

# TN001: Responses to LB Camden Comments

<b>Client</b> Moorfields Eye Hospital NHS Foundation Trust UCL Institute of Ophthalmology Moorfields Eye Charity	<b>Discipline</b> Transportation	<b>Date</b> 5 February 2021	<b>Project number</b> 60588325
	<b>Prepared by</b> Sean O'Connell	<b>Checked by</b> Ralph Stapleton	<b>Approved by</b> Dale Sinclair

## Revision History

Revision	Revision date	Details	Authorised	Name	Position

## Introduction

This Technical Note (TN) has been produced as a response to comments provided by London Borough of Camden (LBC) in relation to the Transport Assessment, received via email on 4<sup>th</sup> December 2020. This TN is in response to comments 1, 4b & 5, which are identified below.

1. *Further evidence of the changes required to form the drop off area and its management and operation:*
  - a. *A copy of the existing topographical survey overlaid with the proposed drop off layout, with areas for stopping up and proposals for split of ownership highlighted clearly (@at least 1:100 – the small plans included in the TA are insufficient)*
  - b. *A scaled plan of the drop off to St Pancras showing how the space will be apportioned / managed (i.e. will there be set areas for ambulances, private vehicles, taxis and any potential shuttle bus?)*
  - c. *Swept path analysis of the drop off area showing its capacity for different vehicles and whether there is sufficient space for passing (@1:200 min), noting to keep the width to a safe minimum*
  - d. *A plan showing the drop off combined with a permanent south bound cycle lane and any new crossing etc deemed necessary (note the existing plans should also be updated to include the segregated southbound route that is now in situ)*
4. *Further evidence in relation to the cycling provision:*
  - b. *The calculations / workings used to reach the target cycling figures for both long stay and short stay spaces*
5. *Further information relating to the disabled parking spaces:*
  - a. *We support the proposed use of a booking system for the blue badge parking but wonder why all three have been reserved for staff. Can you evidence this need, or consider opening up one or two of these bays for patients on a pre-booked system? At present there is no provision for disabled patients who choose to drive to the site and yet it seems like the demand from patients would be higher than from staff members.*
  - b. *Further to the above, if there is an evidenced need for all 3 spaces for staff members, can you provide commentary for the user journeys of any disabled resident who does choose to drive to the site? I.e., map the existing blue badge parking spaces or available parking spaces for blue badge holders and the routes from those parking spaces to the site.*

## Comment 1 - Drop off Area

In order to respond to LBC comments and further clarify drop off management and its operation a new set of drawings have been produced (60588325-SU-001 to 006) which are attached in **Appendix A**.

The existing topographical survey overlaid with the proposed drop off layout, with areas for stopping up and proposals for split of ownership highlighted clearly, are shown on plans 60588325-SU-001 and 60588325-SU-002.

In terms of the allocation of spaces within the drop-off area, capacity can be maximised by allowing greater flexibility in the use of the spaces. Plans 60588325-SU-003 and 60588325-SU-005 show how 2 large vehicles (in 9m bays) and 4 cars/taxis (in standard 6m bays) could be accommodated as an example.

Swept path analysis of the drop off area, drop off capacity for different vehicles and sufficient space for passing is shown on plan 60588325-SU-006.

The drop off combined with a permanent south bound cycle lane is shown in plan 60588325-SU-004. The existing temporary cycle lane has been omitted, as it is overwritten by the details of the drop-off. The temporary cycle lane is shown in 60588325-SU-001. The permanent cycle lane shown is indicative and does not form part of the proposed development.

## Comment 4 - Cycle Provision

The calculation of the long stay and short stay cycle parking spaces are shown in the table 'Cycle parking requirement' attached in **Appendix B**.

