

ROYAL FREE HYBRID THEATRES EXTENSION

TRANSPORT STATEMENT

PROJECT NO. 24/054 DOC NO. D001

DATE: OCT 2024

VERSION: 2.0

CLIENT: ROYAL FREE LONDON NHS FOUNDATION TRUST



Royal Free London
NHS Foundation Trust

Velocity Transport Planning Ltd

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TABLE OF CONTENTS

1	INTRODUCTION	1
2	POLICY CONTEXT	3
3	BASELINE CONDITIONS AND ACCESSIBILITY	7
4	DEVELOPMENT PROPOSALS	15
5	TRIP GENERATION ASSESSMENT.....	18
6	CONCLUSION.....	22

FIGURES

FIGURE 1-1: PROPOSED BOUNDARY PLAN	1
FIGURE 3-1: SITE CONTEXT PLAN	7
FIGURE 3-2: WALKING CATCHMENT PLAN	8
FIGURE 3-3: LOCAL CYCLE ISOCHRONE.....	9
FIGURE 3-4: LOCAL CYCLE ROUTES PLAN.....	9
FIGURE 3-5: SITE PTAL MAP	10
FIGURE 3-6: CONTROLLED PARKING ZONE MAP.....	13

TABLES

TABLE 3-1: SUMMARY OF LOCAL BUS SERVICES	11
TABLE 3-2: RAIL SERVICE TABLE	11
TABLE 5-1: MODE SHARE (2024)	19
TABLE 5-2: PROPOSED TRIP GENERATION – BY MODE SHARE.....	20



APPENDICES

APPENDIX A	PROPOSED SITE LAYOUT PLAN
APPENDIX B	SWEPT PATH ANALYSIS



1 INTRODUCTION

1.1 APPOINTMENT

1.1.1 Velocity Transport Planning (VTP) has been appointed by Royal Free London NHS Foundation Trust (the 'Applicant') to prepare a Transport Statement (TS) in support of a planning application in relation to Royal Free Hospital, Pond St, London NW3 2QG (the 'Site').

1.1.2 The application proposals seek to provide a new 3-storey extension to the existing main hospital building (1,652m²) GIA which will house 2No. new hybrid theatres, recovery and associated support space. (the 'Proposed Development'). The planning description for the Proposed Development is as follows:

1.1.3 *'Proposed extension to hospital at second and third storey level (above ground) with undercroft area beneath to deliver extension to hybrid theatres alongside roof-level plant and enclosure and associated works.'*

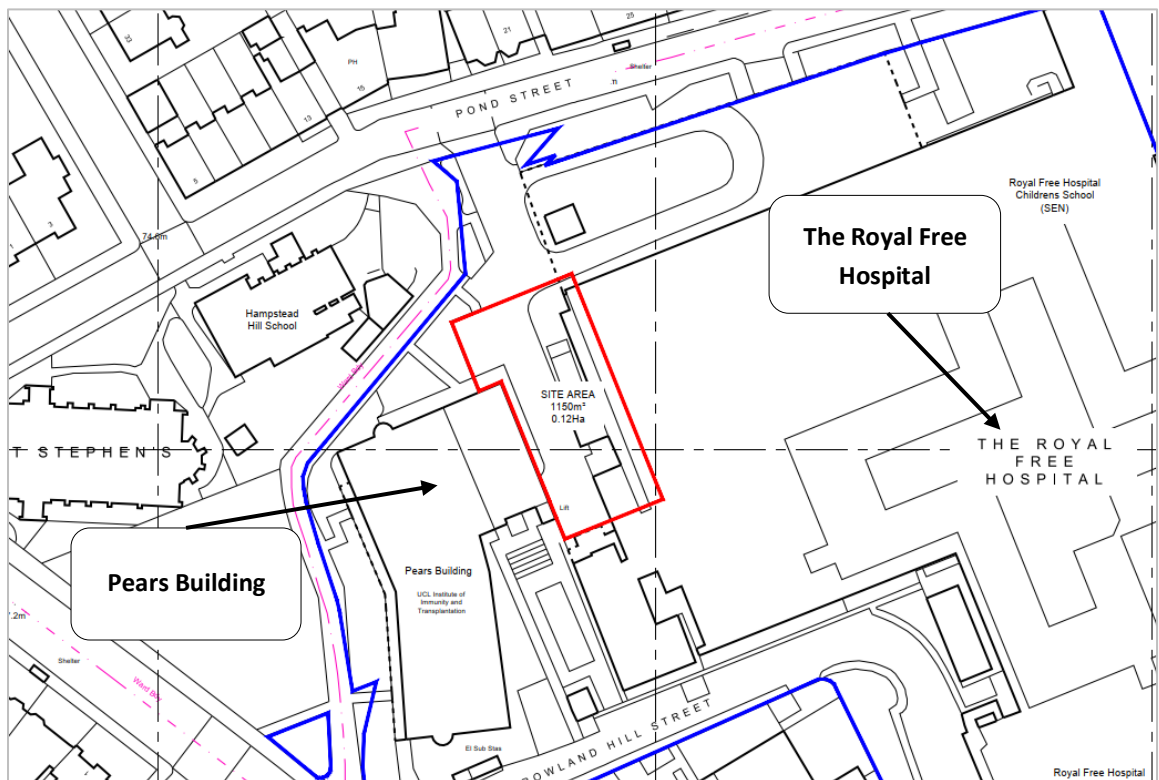
1.1.4 The local planning and highway authority is the London Borough of Camden ('LBC').

1.2 DEVELOPMENT PROPOSAL

1.2.1 The Proposed Development is an extension to be situated between the existing main Royal Free Hospital building and the adjacent Pears Building. The Proposed Development is enclosed on three sides and includes an existing ground floor vehicular access route. The extension will occupy space at the second and third floors, with minimal impact on the existing services, access and facilities at ground level.

1.2.2 The proposed red line boundary plan is presented below in **Figure 1-1**.

Figure 1-1: Proposed Boundary Plan



1.3 PRE-APPLICATION ENGAGEMENT

1.3.1 In preparation for the submission of the Proposed Development, a pre-application meeting was held with LBC's Transport and Highways team on **22 May 2024** to discuss the development proposals and address transport-related considerations.

1.3.2 Following this meeting, correspondence between Velocity and LBC's Transport and Highways team took place in order to confirm the scope of the transport assessment methodology and any additional requirements. The main points discussed and confirmed through this engagement include:

- ⦿ Updated Travel Behaviour Analysis: Confirmation of the need for a revised review of staff, patient, and visitor travel behaviour, including a travel survey to validate mode share assumptions.
- ⦿ Transport Statement vs. Assessment: Agreement that a Transport Statement would be sufficient instead of a full Transport Assessment, based on the scale and nature of the development.
- ⦿ Parking Impact: A review of on-site car park impact resulting from the development proposal would be required, subject to additional vehicle trips identified.
- ⦿ Delivery and Servicing Arrangements: Agreement that detailed information on delivery and servicing arrangements should be included in the Transport Statement.
- ⦿ Car Park Management Plan: Evidence of the Hospital's Car Park Management Plan would be required, depending on the assessed parking demand for the Proposed Development.
- ⦿ Trip Generation Methodology: It was agreed that we utilise trip generation figures from the Maggie's Centre application (Planning Ref: 2019/4937/P) where applicable. It was also recognised that project-specific assumptions may be necessary to account for the unique operational characteristics of the Proposed Development.

1.4 REPORT STRUCTURE

1.4.1 The remainder of this Transport Statement is structured as follows:

- ⦿ **Section 2:** Provides a summary of relevant national, regional and local policy guidance
- ⦿ **Section 3:** Provides a review of baseline conditions and accessibility;
- ⦿ **Section 4:** Sets out the development proposals in detail;
- ⦿ **Section 5:** Set out the trip generation assessment for the Proposed Development; and
- ⦿ **Section 6:** Concludes the report.



2 POLICY CONTEXT

2.1 INTRODUCTION

2.1.1 The key planning policy and guidance that the proposals have been reviewed against comprise the following:

- ⦿ National Planning Policy Framework ('NPPF', 2023);
- ⦿ Draft National Planning Policy Framework (2024);
- ⦿ The London Plan (2021).
- ⦿ The Mayor's Transport Strategy (2018);
- ⦿ Camden Local Plan (2017);
- ⦿ Draft Camden Local Plan;
- ⦿ Camden Transport Strategy (2019-2041); and
- ⦿ Hampstead Neighbourhood Plan (2018-2033)

2.2 NATIONAL POLICY

NATIONAL PLANNING POLICY FRAMEWORK (2023)

2.2.1 The National Planning Policy Framework (NPPF) was revised in December 2023 and sets out the Government's planning policies for England and provides a framework within which locally prepared plans for housing and other development can be produced. At its heart the NPPF sets out a presumption in favour of sustainable development (Paragraph 11).

2.2.2 The NPPF promotes sustainable transport. It notes that transport issues should be considered at the earliest stages of development proposals.

2.2.3 Chapter 9 sets out the requirements for promoting sustainable transport advising that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. The NPPF advises that planning policies should support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.

2.2.4 Paragraph 114 states that when considering development proposals, it should be ensured that:

- a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*



- 2.2.5 Paragraph 115 states that *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*.
- 2.2.6 Paragraph 117 requires all developments that will generate significant amounts of movement to provide a transport assessment so that the likely impacts of the proposal can be assessed.

DRAFT NATIONAL PLANNING POLICY FRAMEWORK (2024)

- 2.2.7 A consultation on updates to the National Planning Policy Framework was published in July 2024. While the proposed changes are still under consultation. The draft NPPF introduces a reference to a 'vision-led' approach in transport planning, emphasising the importance of aligning transport strategies with broader development goals.
- 2.2.8 While these changes are not yet adopted, they have been considered in the preparation of this Transport Statement.

2.3 REGIONAL POLICY

LONDON PLAN (2021)

- 2.3.1 The London Plan is the spatial development strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor's vision for Good Growth.
- 2.3.2 Policy T1 notes that development proposals should target 80% of all trips in London (95% in Central London) to be made by foot, cycle, or public transport by 2041. It states that:
- "All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."*
- 2.3.3 Policy T2 relates to 'Healthy Streets' and seeks development that delivers patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. The Healthy Streets Approach recognises the importance of promoting and facilitating active modes of travel by making developments highly connected by foot and cycle, with reduced vehicle dominance.
- 2.3.4 Policy T4 identifies that development proposals should reflect and be integrated with current and planned transport access, capacity, and connectivity. Transport Assessments are required to support development proposals assessing any impacts on the capacity of the transport network and should focus on embedding the Healthy Streets approach within, and in the vicinity of, new development.
- 2.3.5 Policy T6 sets out that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport.
- 2.3.6 Policy T7 states that *"Development proposals should facilitate safe, clean, and efficient deliveries and servicing"*.
- 2.3.7 Policy S2 on Health and social care facilities emphasises the importance of identifying and addressing local health needs within Development Plans, assessing the impact of service transformation on infrastructure provision, and exploring opportunities for better use of existing and proposed facilities. The policy supports development proposals that enhance health and social care facilities to meet identified needs and new models of care. Importantly for transport considerations,



2.3.8 Policy S2 stipulates that new facilities should be easily accessible by public transport, cycling and walking, aligning with the broader sustainable transport objectives of the London Plan.

2.3.9 MAYOR'S TRANSPORT STRATEGY (2018)

2.3.10 The Mayor's Transport Strategy (MTS) was published in March 2018 and sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years.

2.3.11 The central aim of the MTS is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041.

2.3.12 Three key themes are at the heart of the strategy:

1. Healthy streets and healthy people

The MTS promotes a new Healthy Streets approach to reduce car dependency and increase active, efficient, and sustainable travel. Streets environments should be designed to encourage walking and cycling to assist Londoners with staying healthy.

2. A good public transport experience

For longer trips public transport is the most efficient way for people to travel and should be attractive to facilitate a mode shift away from car use.

2.4 LOCAL POLICY

CAMDEN LOCAL PLAN (2017)

2.4.1 Including Policies T1 (Prioritising walking, cycling and public transport), T2 (Parking and Car-Free Development), T4 (Sustainable movement of goods and materials) and A1 (Managing the Impact of Development).

EMERGING LOCAL PLAN

2.4.2 The Council consulted on the Draft New Local Plan from 17 January to 13 March 2024. This emerging plan sets out Camden's development vision for the next 15 years. Of particular relevance is Policy N1 – North Camden, which includes initiatives such as the implementation of Safe and Healthy Streets schemes and the expansion of the Camden Cycle Network.

CAMDEN TRANSPORT STRATEGY (2019-2041)

2.4.3 The CTS sets objectives to transform transport and mobility in Camden by increasing walking and cycling, improving public transport, reducing car ownership, and enhancing air quality.

2.4.4 The CTS sets our objectives, policies, and measures for achieving this goal which include, increasing walking and cycling, improving public transport in the Borough, reducing car ownership and use and improving air quality.

2.4.5 The CTS delivery plan for 2024/25 includes specific commitments relevant to this development, such as:

- a) *close the slip road from Pond Street to South End Road and create public realm/Streatery area with associated bus stand changes and pedestrian improvements, which form part of a borough wide 'High Street Corridor & Local High Street (e.g. Streateries) Schemes' programme of works.*



- b) *introduce an extension to a permanent 'Walking, Cycling and Road Safety Scheme on Haverstock Hill & Rosslyn Hill' north of Pond Street.*
- c) *continue to expand our dockless e-bike and e-scooter hire network, and*
- d) *to contribute towards the implementation of the CTS Cycling Action Plan, Walking and Accessibility Action Plan, and Road Safety Action Plan.*

HAMPSTEAD NEIGHBOURHOOD PLAN (2018-2033)

- 2.4.6 The Plan emphasises maintaining a walkable and safe environment, addressing traffic congestion, and reducing NO2 pollution. It supports improvements that enhance local amenities and transport infrastructure.
- 2.4.7 The Site lies adjacent to, but not within, the Hampstead Neighbourhood Plan boundary.

