

# TN006: Last Half Mile – Provision of New Bus Stops

<b>Client name</b> Moorfields Eye Hospital NHS Foundation Trust UCL Institute of Ophthalmology Moorfields Eye Charity	<b>Discipline</b> Transportation	<b>Date</b> 15 December 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

## 1. Introduction

In order to encourage staff and patients at the Oriel building to use public transport, particularly for 'Last Half Mile' trips to/from Kings Cross and St Pancras International stations, new bus stops on Pancras Road have been proposed as part of the Last Half Mile mitigation strategy in discussion with LB Camden.

In reviewing alternatives for the potential location of new bus stops, consideration of the following key points has informed the process:

- The need for proximity to a crossing point (noting that there is no crossing of the Pancras Road arm of the signalised junction to the east of St Pancras Way);
- There needs to be sufficient space available to accommodate the carriageway, existing cycle lanes and two footways while introducing a bus stop and waiting area; and
- That there is to be no diversion of the bus route.

## 2. Proposals

Given the factors outlined above, and the spatial constraints on the local highway, the vicinity of the existing zebra crossing near Goldington Crescent and the entrance to St Pancras Gardens was considered the closest location to the Oriel site that could accommodate new bus stops. The proposed bus stop locations are shown on drawing no. 60588325-BS-001 in Appendix A.

In this location, the existing footways are wider than they are closer to St Pancras Way, enabling a bus stop island to be created in order to accommodate Cycle Superhighway 6, similar to other bus stops on Pancras Road. Each bus stop could be located on the 'exit' side of the crossing, so that people alighting would then cross the road behind the bus and not in front. Two options for the crossing have been provided: retaining the existing Zebra crossing; or preferably as highlighted in the Last Half Mile study, a signalised crossing upgrade could be implemented, as shown by the inset box on the plan in Appendix A, subject to consent from TfL.

### Bus Stop Spacing

Figure 1 below illustrates the approximate separation between the existing bus stops along the route as well as identifying the position of the potential bus stops being considered. The southbound separation of existing stops (red line) is 300m and the northbound (orange line) is 360m. Previous bus design guidance indicated a separation of around 400m between bus stops as a general rule with potential for reduced separation in centres where bus demand is higher. The latest guidance is less prescriptive, although it does indicate a need to balance the benefit of frequent stops with the impact on journey times. Given the spacings of the existing bus stops, it is considered more likely that these would be additional bus stops, rather than relocation of existing stops, but this would be subject to agreement with TfL.