## Comment 5 - Disabled Parking

The total number of staff in the building will exceed 1,500. With three spaces reserved for staff, this equates to blue badge bay provision of 0.2%. DfT statistics for blue badge holders in Inner London indicate that 1.9% of adults have blue badges, although this includes retired people. Demand from staff for access to a blue badge space is therefore likely to exceed three. Whilst it is recognised that patient demand may be high, patients who decide to travel by car have the option of being dropped off, but this is unlikely to be a feasible option for staff on a regular basis.

### Blue Badge Parking in Camden

The LBC website<sup>1</sup> identifies two different zones for blue badge holders, with the green badge zone for the area within the West End and the other zone for the remaining areas. For areas outside the green permit zone, in which the Proposed Development is located, blue badge permit holders can park in:

- Blue badge bays (if time limit shown, also display clock disc with arrival time)
- Resident permit parking and shared use permit bays
- Paid for parking bays (no time limit for blue badge permit holders)
- Up to three hours on a single or double yellow lines where there is no loading ban. The loading ban is indicated by yellow blips/chevrons on the kerb and double blip indicates that loading and unloading is not allowed at any time.

Areas where blue badge permit holders may not park are also identified:

- Where there is a loading ban indicated by kerb markings and a timeplate
- In suspended bays
- In dedicated disabled bays indicated by a timeplate with a permit number or GRN (for green permits only)
- In dedicated user bays examples includes business, diplomat, doctor, car club, electric, hospital, market trader, loading, taxi, motorcycle and bus stops.

### Locally Available Blue Badge Parking Locations

Table 1-1 and Figure 1-1 identify the available locations for blue badge parking permit holders within 400m of the Oriel building. Further information is provided in the Transport Assessment (Document Ref. ORL-INF-XX-XX-RP-PL-350\_Transport Assessment) accompanying the planning application in relation to the available pay & display parking bays and resident only parking bays further afield. In addition, the Transport Assessment identifies the locations of car parks at Pratt Street (100 spaces), Kings Cross (231 spaces) and St Pancras (315 spaces), where blue badge permit holders are able to park.

As identified on the LBC website, blue badge permit holders can park in residential permit parking bays. However, it is not considered appropriate to promote the use of residential parking to patients with blue badge permits and therefore they have not been included in Table 1-1 and Figure 1-1.