DRAFT FREIGHT AND SERVICING ACTION PLAN (FSAP)

- 2.4.8 The draft FSAP aims to promote safe, clean, and efficient delivery and servicing operations in Camden. The plan, expected to be adopted in 2024, will support the objectives outlined in the Camden Transport Strategy.
- 2.4.9 The development site is in accordance with the prevailing national, regional and local transport planning policy, in particular, placing an emphasis on sustainable travel above private car use and encouraging sustainable development.
- 2.4.10 Specific reference is made to paragraph 111 of the NPPF, which states: *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*
- 2.4.11 Where relevant within this TS, the key policies have been referenced to demonstrate how the proposals address and are ultimately in accordance with these requirements.



3 BASELINE CONDITIONS AND ACCESSIBILITY

3.1 SITE LOCATION

3.1.1 The Proposed Development is bounded by Pond Street to the north, the main Royal Free London Hospital building to the east and south, and the Pears Building to the west.

3.1.2 The Site location in comparison to the wider local context is presented below in **Figure 3-1**.

Figure 3-1: Site Context Plan



3.2 WALKING ACCESSIBILITY

3.2.1 The Chartered Institution of Highways and Transportation (CIHT) guidance 'Guidelines for Providing for Journeys on Foot' (2000) suggests a maximum 'acceptable' walking distance for pedestrians without mobility impairment of 2km.

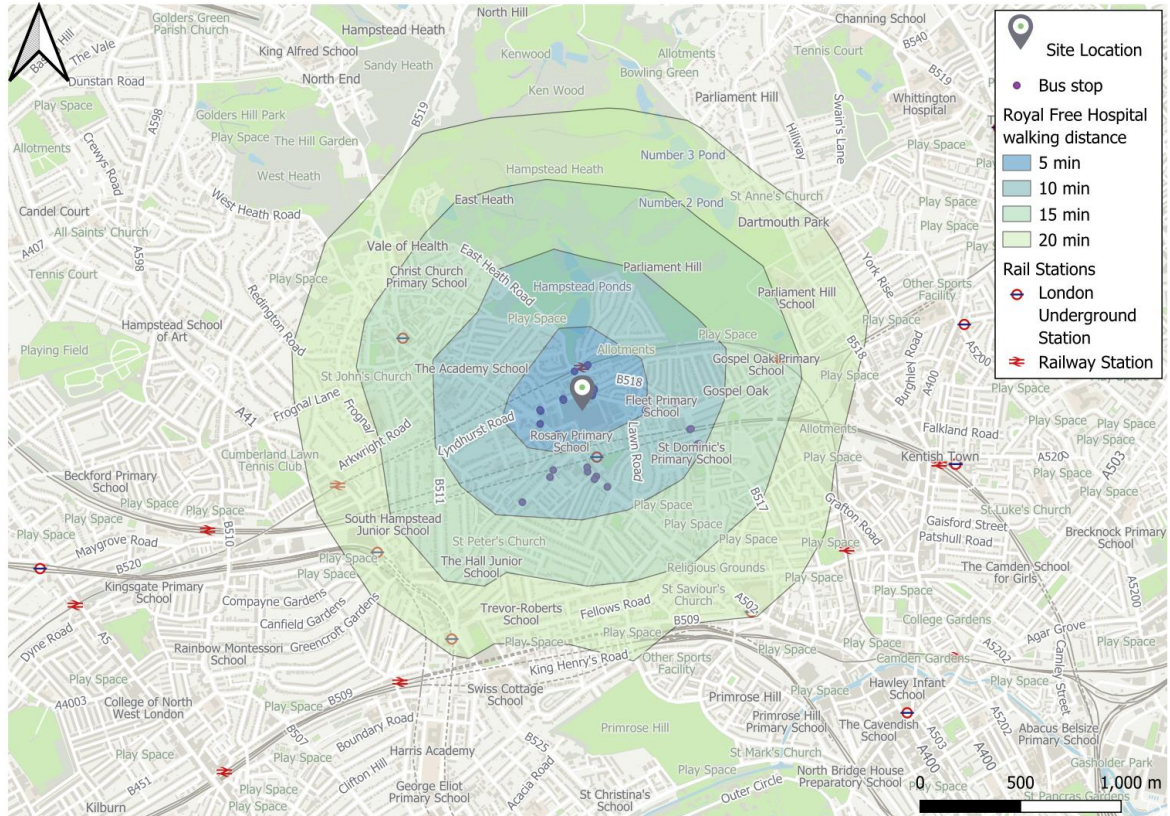
3.2.2 The footways adjacent to the Site are generally of good quality for pedestrian movement. Along Pond Street there are continuous footways on both sides of the carriageway. Dropped kerbs with tactile paving are provided at the Hampstead Green junction. There are two pedestrian crossings facilities along Pond Street located to the east and west of the Site, respectively; both are equipped with dropped kerbs, tactile paving and Belisha beacons.



3.2.3 Along Pond Street there is a dedicated pedestrian access point connected via stairs to the main entrance of the Site, located to the east of the Site. To the north-west of the Site, pedestrians are also able to utilise the footways located along Hampstead Green, with footways located on one side of the street.

3.2.4 **Figure 3-2** shows the 20-minute walking catchment from the Site. It shows Hampstead Heath within a 5-minute walk from the Site and Belsize Park Station within 10 minute-walk. The nearest bus stops are also within a 5-minute walk of the Site (Royal Free Hospital (Stop C and Z)).

Figure 3-2: Walking Catchment Plan



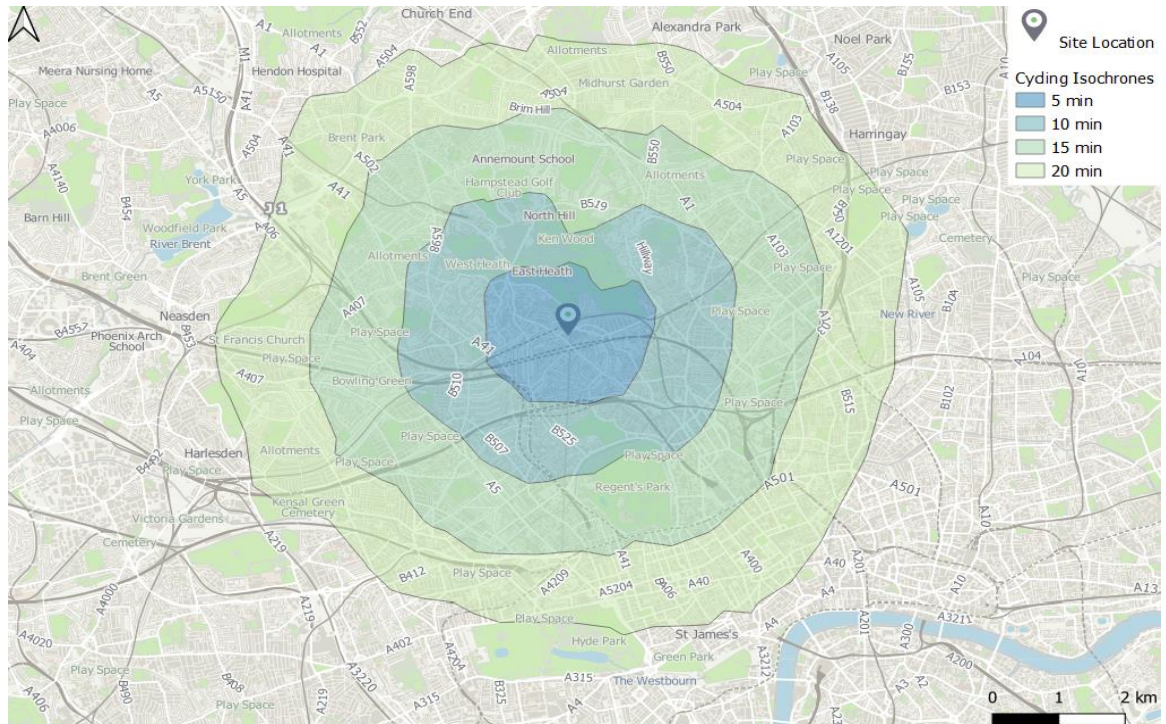
3.3 CYCLING ACCESSIBILITY

3.3.1 A distance of 5km is generally considered to be the maximum preferred distance for trips made by cycling, equating to a 20-minute cycle, although longer trips commonly occur. The area surrounding the Site can generally be regarded as conducive to promoting cycling, with all roads subject to 20mph speed restrictions and various local cycle routes passing close to the Site.

3.3.2 A plan showing the areas within a 20-minute cycle is shown below in **Figure 3-3**.



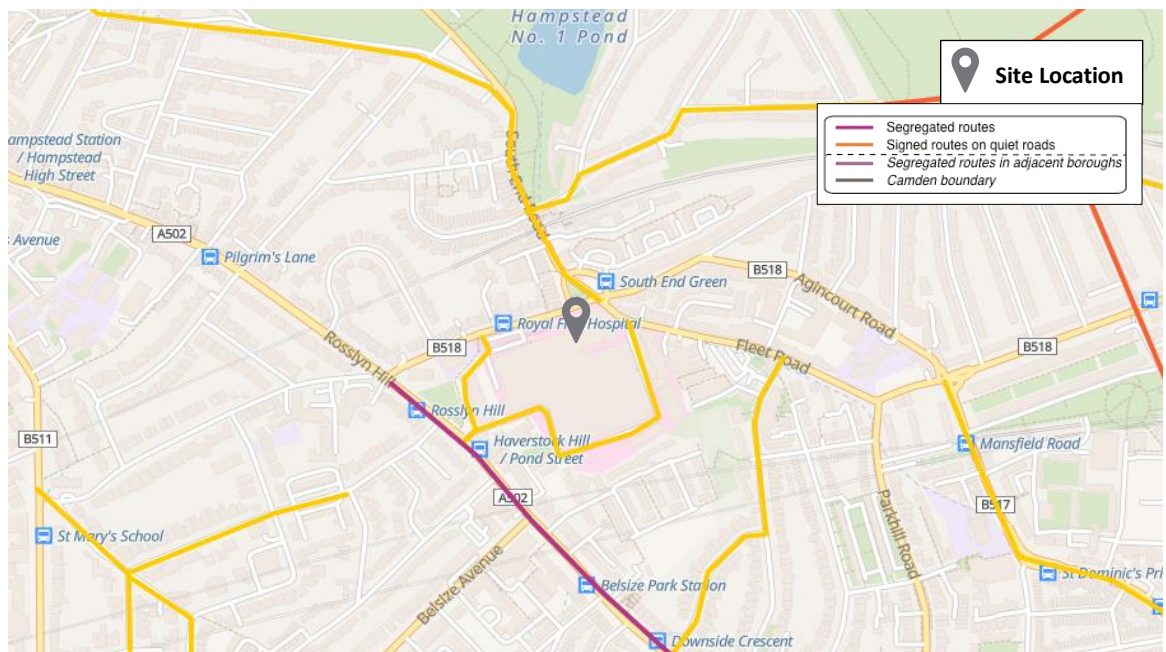
Figure 3-3: Local Cycle Isochrone



3.3.3

An extract of the Camden Cyclists route map is shown in **Figure 3-4** below, which demonstrates that there are segregated routes on Roslyn Hill and signed routes on quiet roads nearby. The segregated routes on Roslyn Hill connect to Cycleway 6 at Price of Wales Road to the south. There are currently 163 cycle spaces on Site. There are additional six spaces located along Pond Street, two on South End Road and four along Fleet Road.

Figure 3-4: Local Cycle Routes Plan



Source: camdencyclists.org.uk



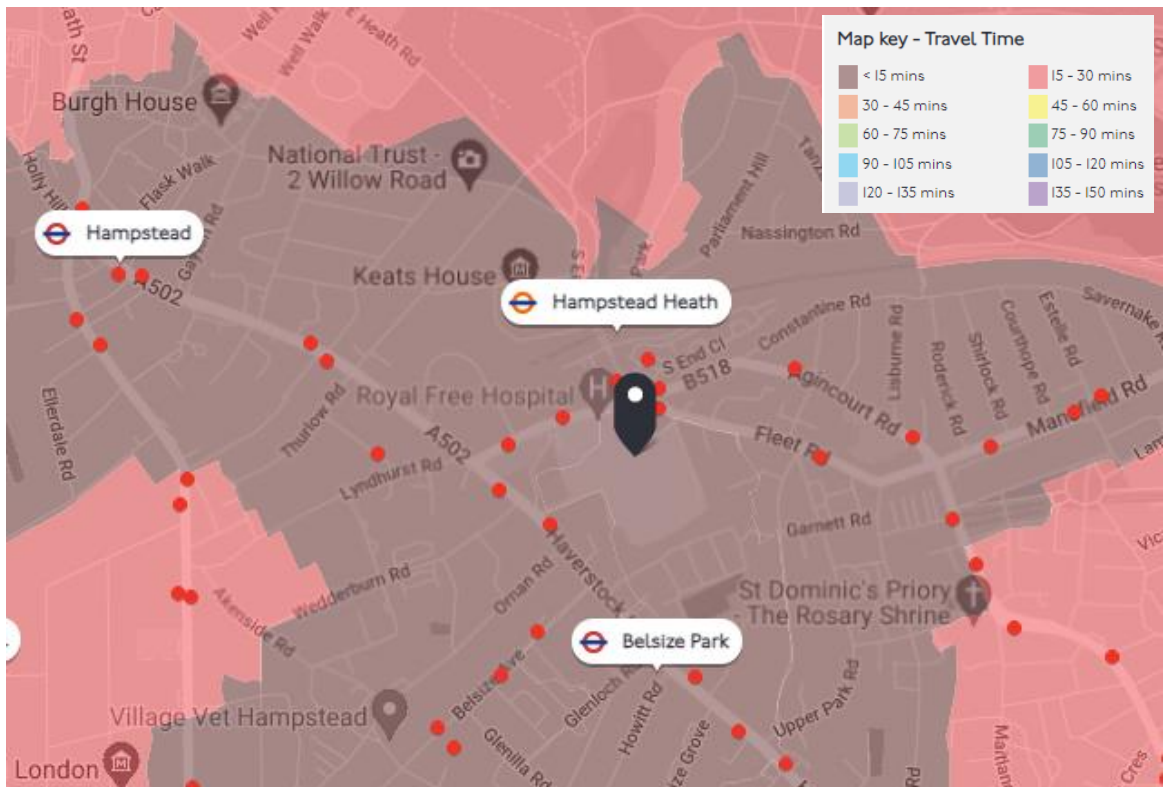
3.4 PUBLIC TRANSPORT ACCESSIBILITY

PUBLIC TRANSPORT ACCESS LEVEL (PTAL)

3.4.1 PTAL is used to assess the connectivity of a Site to the public transport network in consideration of the access time and frequency of services. It considers rail stations within a 12-minute walk (960m) of the Site and bus stops within an eight-minute walk (640m) and is undertaken using the AM peak hour operating patterns of public transport services. An Accessibility Index (AI) score is calculated that is used to define a PTAL score.