Figure 1: Existing Bus stop spacing



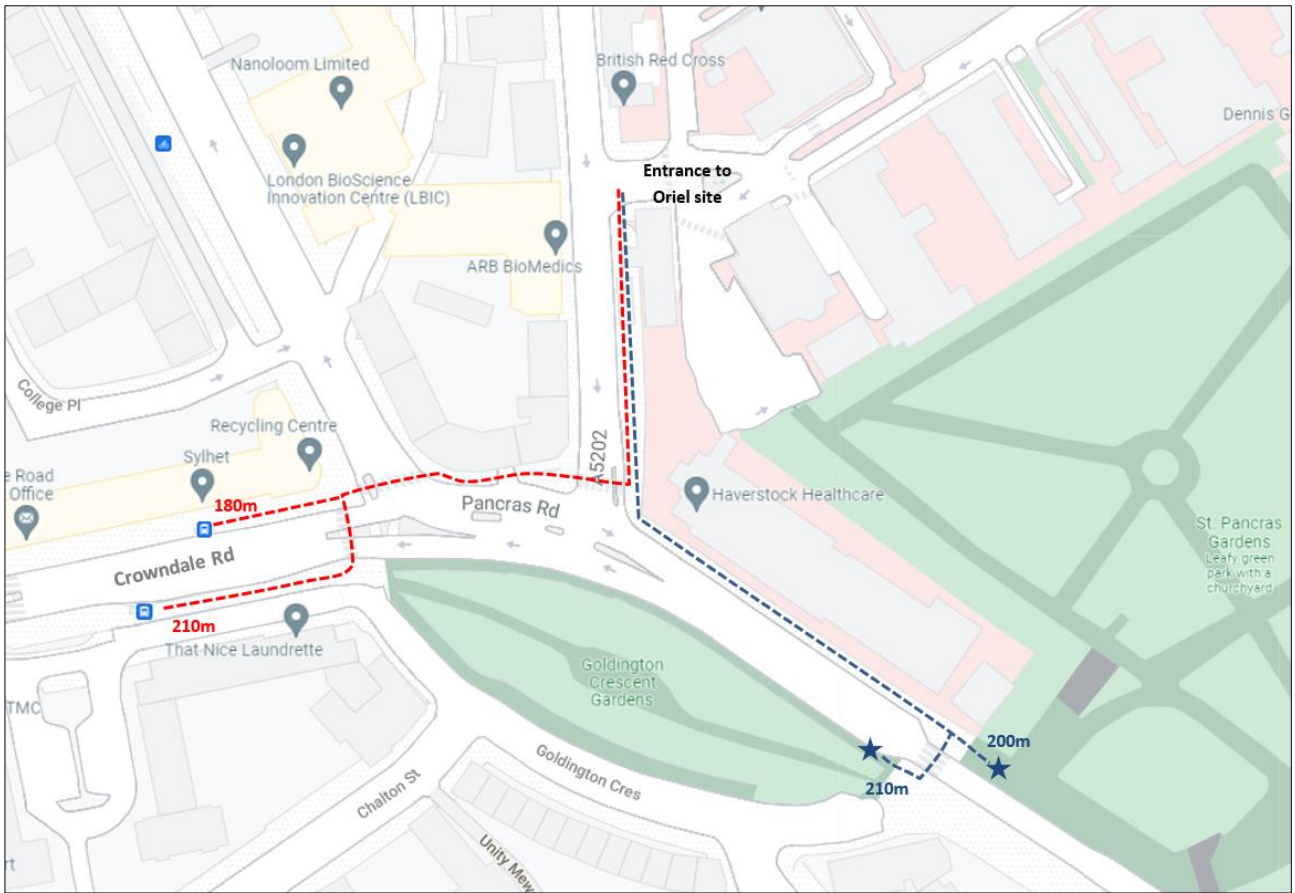
© Google Maps

With the introduction of the new bus stops, the southbound spacing would become approximately 200m/100m, and the northbound spacing would become 200m/160m.

### Walking Routes to/from Oriel building

Figure 2 below illustrates the walking routes between the Oriel site entrance and the existing and proposed bus stops.

Figure 2: Walking Routes to/from Oriel site



© Google Maps

Table 1 below includes a comparison of the distances and crossing facilities along each route.

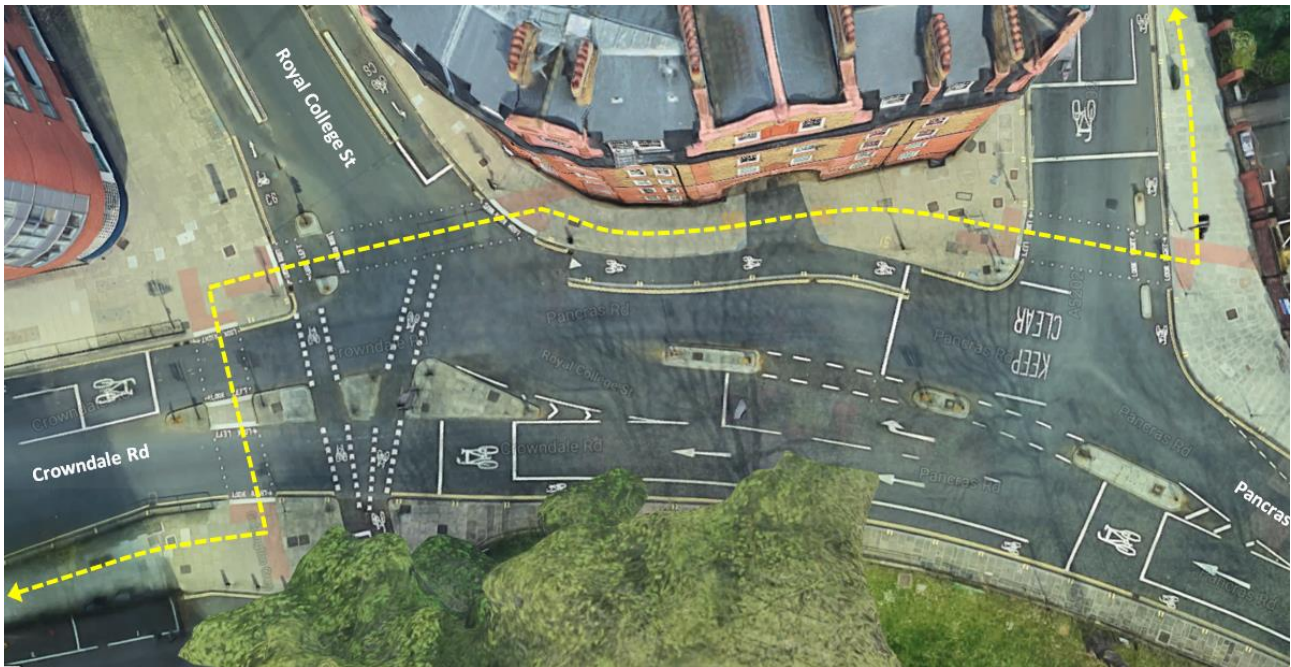
Table 2: Comparison of routes from Oriel site to existing and proposed bus stops