<sup>1</sup> <https://www.camden.gov.uk/parking-disabled-drivers>

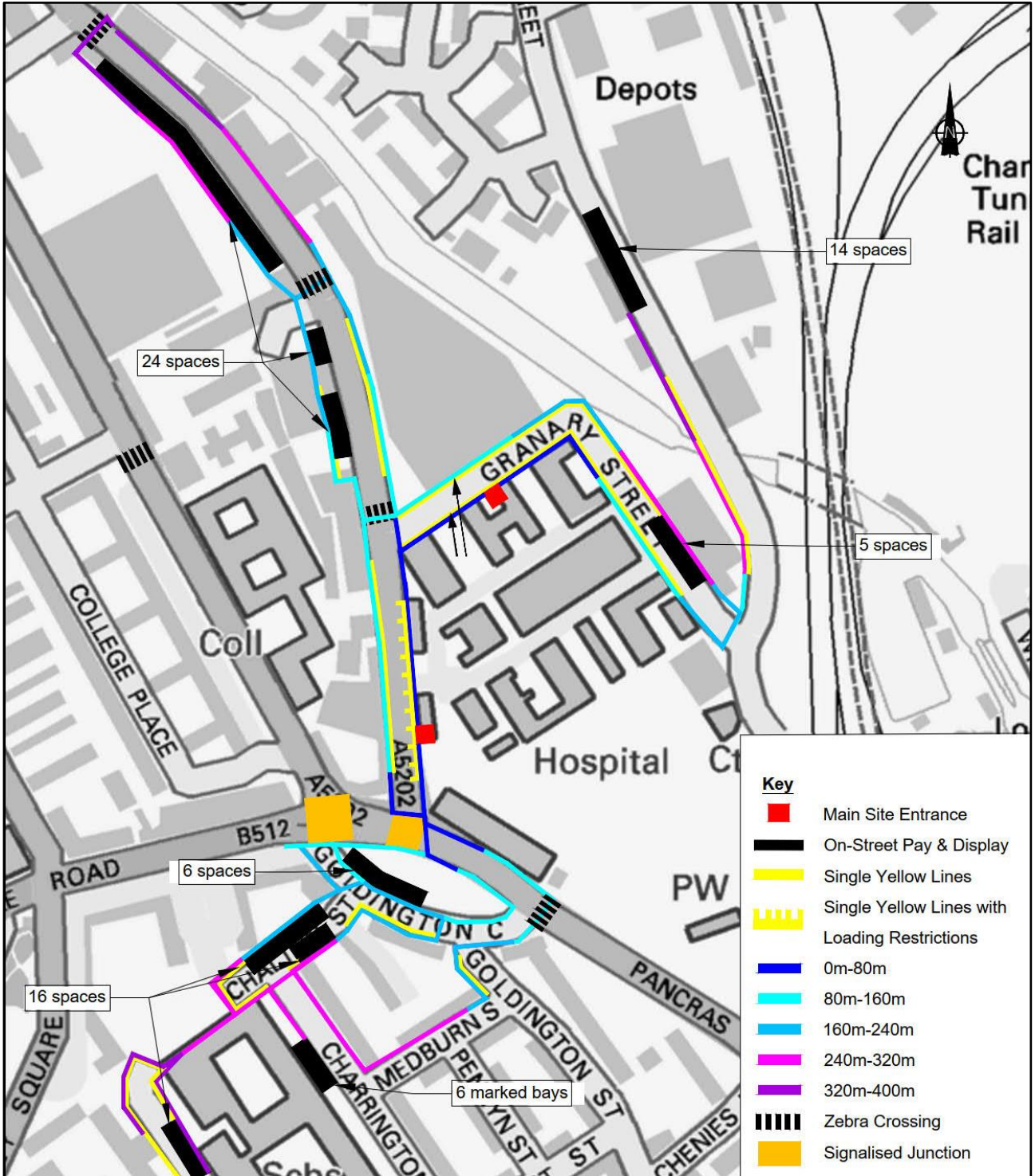
The walking routes discussed in Table 1-1 and identified in Figure 1-1 are along the footways using via pedestrian crossings including zebra crossings, dropped kerbs and tactile paving and signalised controlled crossings to cross the carriageway.

**Table 1-1: Available Blue Badge Parking Locations**

Location	Approximate Number of Parking Spaces	Parking Type	Approximate Walking Distance (m)
<b>Granary Street</b> Between St Pancras Way & Camley Street	5 spaces **	On-Street Pay & Display	240m
	400m of kerbside	Single Yellow Lines	20m-240m
<b>St Pancras Way (North)</b> Between Granary Street & Pratt Street	100m of kerbside	Single Yellow Lines	80m-160m
	24 spaces**	On-Street Pay & Display	80m-160m
<b>St Pancras Way (South)</b> Between Granary Street & Pancras Road	120m of kerbside*	Single Yellow Lines	40m-120m
	100m of kerbside*	Single Yellow Lines with loading restrictions	40m-120m
<b>Camley Street</b>	14 spaces **	On-Street Pay & Display	400m
	120m of kerbside	Single Yellow Lines	240m-320m
<b>Goldington Crescent</b>	6 spaces**	On-Street Pay & Display	240m-320m
	70m of kerbside	Single Yellow Lines	240m-320m
<b>Chalton Street</b>	16 spaces**	On-Street Pay & Display	240m-400m
	240m kerbside	Single Yellow Lines	320m-400m
<b>Charrington Street</b>	6 marked bays	On-Street Pay & Display	320m

\*Discussed below. \*\*Parallel parking bays, estimation of number of vehicles.