3.4.2 An extract of the PTAL map in the vicinity of the Site is shown in **Figure 3-5** below.

Figure 3-5: Site PTAL Map



3.4.3 The PTAL map above shows the Site's AI is 20, which equates to a PTAL of '4 - Good'.

BUS SERVICES

3.4.4 In close proximity to the Site, several bus stops provide convenient access to local services. Notably, bus stops at Royal Free Hospital (Stop C and D), Rosslyn Hill (Stop E), Rosslyn Hill Pond Street (Stop F), Rosslyn Hill (Stop G) are all within a short walking distance, with the furthest being less than 200 meters from the Site. These stops offer access to multiple bus services in both directions.

3.4.5 The bus stops at Royal Free Hospital (Stop C and D), Rosslyn Hill (Stop E), Rosslyn Hill Pond Street (Stop F) and Rosslyn Hill (Stop G), are equipped with essential amenities such as bus shelters, benches, and timetable information to enhance the comfort and convenience of passengers.



3.4.6 The bus service frequencies are shown in **Table 3-1**.

Table 3-1: Summary of Local Bus Services

Bus Stop	Distance	Service	Route	FREQUENCY	
				WEEKDAY	WEEKEND
Royal Free Hospital (Stop C)	73m	1	Canada Water - Hampstead	6 per hour	Sat: 4 per hour
		46	Paddington - City of London	7 per hour	Sat: 4 per hour
		C11	Brent Cross - Archway	11 per hour	Sat: 4 per hour
Rosslyn Hill (Stop E)	100m	1	Hampstead - Canada Water	7 per hour	Sat: 4 per hour
		46	City of London - Paddington	6 per hour	Sat: 4 per hour
		C11	Archway - Brent Cross	12 per hour	Sat: 4 per hour
Rosslyn Hill Pond Street (Stop F)	108m	1	Hampstead - Canada Water	6 per hour	Sat: 4 per hour
		268	Golders Green - South	4 per hour	Sat: 3 per hour
		C11	Archway - Brent Cross	12 per hour	Sat: 4 per hour
		N5	Edgware - Charing Cross	12 per day	Sat: 1 per hour
Rosslyn Hill (Stop G)	120m	1	Canada Water - Hampstead	5 per hour	Sat: 4 per hour
		268	South Hampstead - Golders	4 per hour	Sat: 3 per hour
		C11	Brent Cross - Archway	11 per hour	Sat: 4 per hour
		N5	Charing Cross - Edgware	13 per day	Sat: 1 per hour
Royal Free Hospital	174m	24	Pimlico - Hampstead	12 per hour	Sat: 10 per hour

RAIL/UNDERGROUND SERVICES

3.4.7 Hampstead Heath station is located approximately a 350m walking distance from the Site. Overground services operate frequently throughout the day, including 8 trains per hour to Stratford via Camden Road and up to 4 trains per hour to Richmond and Clapham Junction. There are five cycle parking spaces provided at the station, which are fully covered and monitored by CCTV. The station provides step-free access throughout, with lifts connecting the ticket hall to both platforms.

3.4.8 Belsize and Hampstead Underground Stations provides access to the Northern London Underground lines with an average of 21 trains per hour during peak periods. The station provides connections to other London rail termini, including King’s Cross St. Pancras and Euston station. Belsize station is also located within 600m walking distance from the Site.

3.4.9 **Table 3-2** provides a summary of rail services from nearby London Overground and London Underground stations.

Table 3-2: Rail Service Table

Destination	Frequency (Weekday)	Frequency (Weekend)	Distance
Hampstead Heath (Overground)			
Stratford via Camden Road	8 tph	6 tph	
Richmond	4 tph	4 tph	368m
Clapham Junction	4 tph	4 tph	



Destination	Frequency (Weekday)	Frequency (Weekend)	Distance
Underground			
Belsize Park Underground Station	21 tph	21 tph	548 m
Hampstead Underground Station	21 tph	21 tph	978 m

3.5 LOCAL HIGHWAY CONTEXT

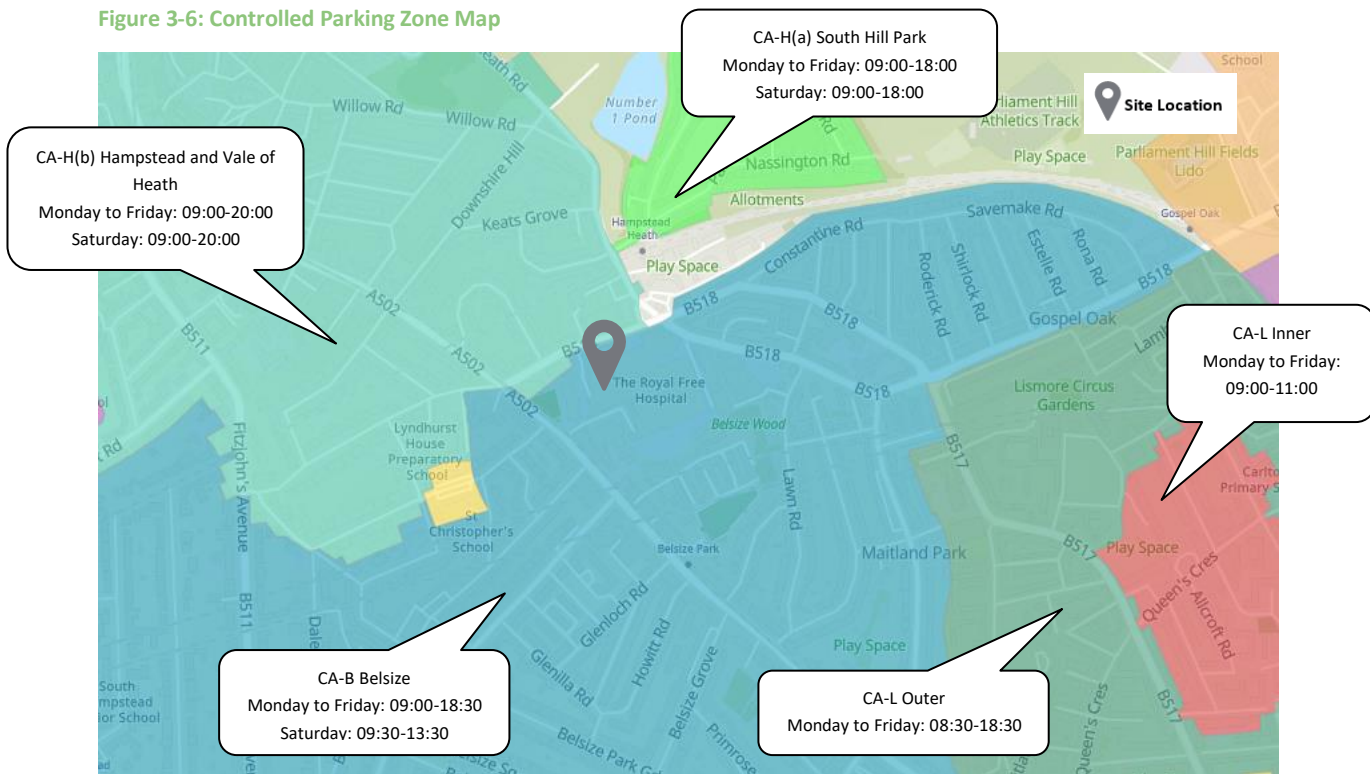
- 3.5.1 The primary access to the Site is via Hampstead Green, accessed from Pond Street. This entrance serves as the main hospital entrance and provides access to the Pears Building car park. Pond Street is a single carriageway road which is street lit with wide footways on either side of the carriageway.
- 3.5.2 Pond Street is connected with the A502 Rosslyn Hill via a four-arm signalised junction. The A502 Rosslyn Hill/ Haverstock Hill is a single carriageway road which is street lit with wide footways on either side of the carriageway.
- 3.5.3 Secondary access is provided by Rowland Hill Street, accessed from the A502 Rosslyn Hill/Haverstock Hill. This entrance serves the staff car park, Rowland Hill Hospital Entrance, and Medical School. Rowland Hill Street is a private road with an enforced speed limit of 5mph.
- 3.5.4 Visitor parking is available in two main areas. The Level 00 car park is accessed via Pond Street, near the main hospital entrance, and is the primary parking facility for visitors. The Level 01 car park is accessible from Haverstock Hill via Rowland Hill Street and serves as an alternative visitor parking option. For those using electric vehicles, charging points are located at the Pears Building, Level 01.
- 3.5.5 An additional access point for servicing and deliveries is available via an unnamed road from Fleet Road to the east of the Site. There is also a servicing area located on Rowland Hill Street to the southwest of the Site.
- 3.5.6 All other roads within the proximity to the Site is subject to a 20mph speed limit.

3.6 PARKING AND LOADING

- 3.6.1 The Site falls within the Controlled Parking Zone (CPZ) CA-B which restricts parking during specified hours to permit-holders only. The restrictions apply from 09:00-18:30 Monday to Friday, and from 09:30-13:30 on Saturday. An extract of LBC’s CPZ map is provided in **Figure 3-6**.



Figure 3-6: Controlled Parking Zone Map



Source: LBC - www.camden.gov.uk/controlled-parking-zone

A502 ROSSLYN HILL/ HAVERSTOCK HILL

3.6.2 The northeast side of A502 Rosslyn Hill/Haverstock Hill features a disabled parking bay for approximately four vehicles south of the Pond Street junction, followed by a taxi rank including e-taxis with a recharging point. On the southwest side, bus stops extend to the Belsize Lane junction, with an intermittent bus lane continuing south to the BP petrol station. North of the Pond Street junction, the road has double yellow lines and resident permit holder spaces (Monday to Friday 09:00 – 18:30, Saturday 09:30 - 13:30).

B518 POND STREET

3.6.3 Pond Street has double yellow lines on both sides from its junction with A502 Rosslyn Hill to Fleet Road. Bus stops are located on the southern side immediately east of the A502 Rosslyn Hill junction, on the northern side opposite the Site approximately 50m from the A502 Rosslyn Hill junction, and on the southern side at the junction with Fleet Road. A 'loading-only' bay is positioned on the north side east of the Hampstead Hill Gardens Junction with Pont Street.

FLEET ROAD

3.6.4 Keep clear zigzags are painted across the carriageway at the western end of Fleet Road. Parking comprises resident permit-holders only and pay-and-display bays on both sides. Pay-and-display operates Monday to Friday 09:00-18:30 and Saturday 09:30-13:30, with a 2-hour maximum stay. An electric vehicle bay is present on the southern side of the carriageway, approximately 30m east of the junction with Pond Street. A bus stop is also located on the southern side, approximately 50m east of the junction with Pond Street.



ASPERN GROVE

- 3.6.5 Aspern Grove is a narrow residential road. Double yellow lines prohibit parking on both sides of the carriageway. The Aspern Grove Estate provides off-street resident parking, accessible only to permit holders requiring valid permits at all times.



4 DEVELOPMENT PROPOSALS

4.1 OVERVIEW

- 4.1.1 The application proposals seek to provide a new 3-storey extension to the existing main hospital building (1782m²) GEA which will house 2No. new hybrid theatres, recovery and associated support space. (the 'Proposed Development'). The planning description for the Proposed Development is as follows:
- 4.1.2 *'Proposed extension to hospital at second and third storey level (above ground) with undercroft area beneath to deliver extension to hybrid theatres alongside roof-level plant and enclosure and associated works.'*
- 4.1.3 The extension will employ 37 Full-Time Equivalent (FTE) staff and will operate 24 hours a day, 7 days a week, aligning with the existing hospital's hours of operation. The Proposed Development will be car-free, with no additional parking spaces provided.
- 4.1.4 These details have been confirmed via discussions with the Trust at pre-application stage.

4.2 PROPOSED ACCESS ARRANGEMENT

PEDESTRIAN ACCESS

- 4.2.1 Pedestrian access to the Proposed Development will remain largely unchanged. The main pedestrian routes to the hospital perimeter will be maintained, including the existing footpath linking Pond Street with Rosslyn Hill between the Pears Building and St Stephen's Church. Internal pedestrian circulation will be modified to incorporate the new extension, with connections created between the existing theatre floor and the new Hybrid Theatre area on Level 3.

CYCLE ACCESS

- 4.2.2 Cycle access to the Site will continue to use existing routes. The Site currently provides 163 cycle parking facilities for staff and visitors.

