

# Alternative Transport Provision

<b>Client name</b> Moorfields Eye Hospital NHS Foundation Trust UCL Institute of Ophthalmology Moorfields Eye Charity	<b>Discipline</b> Transportation	<b>Date</b> 22 April 2021	<b>Project number</b> 60588325
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## Revision History

Revision	Revision date	Details	Authorised	Name	Position

## 1. Introduction

Notwithstanding the assessments undertaken to date, the applicant is committed to exploring alternative transport provision should it transpire that the number of patients arriving at the site by taxi is higher than anticipated and the proposed drop-off facility does not have sufficient capacity to accommodate demand.

The applicant is happy to agree to a suitably worded obligation for inclusion within the s106 legal agreement to obligate it to assess alternate provision against a set of criteria agreed with Camden and TfL in writing ahead of assessment.

If alternative provision is deemed to be necessary, then the applicant will be obligated to deliver the preferred solution following assessment, details of which would be agreed in writing with Camden and TfL in advance of implementation.

## 2. Background

The drop-off facility on St Pancras Way has been designed to accommodate peak car, taxi and NEPT activity, based on anticipated demand and assumptions on average dwell times. A travel survey of UCL and Moorfields staff, students, visitors, patients and their carers/family members was carried out in February 2021 to provide evidence that the assumptions made in the Transport Assessment were reasonable (ref Aecom Technical Note TN004 'Travel Behaviour Survey Results', March 2021).

Based on the proportion of patients who expressed a preference to travel from Rail/LU stations to the Oriel site by taxi, the results of the survey indicated that the proposed drop-off facility would operate within but close to its theoretical capacity. A proportion of respondents also expressed a preference to travel by bus from Rail/Underground stations to the Oriel site. Currently there is no convenient bus service between the Kings Cross/St Pancras and Euston area and the site itself, and if these trips were all made by taxi instead, the capacity of the drop-off facility could be exceeded at peak times. In this case, alternative provision would be required to avoid potential congestion on the local highway network.

## 3. Alternative Transport Solution Options

If a requirement for alternative transport provision is identified, in addition to other Last Half Mile measures, the options to be considered, in collaboration with TfL and other stakeholders (including future occupants of the Kings Cross Hospital site and wider Knowledge Quarter area) are as follows:

- A new or re-routed TfL bus service from Kings Cross/St Pancras to the Oriel site;
- A shuttle/minibus service between local stations and the site, operated by/on behalf of Oriel;
- A shuttle/minibus service between local stations and the site, operated by a third party.

An initial high level review of whether a shuttle/minibus could potentially achieve an appropriate route was undertaken in 2020. This confirmed that there is a potential one way ring route with the option to include the following stops:

- Midland Road (for St Pancras)
- Eversholt Street (for Euston Station)
- Mornington Crescent Underground Station
- Camden Town Underground Station
- Camden Road Station
- Oriel Eye Health Centre

Train travellers into Kings Cross mainline or underground, would use the proposed green line to find their way to the Midland Road stop. If a shuttle/mini-bus service is to be considered specifically for Oriel, this would need to be sustainable environmentally and financially, so would likely be electric/hybrid vehicles with contactless fares charged. The service would ideally operate under a London Service Permit to enable existing TfL bus stops and bus lanes to be used. Off-site parking for vehicles would need to be provided when not in use.

## 4. Methodology

Given the current Covid situation and the planned opening of the Oriel building in 2026, it is proposed that a new travel survey is carried out once Covid-19 restrictions have been fully lifted and travel patterns have returned to normal, using face-to-face interviews with patients at the City Road site. This would be undertaken prior to opening of the Oriel building, and will provide more detailed information on likely travel choices to the new site.

If the results of the new survey indicate that it is likely that the capacity of the drop-off facility will be exceeded, the applicant is prepared to commit to exploring the other options outlined above, including discussions with TfL regarding funding for re-routing of existing services or provision of a new bus service to serve the site, and investigating the provision of a private minibus/shuttle bus service from local stations to the site operated either by Oriel or a private operator.

## 5. Monitoring

The applicant is prepared to commit to undertaking ongoing monitoring of the use of the drop-off from opening through the Travel Plan process. This would include traffic surveys including traffic counts by vehicle type and monitoring of any congestion on St Pancras Way and Granary Street in the vicinity of the Oriel building. Monitoring would be at 6 months from opening, 12 months after opening and then annually.