Figure 1-1: Available Blue Badge Parking Locations



### **St Pancras Way Cycle Lane**

A temporary nearside southbound cycle lane has been installed on St Pancras Way reducing the carriageway width and the potential blue badge parking opportunities along St Pancras Way. It is understood that LBC may introduce a permanent cycle lane along St Pancras Way, extending the existing cycle lane south past the site to Pancras Road.

The parking spaces identified in Table 1-1 marked with an “\*” are those considered likely to be affected by the cycle lane along St Pancras Way and therefore the opportunity for the blue badge permit holders to park on St Pancras Way could be reduced.

## APPENDIX A

### Drop-off Area Plans



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**KEY**

- Proposed Pavement Stopping Up
- Proposed Carriageway Stopping Up
- Land to be dedicated to highway
- Temporary Cycle Lane

**FOR INFORMATION ONLY**

**ISSUE/REVISION**

NR	DATE	DESCRIPTION

**SHEET TITLE**  
 Proposed Highway to be Stopped Up shown with Existing Temporary Cycle Lane by London Borough of Camden

**SHEET NUMBER**  
 6058325-SU-001

**SCALE**  
 Scale 1:100 @ A1

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- KEY**
- Proposed Pavement Stopping Up
  - Proposed Carriageway Stopping Up
  - Land to be dedicated to highway
  - Proposed Drop-Off Bay
  - Potential Permanent Cycle Lane

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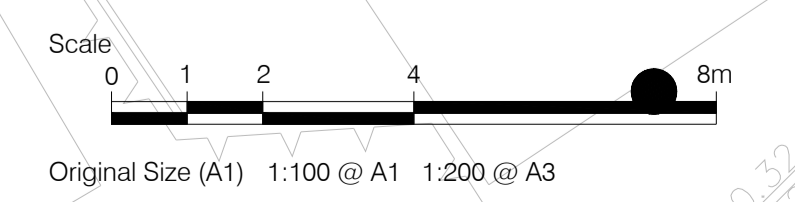
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**SHEET TITLE**  
 Proposed Highway to be Stopped Up shown with a Potential Permanent Cycle Lane by London Borough of Camden