VEHICLE ACCESS

- 4.2.3 Vehicle access to the Site will remain unchanged following completion of the Proposed Development. The primary vehicular access point from Pond Street will continue to serve the Accident & Emergency department entrance at ground floor. Access to the main entrance parking will also be maintained.
- 4.2.4 Access will be maintained to the disabled parking bays located on the access road immediately outside the Pears Building. The car parking and vehicle circulation area to the northeast of the Site, which includes a drop-off zone, will also remain unaffected by the Proposed Development.
- 4.2.5 From Rosslyn Hill, vehicles will continue to access the existing servicing areas.
- 4.2.6 It should be noted that the access road leading to the existing emergency entrance and Pears Building Car Park will undergo modifications. The supporting structure for the new extension will straddle this access road, with columns strategically positioned to minimise conflict with existing structures, services and vehicle routes. This alteration will have a minor impact on the access road width.



4.2.7 Swept path analysis demonstrating the suitability of the ground level access road for refuse collection and ambulance access is provided in **APPENDIX B**.

4.2.8 Temporary impacts on access arrangements may take place during the construction phase. This, along with a temporary access strategy, will be detailed within the Construction Management Plan provided as part of the planning application.

4.3 CYCLE PARKING

4.3.1 Based on the 37 Full-Time Equivalent (FTE) staff, it is expected the development will generate a demand for 12 cycle parking spaces, comprising eight long-stay and four short-stay spaces (including the additional Camden requirement).

4.3.2 Given the minimal cycle parking requirements generated from the proposed development, and the variety of cycle parking space availability existing on-site, we do not envisage a requirement to deliver additional cycle parking spaces on-site in this instance. The demand will be accommodated within the existing provision.

4.3.3 The Trust is willing to engage in further discussions with the Borough regarding cycle parking provision prior to the determination of the application, if deemed necessary.

4.4 CAR PARKING

4.4.1 The Proposed Development will be car-free, with no additional parking spaces provided. The existing car parks at Royal Free Hospital including Lawn Road car park, Pears Building Level 00 car park, Pears Building Level 01 car park, and South Staff car park, which together provide 387 spaces, will continue to serve the hospital including the new extension.

4.4.2 There are 20 blue badge parking spaces available for visitors and patients across the Site, including in proximity to the Proposed Development. Any additional demand for accessible parking generated by the Proposed Development is anticipated to be minimal and can be accommodated within this existing on-site provision.

4.4.3 It is anticipated that the parking demand generated by the Proposed Development can be accommodated within the existing parking provision without the need for additional spaces. Further detail of this assessment can be seen in **Section 5.6**.

4.4.4 Swept Path Analysis has been undertaken to demonstrate that the Proposed Development will not adversely impact access to the Pears Building car park. This is included in **APPENDIX B**.

4.5 DELIVERIES, SERVICING AND EMERGENCY VEHICLE ACCESS

4.5.1 Deliveries, servicing and emergency vehicle access for the Proposed Development will be as per the existing arrangements for the Site.

- ⦿ Deliveries will continue to be undertaken via the servicing area accessed from Fleet Road to the east of the Site.
- ⦿ Refuse collection will continue to take place on the access road itself, at ground level beneath the proposed extension.



- ⦿ Access by ambulance to the Accident & Emergency department will continue to take place from the access road, at ground level beneath the proposed extension. The Proposed Development will have no impact on fire tender access.

4.5.2 Swept path analysis demonstrating the suitability of the ground level access road for refuse collection and ambulance access is provided in **APPENDIX B**.



5 TRIP GENERATION ASSESSMENT

5.1 METHODOLOGY

- 5.1.1 To inform the proposed trip generation assessment for the Proposed Development, we have adopted a methodology that combines the approach used in the approved Maggie's Centre application (Planning Ref: 2019/4937/P) with site-specific operational data provided by the Trust.
- 5.1.2 During pre-application engagement with Camden Council in May 2024 (ref: 2024/0962/PRE), using the Maggie's Centre trip generation methodology was discussed and agreed upon as a suitable approach for assessing the transport impacts of the Proposed Development (subject to confirmation RE. the types of Hospital-related activities due to take place within the Proposed Development). This approach is based on mode share data for staff and visitors, with a factor applied to account for the Proposed Development's floor area.
- 5.1.3 Upon further detailed review, whilst the Maggie's Centre provides a useful precedent for trip rate analysis, it is acknowledged that the nature of services at the Maggie's Centre focused on outpatient services. This differs from the likely activities proposed for the Hybrid Theatres Accommodation, particularly on Level 03 of the Proposed Development. Therefore, the following methodology and assumptions have been applied for this assessment:
- 5.1.4 Level 02, with an area of 631m² GIA, is designed for general hospital services (Use Class C2). The usage assessment for this level employs a different methodology. It utilises established trip rates from Maggie's Centres as a baseline. These trip rates have been adjusted using recently updated mode share data.
- 5.1.5 Level 03, comprising 567m² GIA is dedicated to the Hybrid Theatre. The usage assessment for this level is based on operational data provided by the trust. The maximum daily occupancy for the Hybrid Theatre is expected to be:
- ⦿ 37 Full Time Equivalent (FTE) staff members,
 - ⦿ 6 patients (based on a maximum of 6 operations per day), and
 - ⦿ 12 visitors (assuming an average of 2 visitors per patient).
- 5.1.6 Level 04, with a GIA of 386m², has been excluded from the assessment as it is designated solely for plant equipment. This level will not deliver operational hospital floorspace at this stage and therefore will not generate any visitors or contribute to material trip generation.
- 5.1.7 An existing corridor at Level 03, measuring 67m² GIA, is to be incorporated into the scheme. However, as this is existing space, it has also been excluded from the assessment of new trip generation.
- 5.1.8 It should be noted that actual trips may be lower than predicted, as the site is only due to operate for 5-6 days per week following initial occupation. As such, our proposed methodology is considered to robustly address a 'worst case scenario' regarding the potential transport impacts of the proposals at operational stage. Furthermore, although the exact proportion cannot be determined at this stage, it is likely that some of the predicted patient demand will come from existing in-patients at the Hospital (hence, resulting in the double counting of existing trips).



5.2 TRAVEL SURVEY

5.2.1 In response to Camden Council's pre-application feedback, mode share data for staff and visitors at the Royal Free Hospital was collected through a staff and visitor travel survey. The survey was undertaken in late-September to early-October 2024, over a period of approximately two weeks. Surveys were distributed in-person and online via Survey Monkey. This process has allowed us to build a detailed and accurate understanding of the likely nature of trips and modal share associated with staff and patients within the Proposed Development in the future. The results of this survey are indicated in **Section 5.3**.

5.3 MODE SHARE

5.3.1 The existing mode share for the Site has been extracted from the survey data and is shown in **Table 5-1**.

Table 5-1: Mode Share (2024)

MODE	VISITOR	STAFF	OVERALL
Underground, Overground or Light Rail	41%	55%	47%
Train	2%	6%	4%
Bus, minibus or coach	0%	13%	5%
Taxi	23%	3%	15%
Motorcycle, scooter or moped	5%	0%	3%
Driving a car or van	14%	0%	8%
Passenger in a car or van	9%	0%	5%
Bicycle	2%	10%	5%
On foot	0%	13%	5%
Other method of travel to work	5%	0%	3%
Total	100%	100%	100%

5.3.2 The 'Overall' column in **Table 5-1** represents a weighted average of the visitor and staff mode shares, based on the number of respondents in each group. This weighting ensures that the overall percentages accurately reflect the proportion of visitors to staff in the survey sample.

5.3.3 **Table 5-1** shows that Underground, Overground, light rail or tram is the dominant mode, accounting for 47% of overall trips. Taxis are the second most common mode overall at 15%, largely due to high visitor usage (23%). This distribution is consistent with expectations, given the Site's close proximity to London Underground and Overground services, which offer convenient and efficient transport options for both staff and visitors.

5.3.4 Notable differences exist between visitors and staff, visitors are more likely to drive (14%) or use taxis, while staff show higher use of public transport and active travel modes.

5.3.5 Overall, public transport and active travel account for 61% of trips, with private vehicles and taxis making up the remainder.

5.4 EXISTING TRIP GENERATION

5.4.1 As the Proposed Development is a new extension to the existing main building, there is no current trip generation associated with the Proposed Development.



5.5 PROPOSED TRIP GENERATION

5.5.1 The proposed 'worst case' trip generation split by mode of transport, is shown in **Table 5-2** below.

Table 5-2: Proposed Trip Generation – By Mode Share

MODE	DAILY TWO-WAY TRIPS
Underground, Overground, light rail or tram	141
Train	13
Bus, minibus or coach	19
Taxi	38
Motorcycle, scooter or moped	7
Driving a car or van	20
Passenger in a car or van	13
Bicycle	18
On foot	19
Other method of travel to work	7
Total	294

5.5.2 As shown in **Table 5-2**, the majority of trips across all time periods are expected to be made by Underground, metro, light rail or tram, reflecting the Site's good public transport accessibility.

5.5.3 A daily profile of staff shift patterns and patient operations has not been provided, therefore it is not possible to derive hourly trip generation. However, despite the facility being operational for a 24 hour period, it has been indicated that the majority of activity will be expected to take place between 06:00 and 18:00 (12-hour period). To demonstrate a robust assessment, the total trip generation has been distributed evenly across this period, resulting in an average of approximately 25 two-way trips per hour. This equates to approximately three two-way car trips per hour on average. However, it should be noted that this level of trip generation is unlikely to be fully realised in practice.

5.5.4 It should be also noted that a proportion of trips associated with the Proposed Development may already be occurring within the existing Site. As the extension primarily serves to meet current demand rather than expand patient catchment, some trips may represent a redistribution rather than new trips. Consequently, the overall trip generation is likely to be lower than the figures presented.

5.5.5 Given the good public transport accessibility, it is anticipated that the additional trips can be accommodated within the existing transport network without causing significant adverse impacts.

5.5.6 The Proposed Development is therefore considered to adequately assess and address transport impacts affecting communities, occupiers, neighbours and the existing transport network in accordance with Policy A1 of the Camden Local Plan (2017), as well as paragraph 111 of the NPPF as the proposals will not lead to any severe impacts on the surrounding transport network.



5.6 PARKING ASSESSMENT

- 5.6.1 The Proposed Development is car-free in accordance with London Plan and Camden Local Plan (2017) Policy T2 (Parking and Car-Free Development). As demonstrated in the trip generation and mode share analysis, the Proposed Development will generate on average three two-way car trips in an hour. This equates to a demand of approximately two vehicles at any given time.
- 5.6.2 This demand is expected to be accommodated within the existing parking provision. It is anticipated that the majority of this demand will be short-stay, associated with patients and visitors, with a minimal level of long-stay demand.



6 CONCLUSION

- 6.1.1 Velocity Transport Planning (VTP) has been appointed by Royal Free London NHS Foundation Trust (the 'Applicant') to prepare a Transport Statement (TS) in support of a planning application in relation to Royal Free Hospital, Pond St, London NW3 2QG (the 'Site').
- 6.1.2 The application proposals seek to provide a new 3-storey extension to the existing main hospital building (1,652m² GIA) which will house 2No. new hybrid theatres, recovery and associated support space. (the 'Proposed Development'). The planning description for the Proposed Development is as follows:
- 6.1.3 *'Proposed extension to hospital at second and third storey level (above ground) with undercroft area beneath to deliver extension to hybrid theatres alongside roof-level plant and enclosure and associated works.'*
- 6.1.4 The Site benefits from good accessibility, with a PTAL rating of 4 (Good). It is well-served by public transport, including multiple bus routes and proximity to Hampstead Heath Overground station and Belsize Park Underground station. The surrounding area also offers good walking and cycling infrastructure.
- 6.1.5 The Proposed Development is designed to be car-free, in accordance with London Plan and Camden Local Plan (2017) Policy T2 (Parking and Car-Free Development). There are 20 blue badge parking spaces available for visitors and patients across the Site. This provision is considered sufficient to meet the anticipated demand generated by the Proposed Development, given its nature and scale within the context of the wider main Hospital building.
- 6.1.6 No additional parking spaces will be provided, with the existing hospital car parks continuing to serve the new extension.
- 6.1.7 The development is expected to generate a demand for 12 cycle parking spaces (eight long-stay and four short-stay). The existing cycle parking provision within the Site is expected to accommodate the demand. However, the Trust is willing to engage in further discussions with the Borough regarding cycle parking provision prior to the application's determination, if deemed necessary.
- 6.1.8 The trip generation assessment, based on staff and visitor surveys and information from the Trust, projects a total of 294 two-way person trips daily. The majority of these trips (47%) are expected to be made by Underground, Overground, Light Rail, or Tram.
- 6.1.9 An average of three two-way vehicle trips per hour will be generated by the Proposed Development, with the majority of these trips associated with patients (i.e. primarily short-stay visits). This demand is expected to be accommodated within the existing parking provision.
- 6.1.10 Deliveries, servicing, and emergency vehicle access will continue to use existing arrangements, with swept path analysis demonstrating the suitability of continued access for refuse collection vehicles and ambulances.
- 6.1.11 In conclusion, the Proposed Development is not expected to give rise to any material transport-related impacts. It, therefore, meets the test of the NPPF and paragraph 111, which states:

"Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."



