

Ways to pay

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

Buses from Great Portland Street and Regent's Park



The yellow tinted area includes every bus stop up to about one-and-a-half miles from Great Portland Street and Regent's Park. Main stops are shown in the white area outside.

Route 205 will run as a 24-hour service between Bow Church and Paddington until 31 August 2013. The night service will then be extended to Leyton, Downsell Road.

Key

- 18** Day buses in black
- N18** Night buses in blue
- Connections with London Underground
- Connections with London Overground
- Connections with National Rail
- Connections with Docklands Light Railway
- Connections with river boats

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

Route finder

Day buses including 24-hour services

Bus route	Towards	Bus stops
18	Euston	A H M
	Sudbury	B G L
27	Chalk Farm	A H M
	Chiswick Business Park	B G L
30	Hackney Wick	A H M
	Marble Arch	B G L
88	Camden Town	F H K
	Clapham Common	E
205	Bow Church	A H M
	Paddington	B G L
453	Deptford Bridge	A B M
	Marylebone	B F K L
C2	Parliament Hill Fields	C F K P
	Victoria	D E G

Night buses

Bus route	Towards	Bus stops
N18	Harrow Weald	B F K L
	Trafalgar Square	A E M
N205	Leyton	A H M
	Paddington	B G L