**SHEET NUMBER**  
 6058325-SU-002

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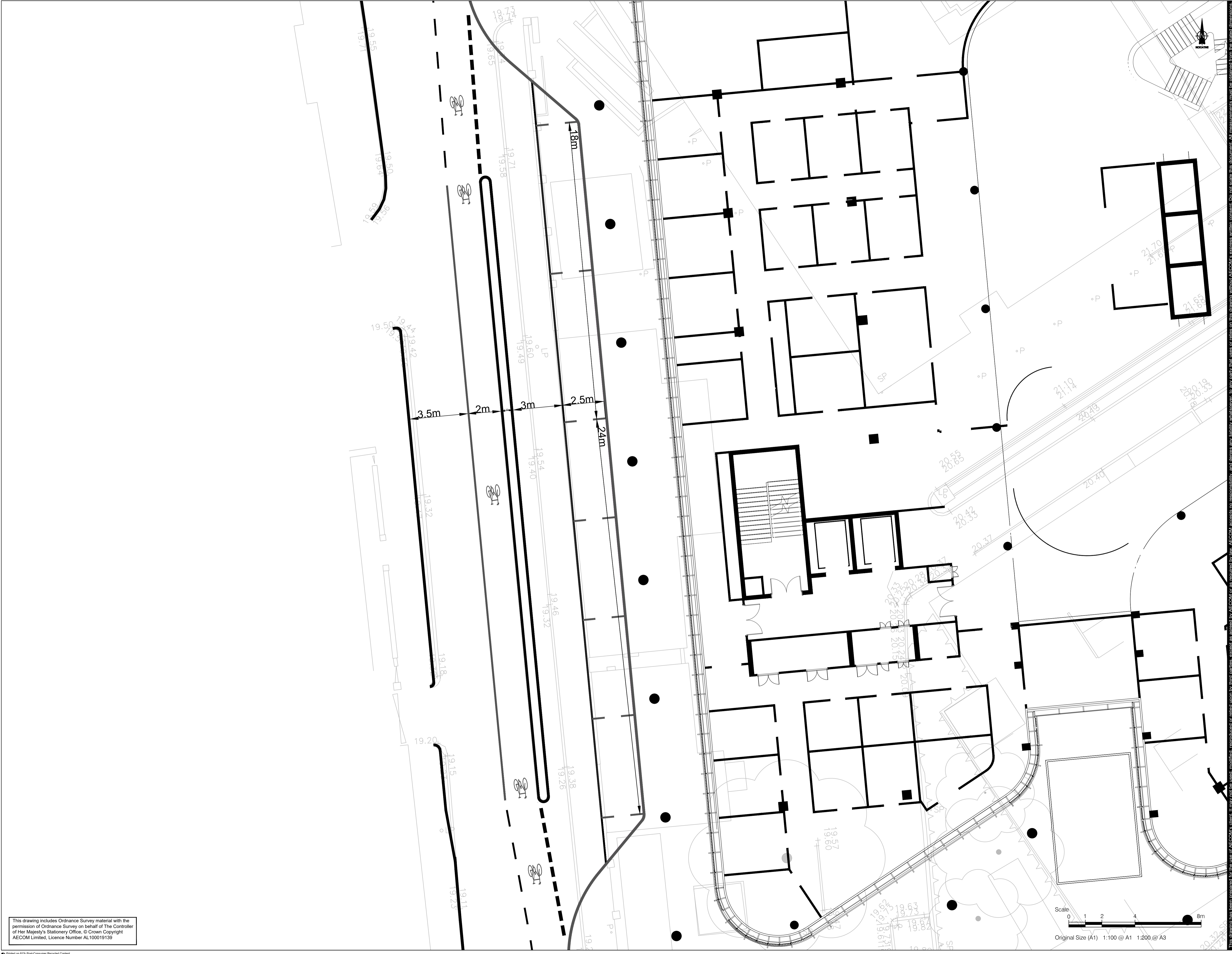
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Latest Revision Initials: Checked: JSC  
Project Reference Number: 6058325

Last saved by: CALLAWAYC/2024-01-19\_ Last Plotted: 2024-02-02  
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**KEY**

- Potential Permanent Cycle Lane

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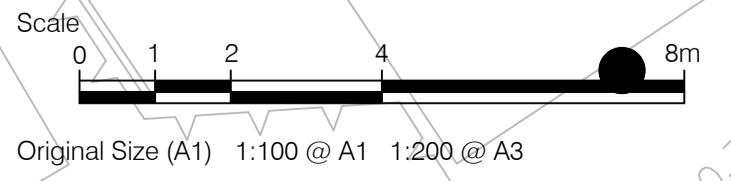
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Proposed Drop-Off Bay

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**SHEET TITLE**  
Proposed Drop-Off Bay and St Pancras Way/Granary Street Pedestrian Crossing Improvements

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**VEHICLE PROFILES**

	3.5t Panel Van Overall Length: 5.93m Overall Width: 2.36m Overall Body Height: 2.50m Min Body Ground Clearance: 0.33m Track Width: 1.96m Lock to lock time: 4.00s Kerb to Kerb Turning Radius: 6.40m
	7.5t Panel Van Overall Length: 7.21m Overall Width: 2.10m Overall Body Height: 2.44m Min Body Ground Clearance: 0.31m Track Width: 1.85m Lock to lock time: 4.00s Kerb to Kerb Turning Radius: 7.20m
	Large Car (2006) Overall Length: 5.07m Overall Width: 1.87m Overall Body Height: 1.52m Min Body Ground Clearance: 0.31m Max Trunk Width: 1.83m Lock to lock time: 4.00s Kerb to Kerb Turning Radius: 5.90m

