

From: Paklim Wong
Sent: 20 July 2023 12:20
To: Planning Planning
Subject: 2023/2199/P: 300 Grays Inn Road FAO: Sofie Fieldsend - Bus Stop locations

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Subject: 2023/2199/P: 300 Grays Inn Road

Dear Sofie

With regards the proposal on 300 Grays Inn Road, TfL remains concerned on the proposed relocation of Acton Street Bus Stop, please see below comments from our bus teams.

TfL is willing to discuss further to identify an acceptable solution.

Regards, PakLim

TfL RESTRICTED

Subject: RE: 300 Grays Inn Road Pre app Thursday 16/03 /2023

Dear Paklim

I was not able to come to the pre-application meeting so unless I am mistaken, it appears that the developer has not taken on board any of the comments for Acton Street bus stop that myself and colleagues made as part of the pre-application process. As such my comments dated 20/03/23 still stand.

To reiterate:

The existing bus stop includes a length for the entry taper in front of the parking bays with the exit taper covered by the double red lines, in front of the bus cage. It is not just a case of moving bays/cages around as to do so will mean that the bus cage is sandwiched between the parking bays at the rear of the cage and loading/disabled bay at the front. Therefore, in the new location there does not appear to be an exit taper to allow the bus to pull out safely and easily. The implications of not providing this would mean that buses would a) have to queue to enter the bus cage or b) would not be able to align correctly to the kerb to enable ramp deployment for those with wheelchairs or pushchairs.

A solution could be to increase the existing length of the cage by 12 metres (ie over the current on-site length) to provide a total length of 87 m. This will allow the same number of buses to stop for what is a busy facility, allow easy entry and exit and allow buses to align correctly for ramp deployment. Colleagues in the Public Transport Planning Team have suggested that this additional length could be achieved by relocating the cage up to 15 metres further east, should the parking/disabled bays still remain in the layout shown in the transport statement. The bus stop flag also needs to be relocated accordingly, noting that the bus is required to stop with the rear of its front doors in line with the flag position (see TfL's Accessible Bus Stop Design Guidance 2017).

Alternatively, the disabled/loading bay could be maintained in its current location, which allows for an exit taper from the cage in the form of double red lines.

Furthermore, we require tracking by a 12-metre electric bus to ensure that a bus can achieve entry and exit to the cage, past the bays at both ends if occupied and subsequent buses may also be able to access the front or rear of the cage if another bus is still loading.

Regards

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Rue Butcher IEng MCIHT
Principal Client Officer | Bus Operations

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