



Your ref: 2020/4825/P
Our ref: CMDN/20/63

F.A.O John Diver
Camden Council Planning Department

By Email only
John.Diver@camden.gov.uk

Transport for London
City Planning

5 Endeavour Square
Westfield Avenue
Stratford
London E20 1JN

Phone 020 7222 5600
www.tfl.gov.uk

2 February 2021

Dear John

St Pancras Hospital, St Pancras Way (Oriol Project), LBC - TfL Initial comments

Site Location and Context

The northern part of St Pancras Hospital campus proposed for redevelopment is bounded by A5202 St. Pancras Way to the west which is one-way southbound and Granary Street to the north. To the east and south lies the Camden & Islington Mental Health Trust. St Pancras national and international and underground rail station lies 600m to the north and Mornington Crescent underground station 650m east. Several bus routes operate within walking distance. Measured on a scale of 0 to 6b where 6b is the highest, the site has a Public Transport Access Level (PTAL) ranging from 5 to 6b.

The nearest part of the Transport for London Road Network (TLRN) is Euston Road, 1km to the south. The nearest cycle docking station is located on Royal College Street with 57 docking points. Segregated cycle lanes also extend along both sides of Royal College Street.

Access and Road Safety

The applicant has provided a Stage 1 Road Safety Audit and designer's response covering all proposed changes to the highway including the St Pancras Way/Granary Street junction, loading bay access on Granary Street, a 7-vehicle long drop-off/pick-up facility on St Pancras Way and the shared surface access on St Pancras Way to the south. TfL is satisfied that no significant safety issues with the proposals were identified, and several of the recommended changes have been incorporated into the scheme.

Walking and Cycling

The thorough analysis of the scheme against Healthy Streets criteria and connectivity to public transport nodes, plus improved permeability through this

part of the hospital site is welcomed. The site design is intended to invite people to walk through it rather than just using it as a destination. Free drinking water fountains that can refill water bottles as well as be drunk from should be provided in highly visible locations in new or redeveloped public realm, as sought by D7 3.7.11. The applicant suggests the through-route could be adopted as pedestrian public highway by Camden. Whether or not it is eventually designated thus, the Council should ensure 24-hour unimpeded pedestrian access to the public realm by appropriate legal agreement. Furthermore, the applicant should illustrate through-route(s) where cyclists can travel without needing to dismount.

The proposed drop-off from the north side allows for a reasonably generous adjacent footway space and space for future cycling infrastructure as an extension to the current discontinuous route. TfL would support Camden Council in seeking a contribution towards this (though not in this case added cycle hire docking stations) and towards the proposed raised table incorporating a new signal-controlled pedestrian crossing (with audible signal) to replace the existing Zebra crossing on St Pancras Way. This feature should reduce vehicle speeds on the approach to the junction and aid people with visual impairments.

The TA refers to a 'Last Half Mile' project report to study the challenges faced by people with a range of visual impairments, from the point of arrival by public transport to entering the proposed building. Whilst there was early engagement with TfL, unfortunately this has dipped and the study is incomplete in that it ends with 'Next Steps', without conclusions as to priority measures or commitments funding their delivery. The scope "envisages a range of technological solutions being explored" as well as a tactile equivalent of the famous pavement green line leading visitors to Moorfield, as well as added Legible London signage. The applicant should re-engage and provide study outcomes prior to determination such that costed highway and transport improvement can be identified in heads of terms.

Parking, Drop-off and Servicing

Except for disabled persons car parking, the proposed development is car-free and furthermore an existing car park is to be removed, which is welcomed. Three blue badge spaces are proposed on site for staff; a plan is supplied of pay & display spaces and single yellow lines within walking distance which BB-holding patients and visitors can use free of charge.

The proposed bay on St Pancras Way would provide the required space for Non Emergency Patient Transport vehicles, and space for three to four cars/taxis. Additional informal car/taxi drop-off and pick-up space will be available on Granary Street, providing convenient access to the north-east building entrance, although no formal on- or off-street bays will be provided.

The applicant should also clarify provision for ambulances. The dedicated off-street delivery and servicing area which incorporates space for LGVs, HGVs, waste compactor and gas and oil deliveries has been carefully designed using swept path analysis and data from surveys at the Moorfields site. The framework Delivery and Servicing plan outlines effective management arrangements as well as an aim to use Consolidation methods to reduce and minimise the number of vehicles; the detailed DSP should be conditioned and is intended to be a 'live' document, for review.

Cycle Parking

Cycle parking (502 spaces in total) for workers and visitors has been provided in line with the London Plan Policy T6, although clarification is sought on whether the lower ground floor non-stacked stands depicted are Sheffield stands or the required 5% over-sized spaces - a mixture of both is desirable. Otherwise the design accords with London Cycle Design Standards, with a ramp (gradient required) and lift access as well as provision of showers, changing and lockers for staff. However, on the way to the storage there are 3 double doors to pass through each way and the applicant should look to reduce these or commit to electrical opening.

Public Transport

Given the nature of the proposed use and the distance to the nearest station, it is expected that a high proportion of rail trips may begin and end with a bus. The applicant indicates that they may provide an accessibility shuttle. Further discussion about this matter is welcomed

Construction and Travel Planning

Construction of the Proposed Development is estimated to take approximately three years and five months. Details of the anticipated construction programme are included in the Outline Construction Management Plan which is submitted in support of the planning application.

A framework Travel Plan (TP) has been acceptably produced in support of the proposals and a more detailed form should be secured by condition, to be reviewed at intervals as the new hospital beds in.

Given the location close to the Regents Canal, the construction management plan should include robust obligations to look transporting construction waste and materials by water.

Summary

TfL supports the proposals which broadly meet PLP policy aims, however further information on cycle storage design, minor aspects of servicing and proposals to aid patients' accessibility to the site are required before the scheme can be considered to satisfactorily mitigate its highways and transport impacts.

TfL will welcome further involvement and discussions in order to ensure agreement on as many issues as possible before the application is determined.

Should you wish to discuss any of this letter further, please contact me.

Yours sincerely

Rachel Yorke
Principal Planner
rachelyorke@tfl.gov.uk

Copy to: GLA – Toyin Omodara