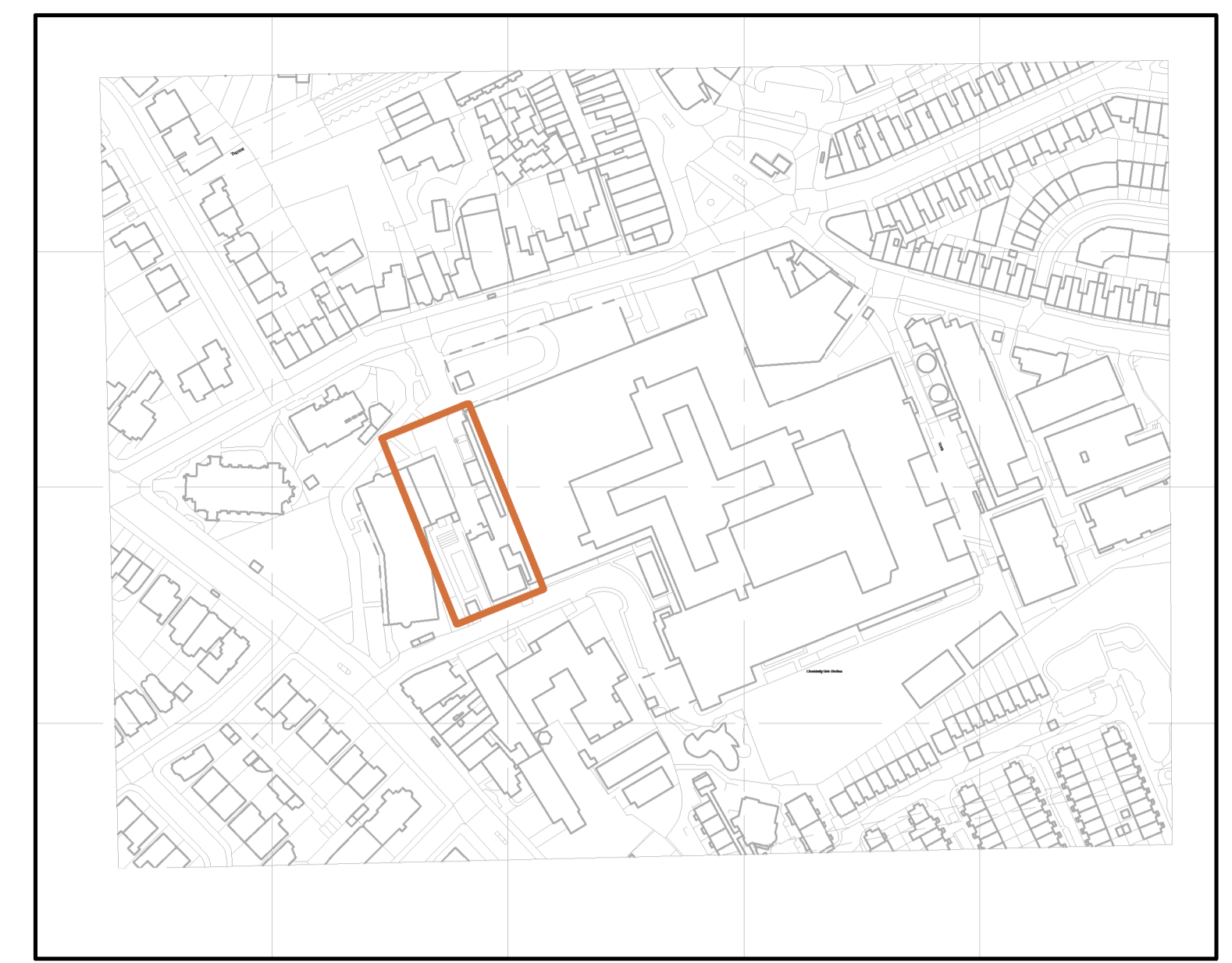
6.1.12 In conclusion, this Transport Statement demonstrates that the Proposed Development is acceptable in traffic and transport terms and complies with relevant local and national planning policies.



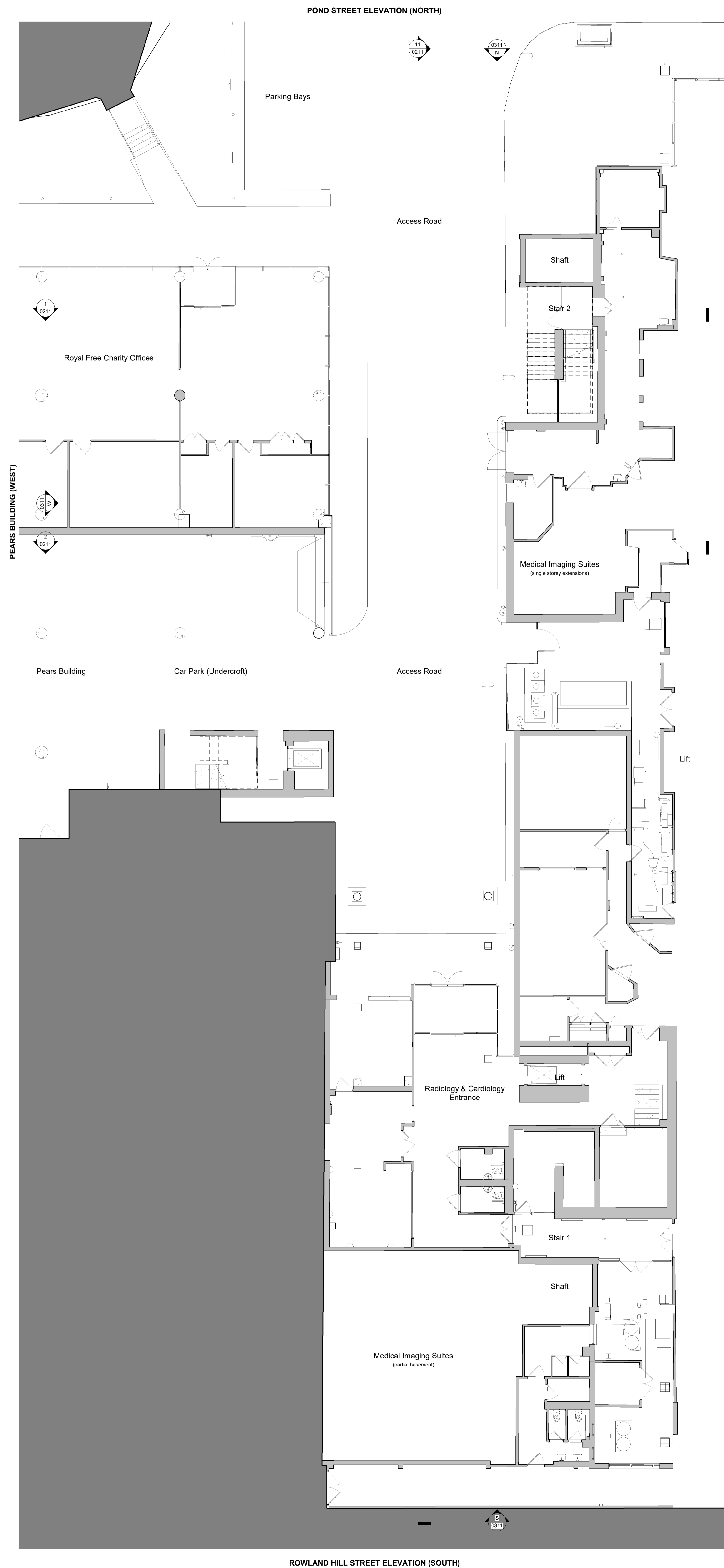
APPENDIX A

PROPOSED SITE LAYOUT PLAN





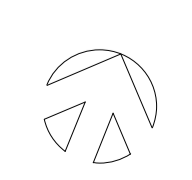
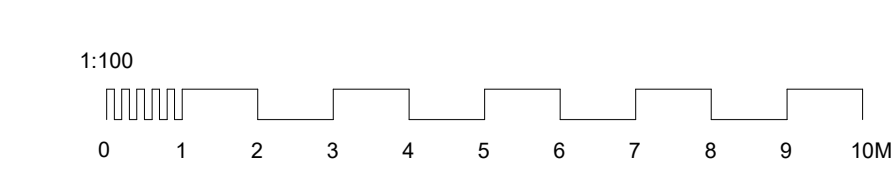
LOCATION PLAN
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ROWLAND HILL STREET ELEVATION (SOUTH)

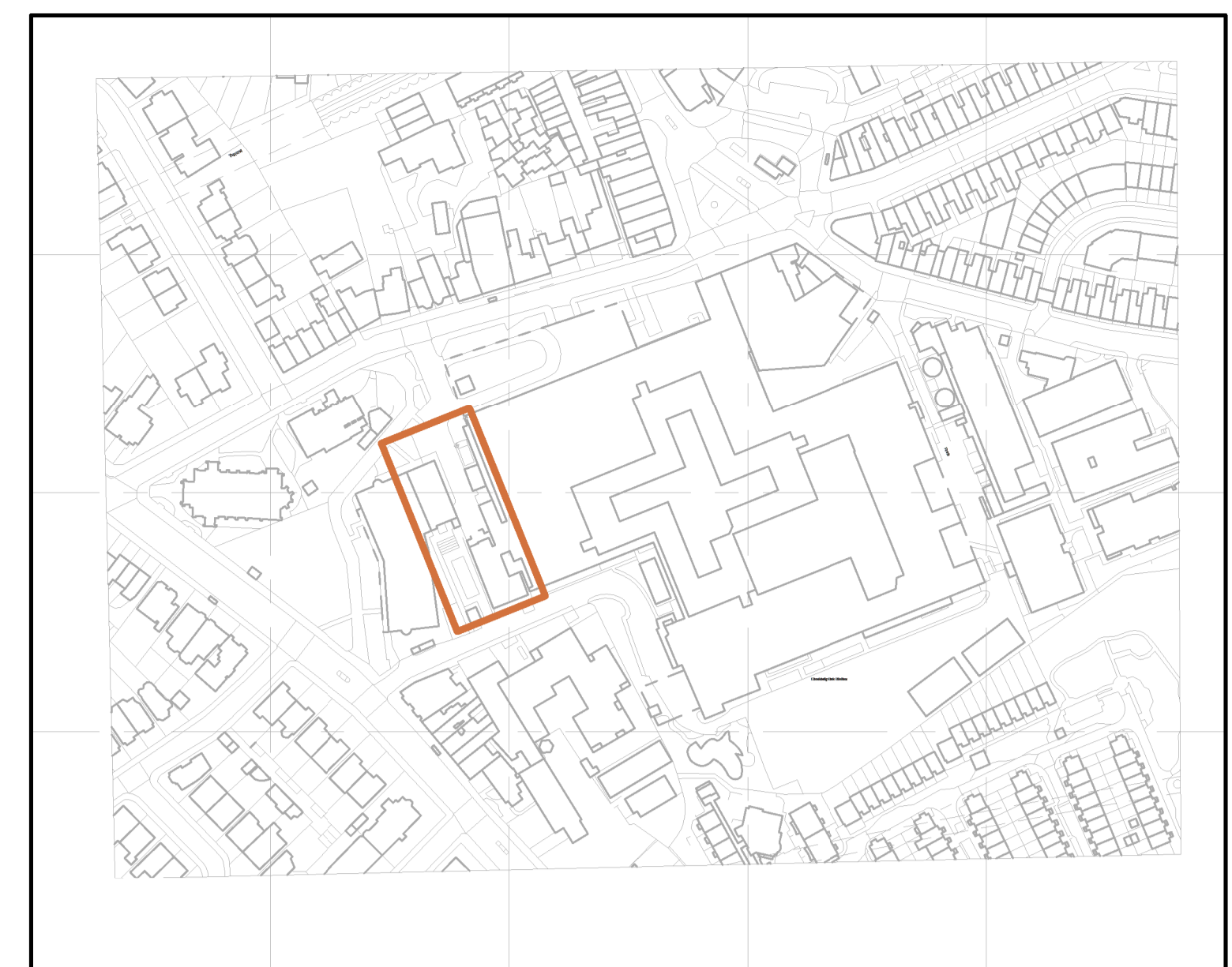
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Revision
REV 01 2024.03.16 NBS RIBA Stage 3 - Planning Issue

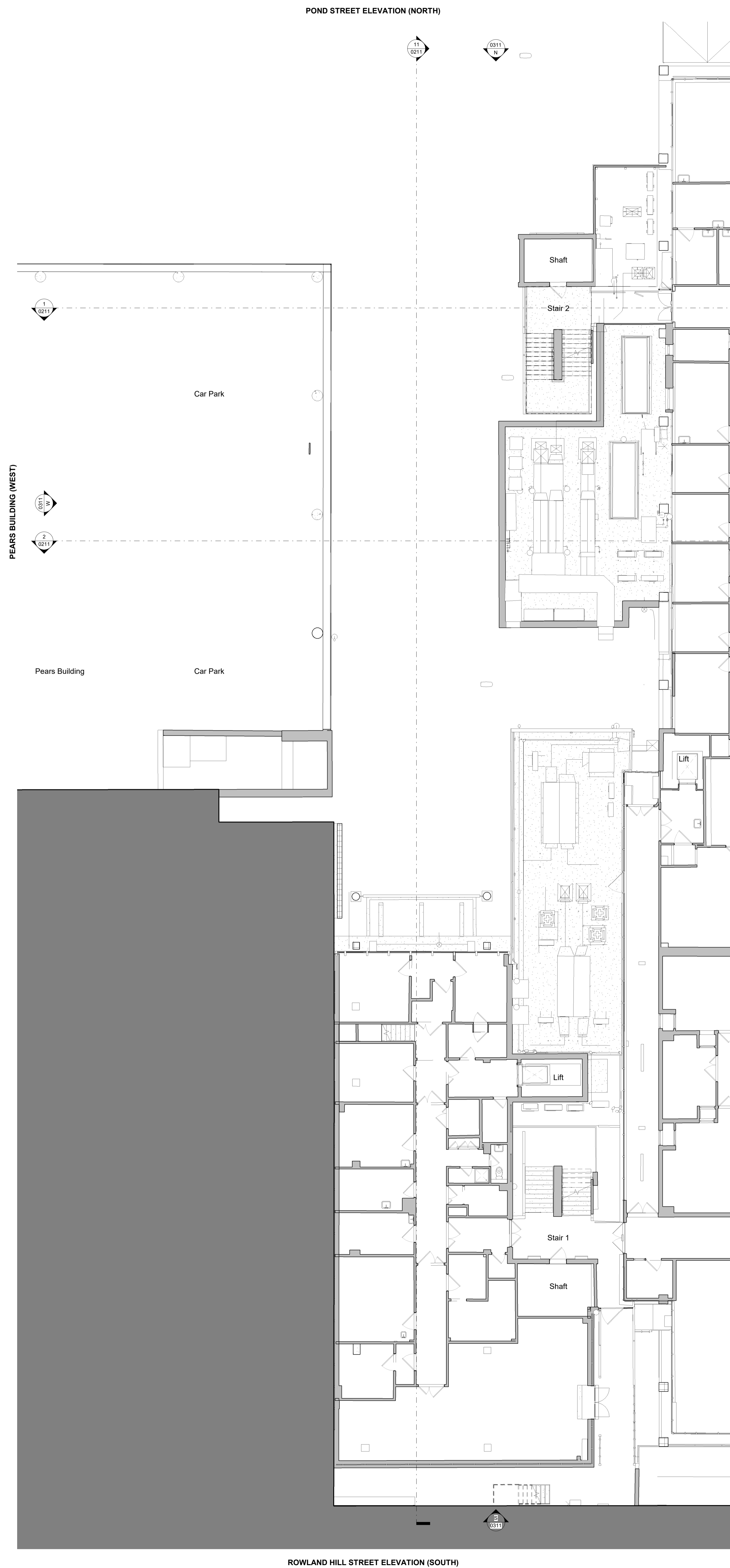


Drawing HTE - Plan - Existing - L00(D) (Ground Floor)	Scale @ A0 As Indicated
Project Client Hybrid Theatre Extension RFL Property Services	Purpose of Issue SB P01
Job Reference 02822 0110	Status SB P01