Option	Walking Distance	Signalised Crossings	Zebra Crossings	Uncontrolled Crossings
<b>Existing Bus stops</b>				
Westbound stop	210m	3	0	0
Eastbound stop	180m	2	0	0
<b>Proposed bus stops – Zebra Crossing Option</b>				
Westbound stop	210m	0	1	0
Eastbound stop	200m	0	0	0
<b>Proposed bus stops – Signalised Crossing Option</b>				
Westbound stop	210m	1	0	0
Eastbound stop	200m	0	0	0

Figure 2 and Table 1 above demonstrate that the walking distances to/from the existing and proposed bus stops are similar. The main advantage of the proposed bus stops is the simplification of the route, which is a particular consideration for patients with sight impairment. This is illustrated below.

The route to/from the existing westbound bus stop on Crowndale Road requires crossing three signal controlled crossings, all in close proximity, as shown in Figure 3 below.

Figure 3: Pedestrian Crossings at Crowndale Road / Pancras Road / Royal College Street Junction



© Google Maps

The crossing on Crowndale Road is a two-stage crossing, with a relatively narrow pedestrian refuge in the middle of the busy road. Immediately to the east of this is the Royal College Street crossing. This is single stage but has segregated cycle lane crossings, and the road markings could cause some confusion with (moving west to east) 'Look Right' markings on the cycle lane immediately followed by 'Look Both Ways' on the main carriageway.

In contrast, on the route to/from the proposed bus stop, only one crossing is required (either the existing Zebra crossing or the signal controlled option on Pancras Road).

The route to/from the existing eastbound bus stop on Crowndale Road requires crossing the two signal controlled crossings (St Pancras Way and Royal College Street) as shown in Figure 3, whereas to the proposed new bus stop it is not necessary to cross any roads.