**ISSUE/REVISION**

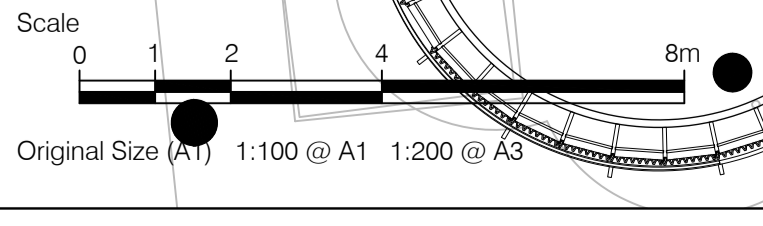
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**SHEET TITLE**  
 Proposed Drop-Off Bay  
 showing Potential Vehicle Accommodation

**SHEET NUMBER**  
 60558325-SU-005

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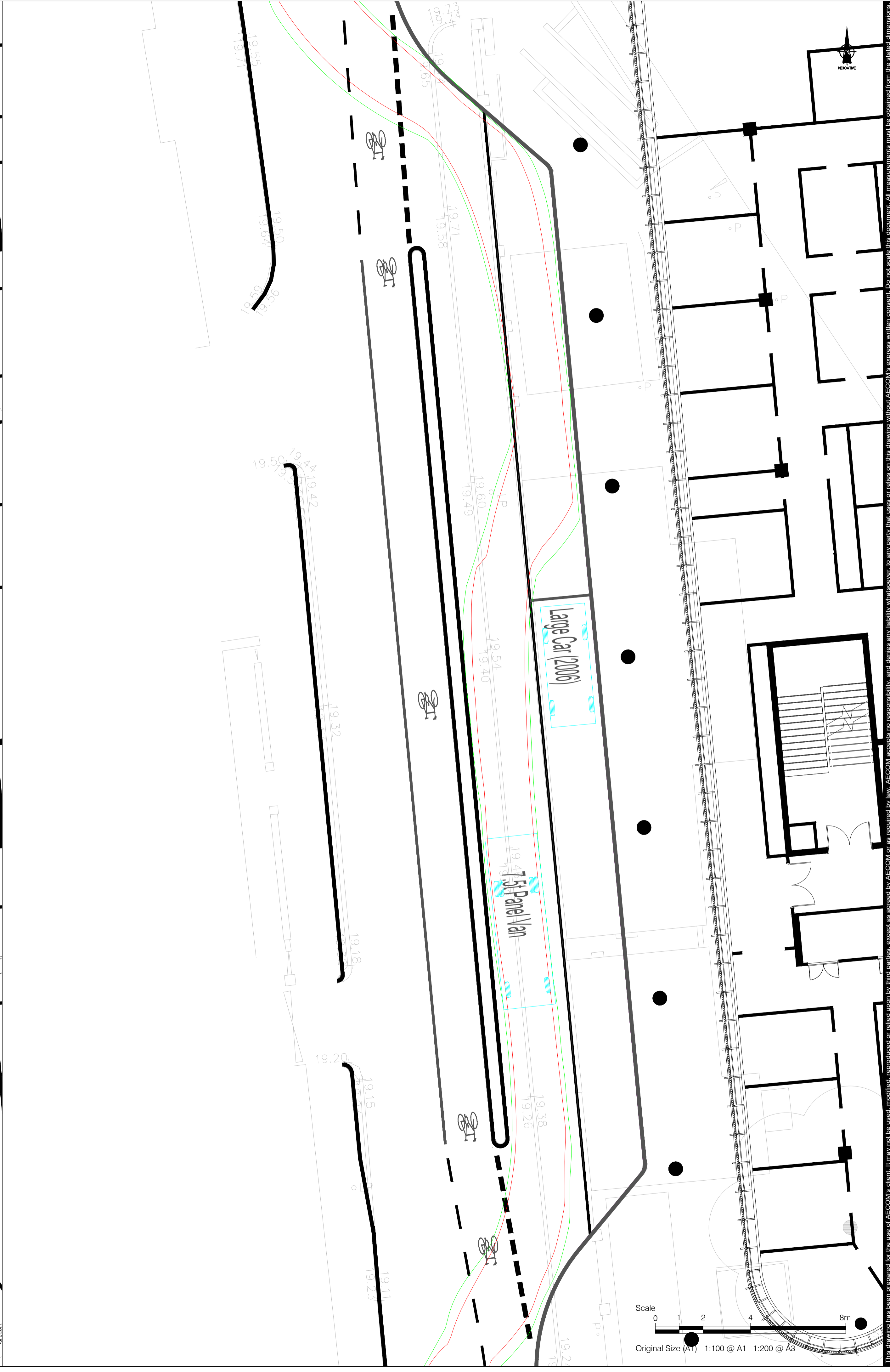
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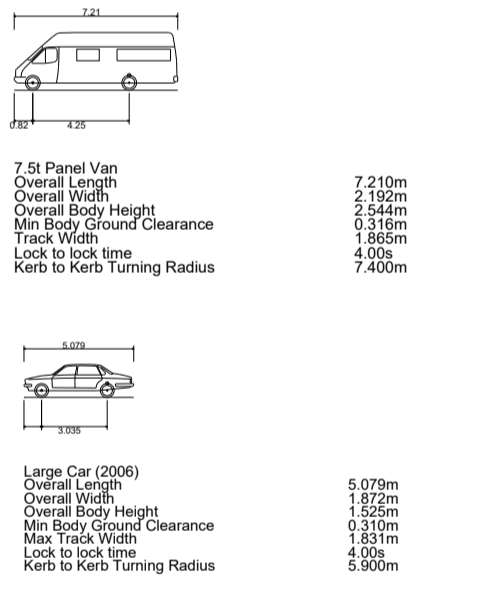
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**VEHICLE PROFILE**