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LOCATION PLAN
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POND STREET ELEVATION (NORTH)

ROWLAND HILL STREET ELEVATION (SOUTH)

PEARS BUILDING (WEST)

Car Park
Pears Building
Car Park

Shaft

Stair 2

Lift

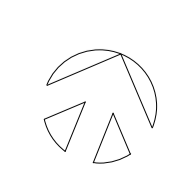
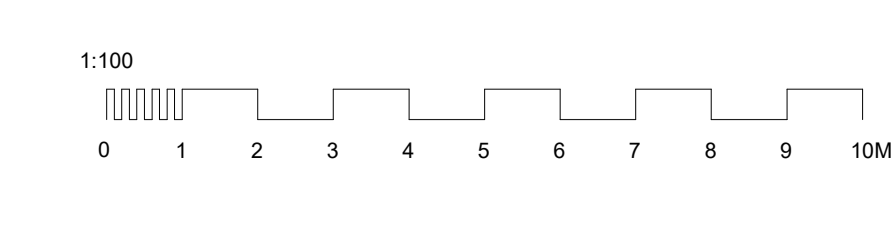
Lift

Stair 1

Shaft

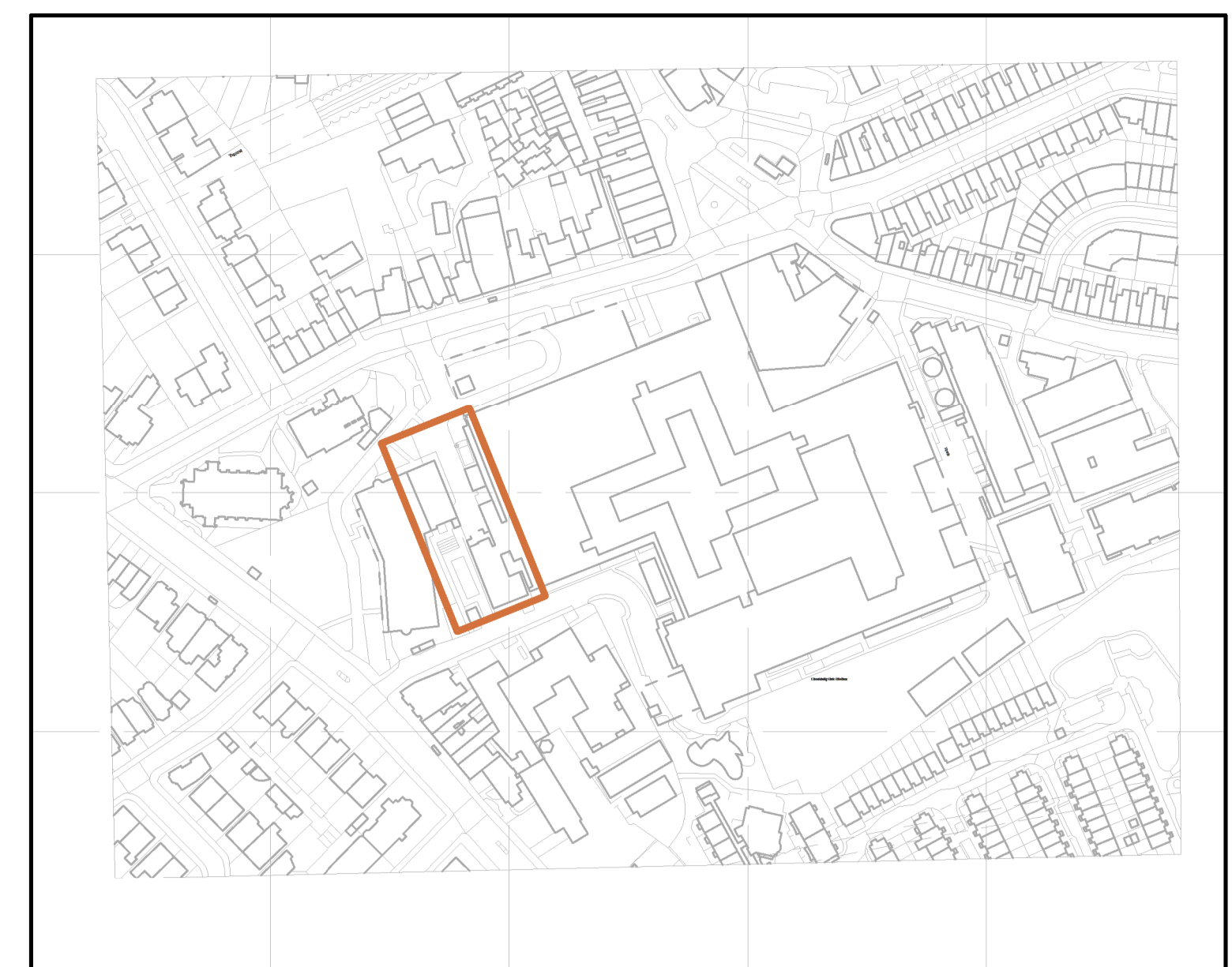
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Revisions
REV 001 2024.03.16 NGS RIBA Stage 3 - Planning Issue



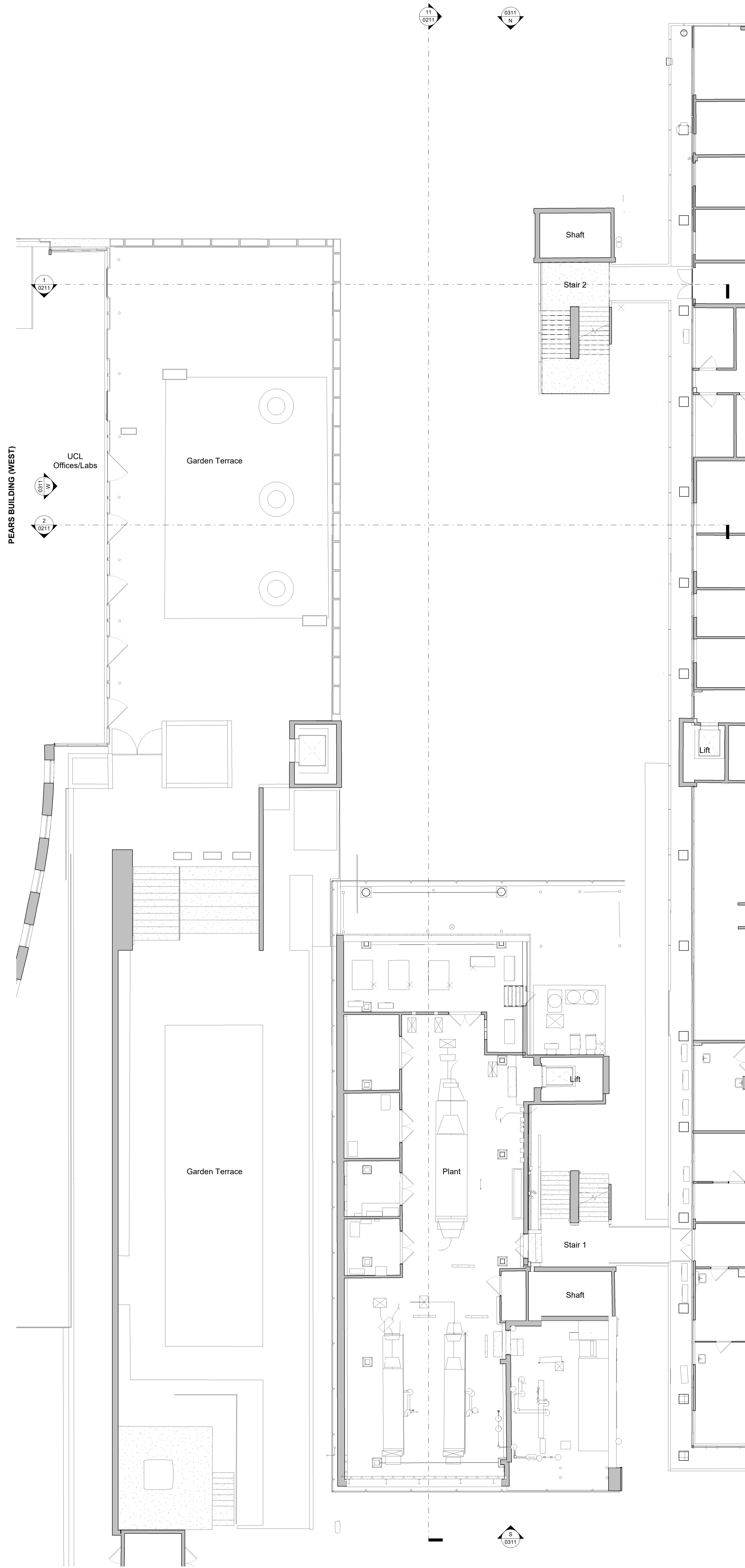
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Project Client Hybrid Theatre Extension RFL Property Services	Purpose of Issue
Job Reference 02822 0111	Status / Revision SB P01

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LOCATION PLAN
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POND STREET ELEVATION (NORTH)

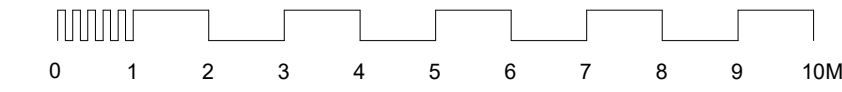


ROWLAND HILL STREET ELEVATION (SOUTH)