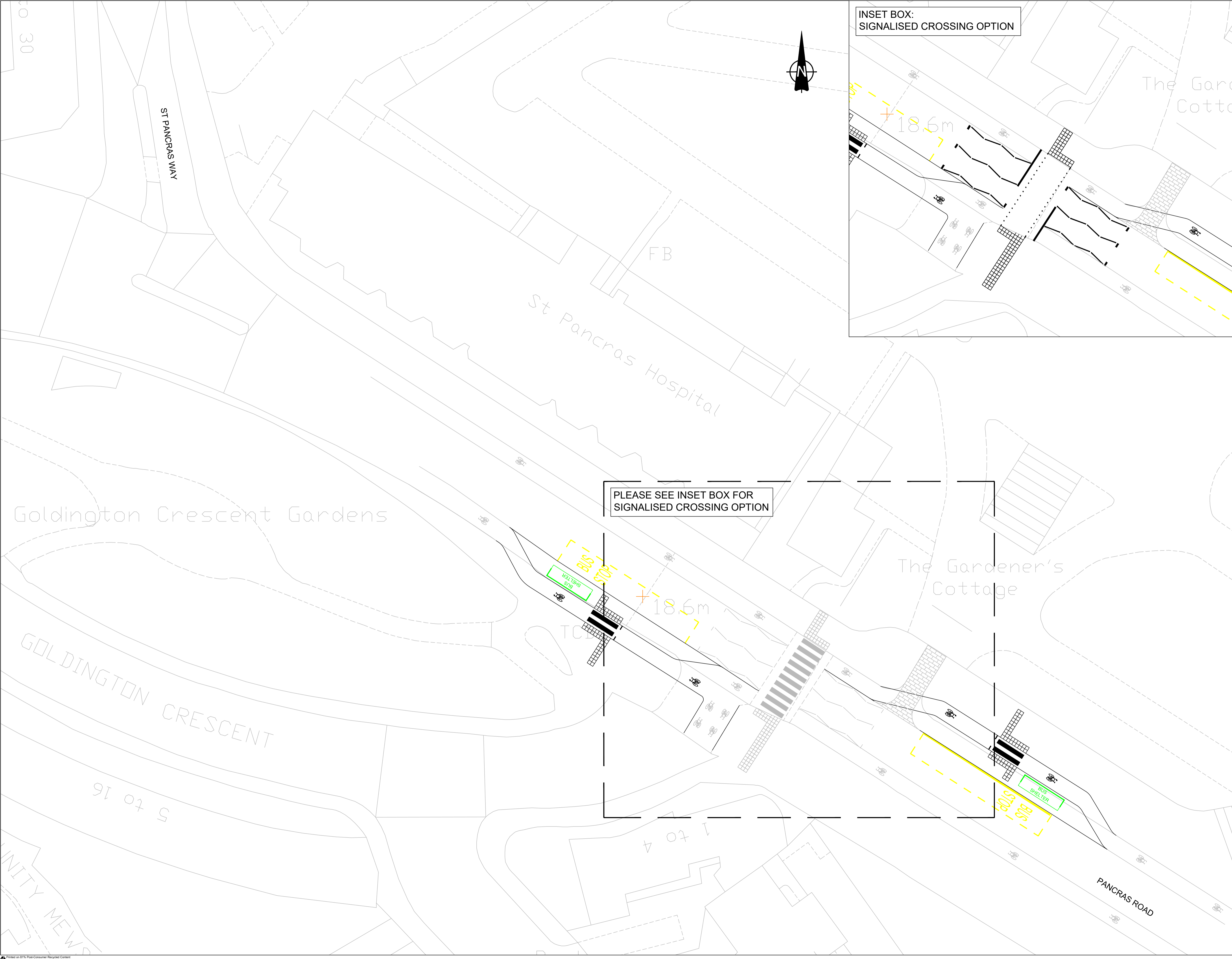
As part of the Last Half Mile mitigation proposals, a Green Line is proposed along the route between Kings Cross and St Pancras International stations and the Oriel site. The proposed route of the Green Line runs on the western side of Pancras Road up to the Zebra crossing between the proposed new bus stops. From here the Green Line crosses to the eastern side of Pancras Road and follows the footway to the Oriel site entrance. Patients would therefore be able to use the Green Line as a guide between the proposed new bus stops and the Oriel building.

## Consultation

The proposal for the new bus stops has been submitted to both LB Camden and TfL for comment. LB Camden has responded stating support for the proposal. To date TfL has not provided a response.

# APPENDIX A – Drawing No. 60588325-BS-001 *Potential Bus Stops Pancras Road*

ISO A1 594mm x 841mm  
 Project Management Initials: Designer: DC  
 Checked: SO  
 Approved: RS  
 Latest Revision Initials: Designer: DC  
 Checked: SO  
 Approved: RS  
 Project Reference Number: 6058325



INSET BOX:  
SIGNALISED CROSSING OPTION

PLEASE SEE INSET BOX FOR  
SIGNALISED CROSSING OPTION



**CONSULTANT**  
 AECOM House, 63-77 Victoria Street,  
 St Albans, Hertfordshire, AL1 3ER  
 +44(0)1727 535000 tel  
 +44(0)1727 535099 fax  
 www.aecom.com

**PROJECT**  
 ORIEL

**CLIENT**  
 Moorfields Eye Hospital NHS  
 Foundation Trust  
 UCL Institute of Ophthalmology  
 Moorfields Eye Charity

- NOTES**
1. Draft for discussion purposes only.
  2. Subject to road safety audit.
  3. Crossing shown is existing zebra crossing. As per Buro Happold Last Half Mile study, a signalised crossing would be preferable for patients. This option is shown in the inset box.

**DRAFT**  
for discussion

ISSUE/REVISION		
IR	DATE	DESCRIPTION
1	06/05/2021	Draft for Discussion

**SHEET TITLE**  
 Potential Bus Stops  
 Pancras Road

**SHEET NUMBER**  
 6058325-BS-001

**SCALE**  
 1:200 @ A1

This drawing has been prepared for the use of AECOM's client. It may not be used, modified, reproduced or relied upon by third parties, except as agreed by AECOM, or as required by law. AECOM accepts no responsibility, and denies any liability whatsoever, to any party that uses or relies on this drawing without AECOM's express written consent. Do not scale this document. All measurements must be obtained from the stated dimensions.