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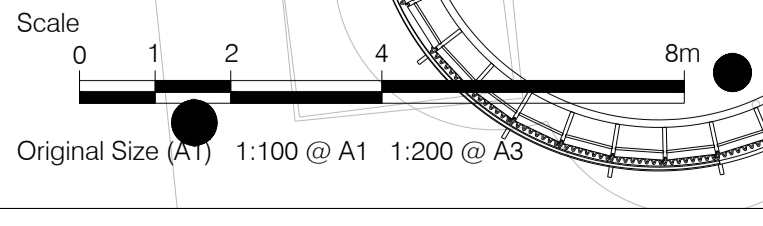
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NR	DATE	DESCRIPTION

**SHEET TITLE**  
 Swept Path Analysis:  
 Shuttle Bus / Mini Bus

**SHEET NUMBER**  
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## **APPENDIX B**

### **Cycle Parking**

**Minimum Cycle Parking Standards** (Ref: London Plan (Intend to Publish) Table 10.2)

Land Use	Long-stay	Short-stay
Hospitals	1 space per 5 FTE staff	1 space per 30 FTE staff
B1 R&D	1 space per 250sqm GEA	1 space per 1,000sqm GEA
Education (D1 Other)	1 space per 8 FTE staff	1 space per 100sqm GEA
A3-A5 café / restaurant / take away	From a threshold of 100sqm, 1 space per 175sqm GEA	From a threshold of 100sqm, 1 space per 20sqm GEA

**Cycle parking requirements**

Land Use	GEA (sqm)	Staff	London Plan Standards			LB of Camden 20% Uplift		
			Long-Stay Spaces	Short-Stay Spaces	Total	Long-Stay Spaces	Short-Stay Spaces	Total
Hospitals		1490	298	50	348	358	60	417
B1 R&D	7925		32	8	40	38	10	48
Education (D1 Other)	1939	38	5	19	24	6	23	29
A3-A5 café/restaurant/take away	303		2	15	17	2	18	20
<b>TOTAL</b>			<b>336</b>	<b>92</b>	<b>428</b>	<b>403</b>	<b>111</b>	<b>514</b>