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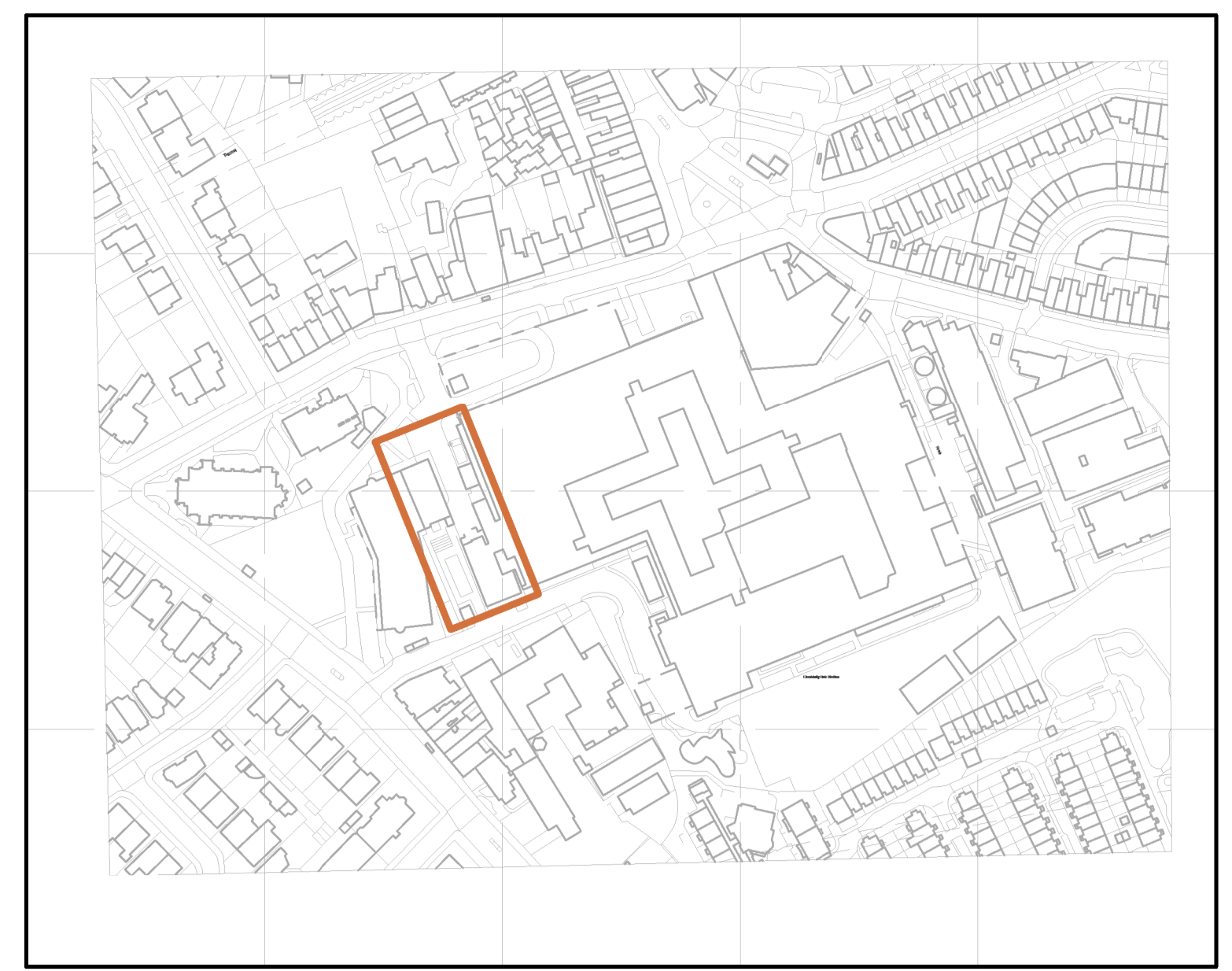
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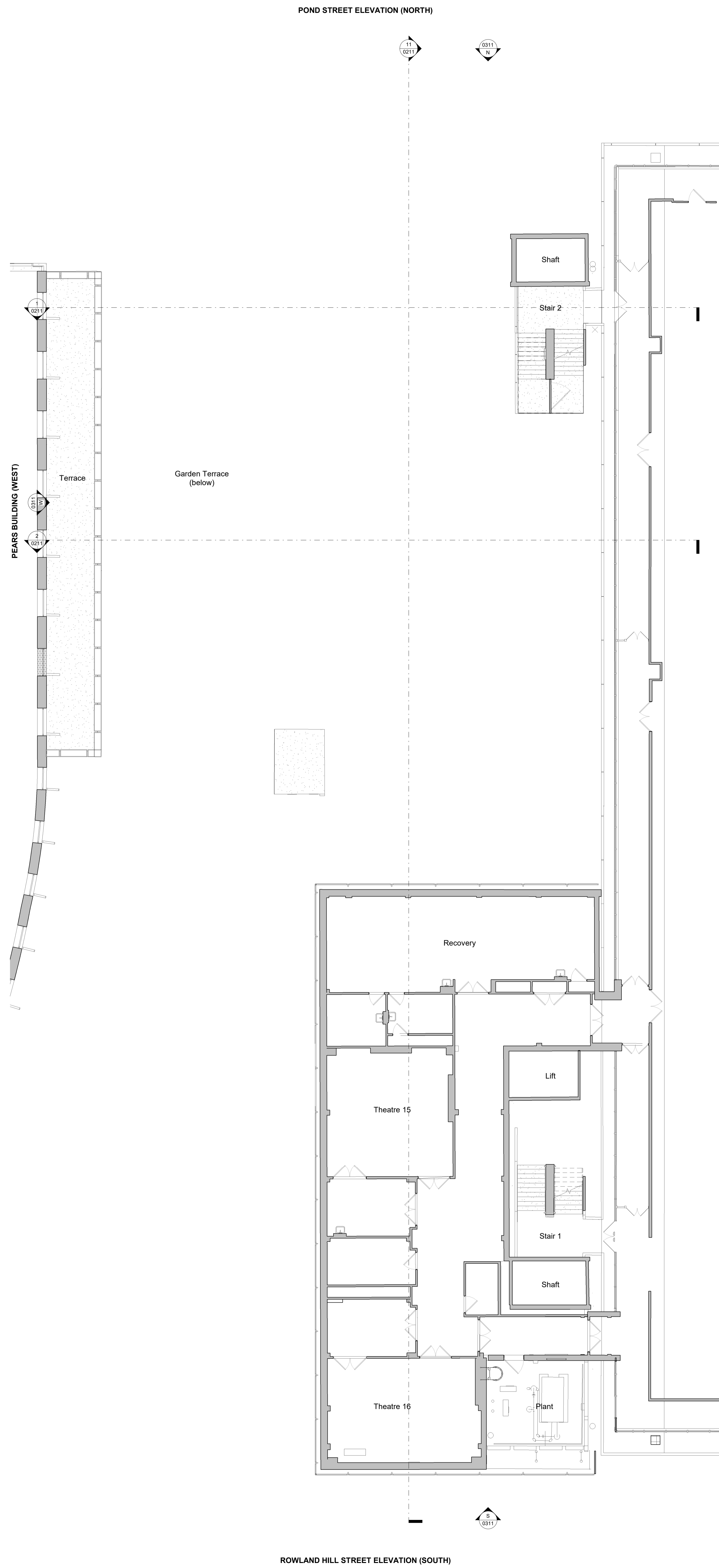


Drawing HTE - Plan - Existing - L02(F) (Second Floor)	Issue # As Indicated
Project Name Hybrid Theatre Extension RFL Property Services	Purpose of Issue
Job Reference 02822 0112	Status / Revision SB P01

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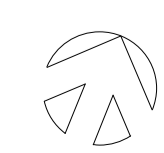


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ROWLAND HILL STREET ELEVATION (SOUTH)

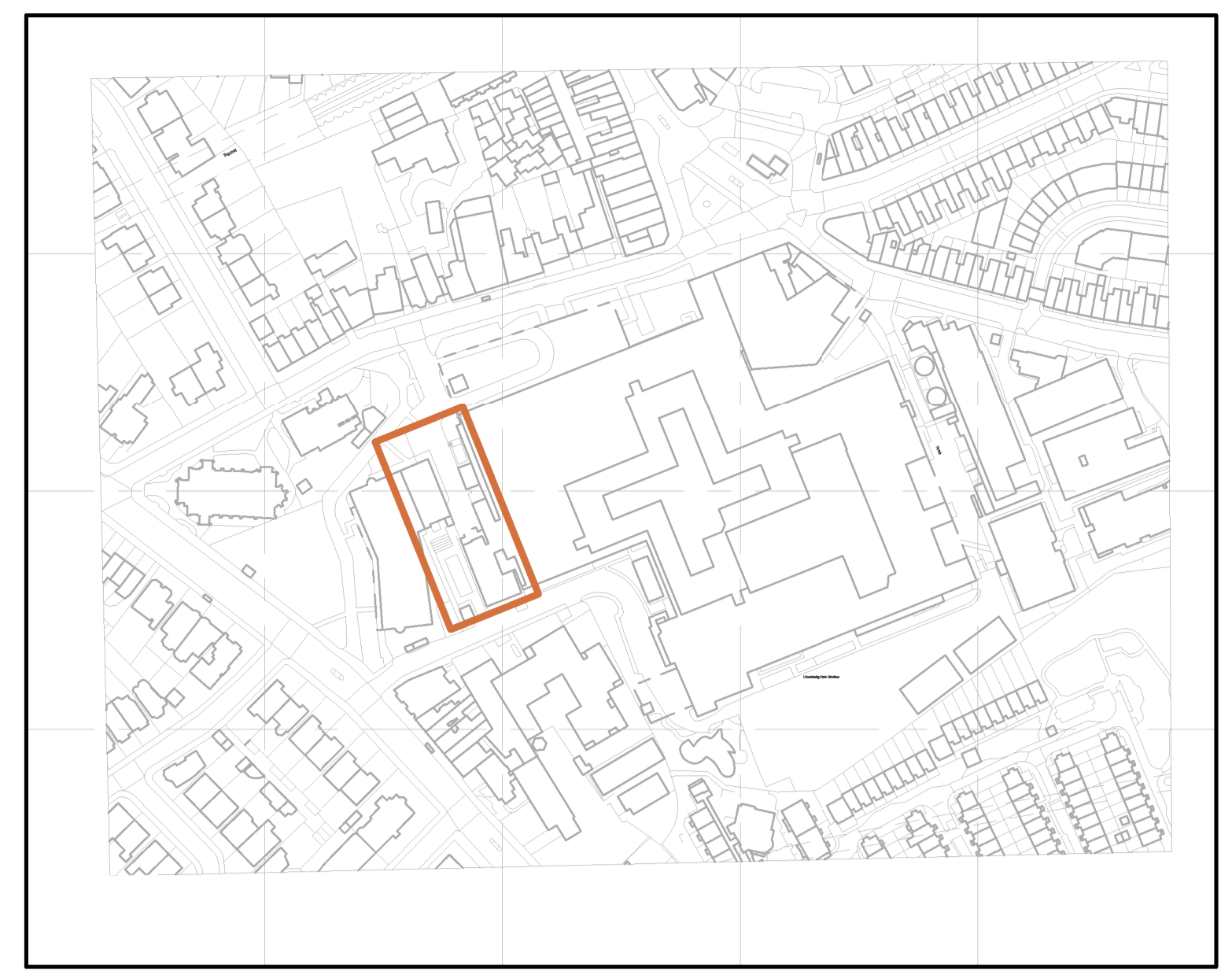
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P01 2024.03.16 HES RIBA Stage 3 - Planning Issue

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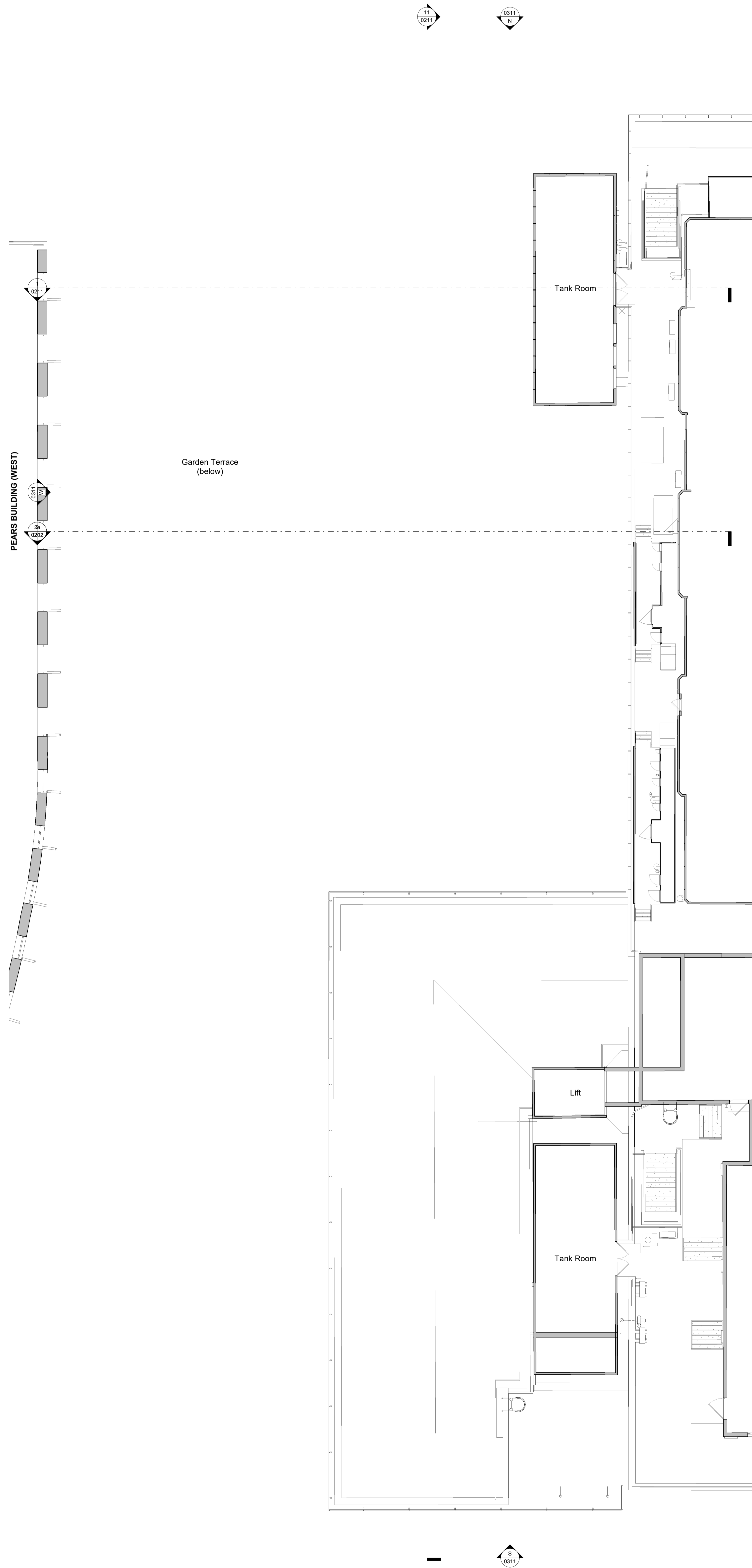
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Project Client Hybrid Theatre Extension RFL Property Services	Purpose of Issue
Job Reference 02822 0113	Status / Revision SB P01

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LOCATION PLAN
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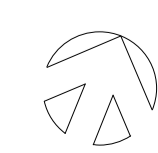
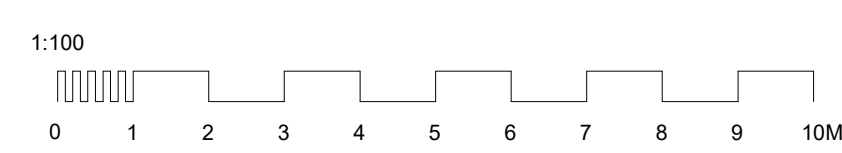
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ROWLAND HILL STREET ELEVATION (SOUTH)

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Reference
P01 2024.03.16 N25 RBA Stage 3 - Planning Issue



Drawing HTE - Plan - Existing - L04(H) (Fourth Floor)	Issue # As Indicated
Project Client Hybrid Theatre Extension RFL Property Services	Purpose of Issue
Job Reference 02822 0114	Status / Revision SB P01

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APPENDIX B

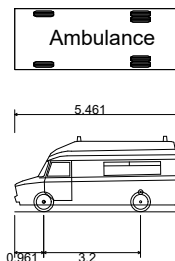
SWEPT PATH ANALYSIS



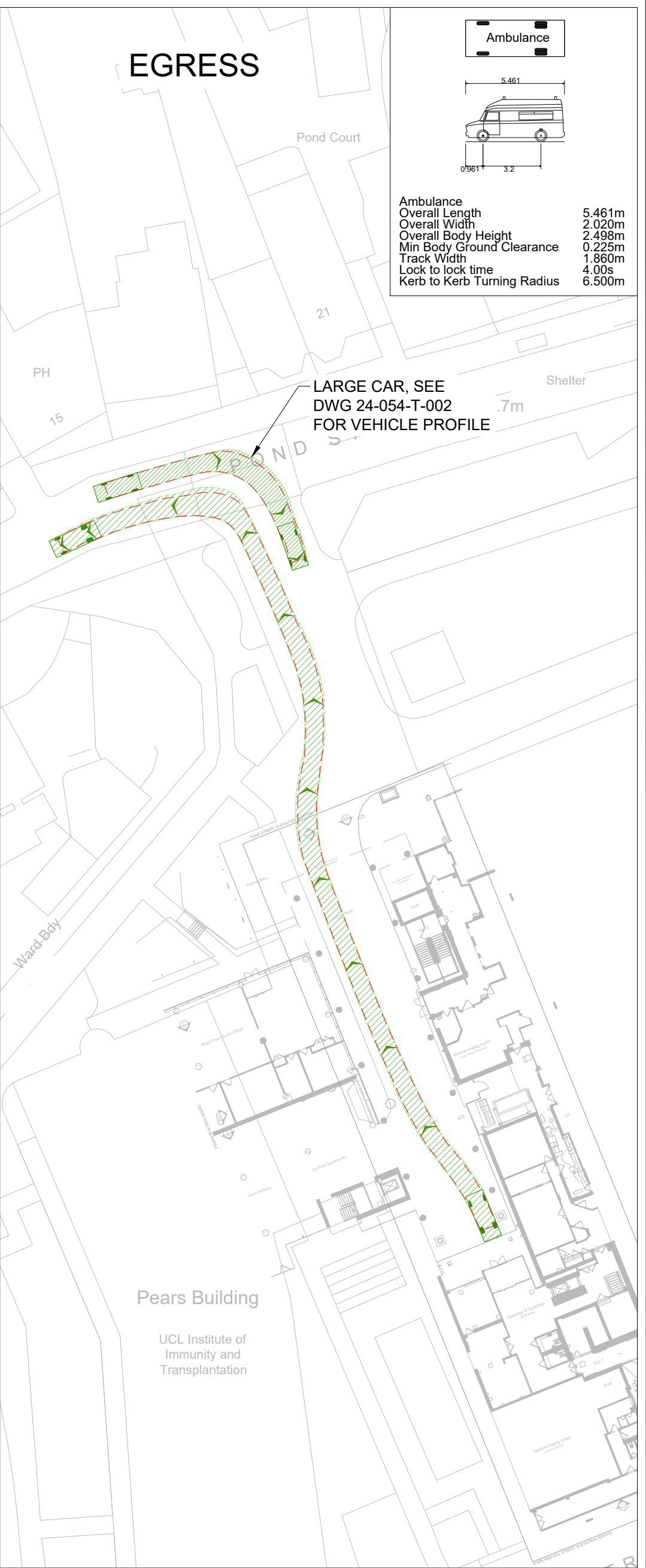
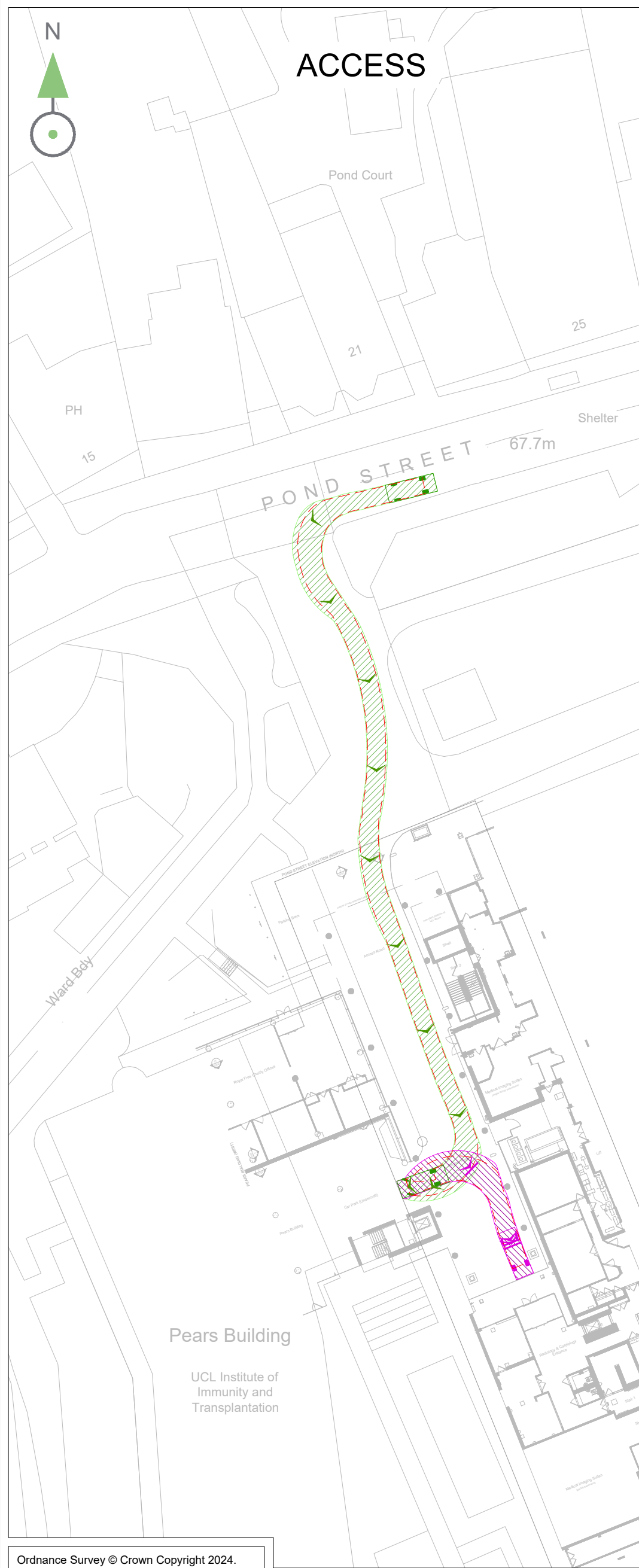


ACCESS

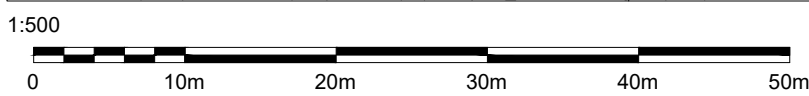
EGRESS



Ambulance	
Overall Length	5.461m
Overall Width	2.020m
Overall Body Height	2.498m
Min Body Ground Clearance	0.225m
Track Width	1.860m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.500m



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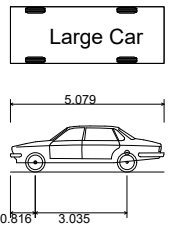
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S2 - FOR INFORMATION

Client
NHS
Royal Free London
NHS Foundation Trust

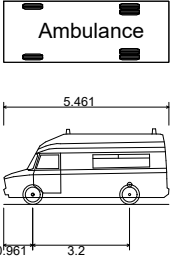
Architect
HMY

Project Title ROYAL FREE HYBRID THEATRES EXTENSION					
Drawing Title SWEPT PATH ANALYSIS SITE ACCESS AND EGRESS AMBULANCE					
Scale @ A3 1:500	Date 20/09/24	Designed/Drawn HMC	Checked JM	Approved SF	
Project Ref 24-054	Drawing Number 24-054-T-001				Rev A

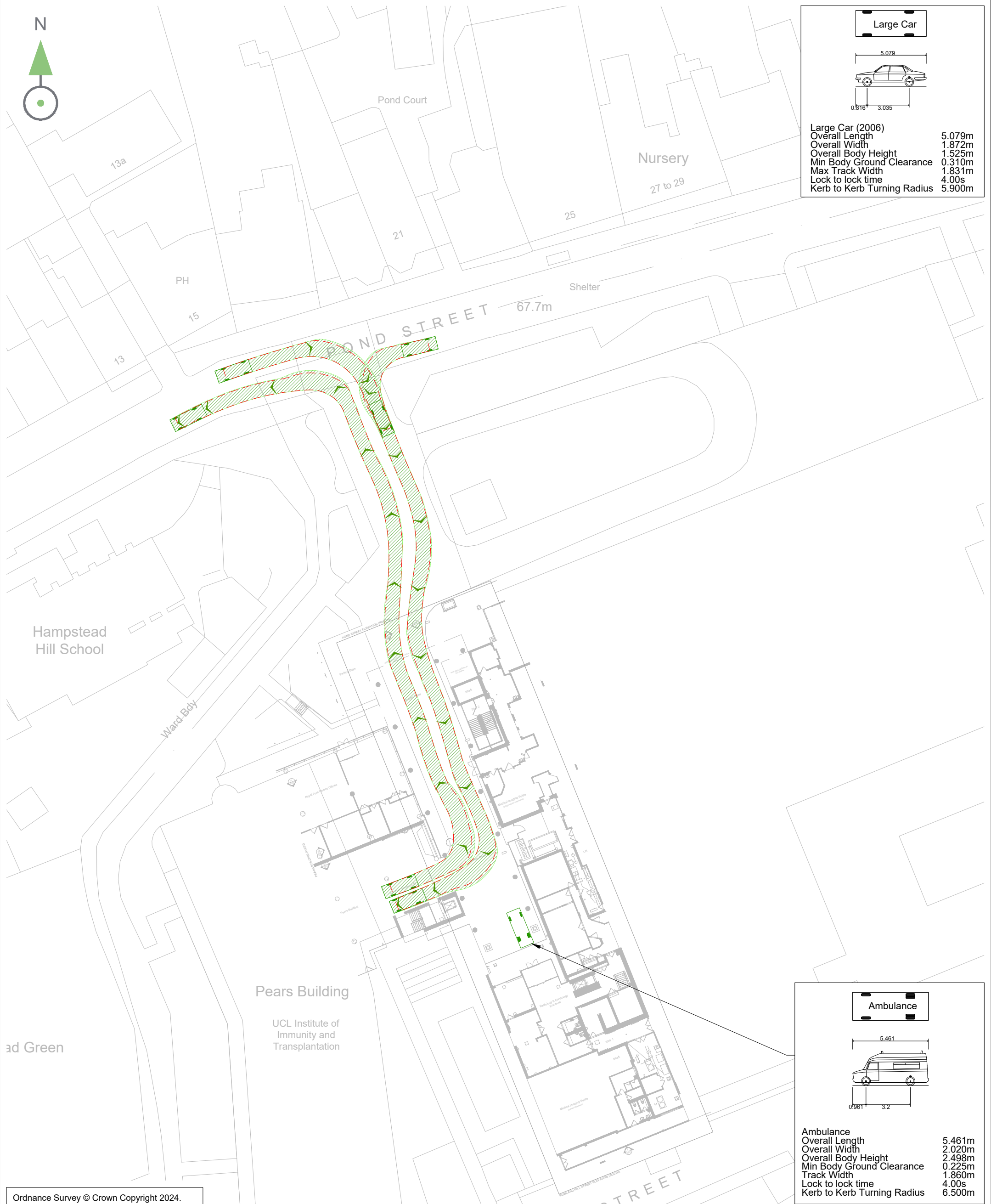
\\wip-cloud\Projects\0-24\24-054 Royal Free Hybrid Theatres\02 TECHNICAL\B DWGS\1. CAD\DWGS\24-054-T-001 Swept Path Analysis-Ambulance.dwg (001) Plotted on: Sep 20, 2024 - 4:33pm by HCuthbert



Large Car (2006)
 Overall Length 5.079m
 Overall Width 1.872m
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 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
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 Kerb to Kerb Turning Radius 5.900m

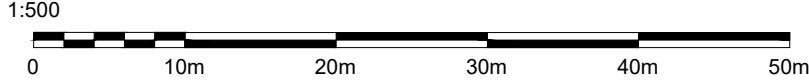


Ambulance
 Overall Length 5.461m
 Overall Width 2.020m
 Overall Body Height 2.498m
 Min Body Ground Clearance 0.225m
 Track Width 1.860m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 6.500m



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Drawing Status
S2 - FOR INFORMATION

Client

Royal Free London
 NHS Foundation Trust

Architect

Project Title
ROYAL FREE HYBRID THEATRES EXTENSION

Drawing Title
**SWEPT PATH ANALYSIS
SITE ACCESS AND EGRESS
LARGE CAR**

Scale @ A3 1:500	Date 20/09/24	Designed/Drawn HMC	Checked JM	Approved SF
Project Ref 24-054	Drawing Number 24-054-T-002			Rev A

\\wip-cloud\Projects\0-24\24-054 Royal Free Hybrid Theatres\02 TECHNICAL\B DWGS\11 CAD\DWGS\24-054-T-002-Swept Path Analysis-Site Access and Egress-Large Car.dwg (002) Plotted on: Sep 20, 2024 - 4:34pm by HCuthbert



ACCESS

LB Camden RCV - 26t Dennis

Overall Length	10.000m
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Overall Body Height	3.211m
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Wall to Wall Turning Radius	10.250m

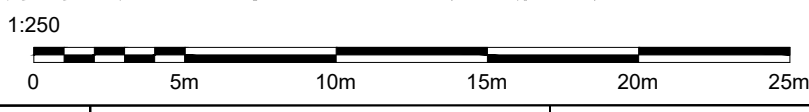


EGRESS



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Drawing Status
S2 - FOR INFORMATION

Client

Royal Free London
NHS Foundation Trust

Architect

Project Title
ROYAL FREE HYBRID THEATRES EXTENSION

Drawing Title
**SWEPT PATH ANALYSIS
SITE ACCESS AND EGRESS
RCV**

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:250	20/09/24	HMC	JM	SF
Project Ref	Drawing Number			Rev
24-054	24-054-T-003			A

\\wip-cloud\Projects\0-24\24-054 Royal Free Hybrid Theatres\02 TECHNICAL\B DWGS\11 CAD\DWGS\24-054-T-003-Swept Path Analysis-Site Access and Egress-RCV.dwg (001) Plotted on: Sep 20, 2024 - 4:36pm by HCuthbert