

**From: Jeffrey Gold**  
**Sent: 15 November 2024 17:07**  
**To: Planning**  
**Cc: Peter Davey**  
**Subject: FW: ROYAL FREE HOSPITAL PROPOSED NEW VASCULAR THEATRES - URGENT - deadline for objections 24/11/24 - . Application Number2024/4642/P**  
**Importance: High**

**Dear Sirs**

- **Application Number** 2024/4642/P
- **Application Type** Full Planning Permission
- **Addresses** Royal Free Hospital, Pond Street, London, NW3 2QG

**Development Types** Commercial Extension

**Description** Proposed extension to hospital at second and third storey level with undercroft area beneath to provide additional hybrid theatres, etc

**On behalf of the Pond Street Residents' Association, I have today submitted an objection to the above planning application via your department's website for this application.**

**In it we refer to a report by Evoke Transport which was too large and too difficult to include with our objection.**

**I accordingly phoned your department and was told that I should email it to you at [planning@camden.gov.uk](mailto:planning@camden.gov.uk)**

**It is accordingly now attached and, as such, should form part of the objection together with this email.**

**The report was commissioned by the applicant i.e. the Royal Free Hospital and delivered to them in December 2023 and they shared it with representatives of local residents' groups. The report describes the traffic congestion and pollution problems in Pond Street caused by blockages and tailbacks of cars trying to access the hospital site and puts forward a number of suggestions to alleviate those problems. Our objection refers to one of those suggestions, in particular, as it seemed to us to be the most promising. However, if the application is approved it effectively rules out this possible solution.**

**Essentially the traffic congestion and pollution problems in Pond Street were created by the hospital when they were allowed by LB Camden to build the Pears Building.**

**The hospital was wildly over-optimistic when arguing their case to you for the Pears Building. They argued that almost halving the public parking provision and building over the old slip road that gave access to and egress from the old car park would lead to a corresponding reduction in patients etc. wanting to come to the hospital by car and that if there are fewer spaces available then fewer people would want to come by car. Regrettably, the planning dept. and committee accepted their arguments despite our warnings.**

**Clearly you were wrong.**

**The traffic congestion and pollution caused by the hospital does not only effect Pond Street but also South End Green and Hampstead Hill Gardens. The latter is not only affected if there is a jam on Pond Street but as there are not enough parking spaces available for Blue Badge holders many of them park their cars on residents' bays in Hampstead Hill Gardens making it difficult for residents themselves to park there. Many patients and visitors now get to and from the hospital by Ubers. Uber drivers waiting for their passengers who are leaving the hospital often wait for them at the Pond Street end of**

**Hampstead Hill Gardens on yellow lines or residents' bays or sometimes even double-parking creating further congestion at that end of the street.**

**We understand that problems arising during a period of construction are not normally valid grounds for objection. However, in this case they ought to be as, quite clearly, at times during the period of construction this road down to the car park will have to be closed to facilitate the construction of the pillars that will support the proposed building. This will take half the capacity of the car park out of service as the lower floor cannot be accessed from the upper floor. Building works may also extend further out and block the flow of drop-off traffic circulating in the hospital forecourt etc.. This will cause confusion and consternation for those coming to the hospital by car and so the knock on effect on congestion in Pond Street and neighbouring roads will be very considerable and the whole area is likely to become gridlocked - this hardly bears thinking about but we must think about it as this could prevent patients urgently needing to be treated at the hospital including those in ambulances from being able to get there**

**In submitting this application the hospital is effectively ruling out a solution proposed by their own traffic consultants which we feel is the one that is most likely to have been successful in dealing with the problems in Pond Street i.e. converting the road leading down to the car park and heart attack unit from 2 lanes into 3 lanes with the extra lane being solely for cars waiting for a car park space to become available. The pillars that would support the proposed new building would restrict the width of the road and preclude this possibility.**

**It seems to us that the hospital, having created this problem, now wants to wash its hands of it and seeks your assistance in doing so.**

**Please acknowledge receipt**

**Your faithfully**

**Jeffrey Gold**

**Joint Chair, Pond Street Residents' Association**



# ROYAL FREE HOSPITAL – POND STREET

## TECHNICAL NOTE

08 December 2023



# ROYAL FREE HOSPITAL – POND STREET

## TECHNICAL NOTE

PROJECT DETAILS	
<b>Project Name:</b>	Royal Free Hospital – Pond Street
<b>Client:</b>	Royal Free Hospital
<b>Document Type:</b>	Technical Note
<b>Document Reference:</b>	R-23-0151
<b>Date:</b>	08 December 2023

Evoke Transport  
 R + Building  
 2 Blagrove St  
 Reading  
 RG1 1AZ  
 T: 0118 380 0182  
 E: [info@evoketransport.co.uk](mailto:info@evoketransport.co.uk)  
 W: [www.evoketransport.co.uk](http://www.evoketransport.co.uk)  
[Linkedin.com/company/evoke-transport](https://www.linkedin.com/company/evoke-transport)

APPROVAL					
Number:	Name:		Position:	Date:	Modifications:
01A	Author:	Paul Kelly	Associate Director	08/12/2023	Final – for Issue
	Checked:	Richard Stacey	Managing Director	08/12/2023	
	Approved:	Richard Stacey	Managing Director	08/12/2023	

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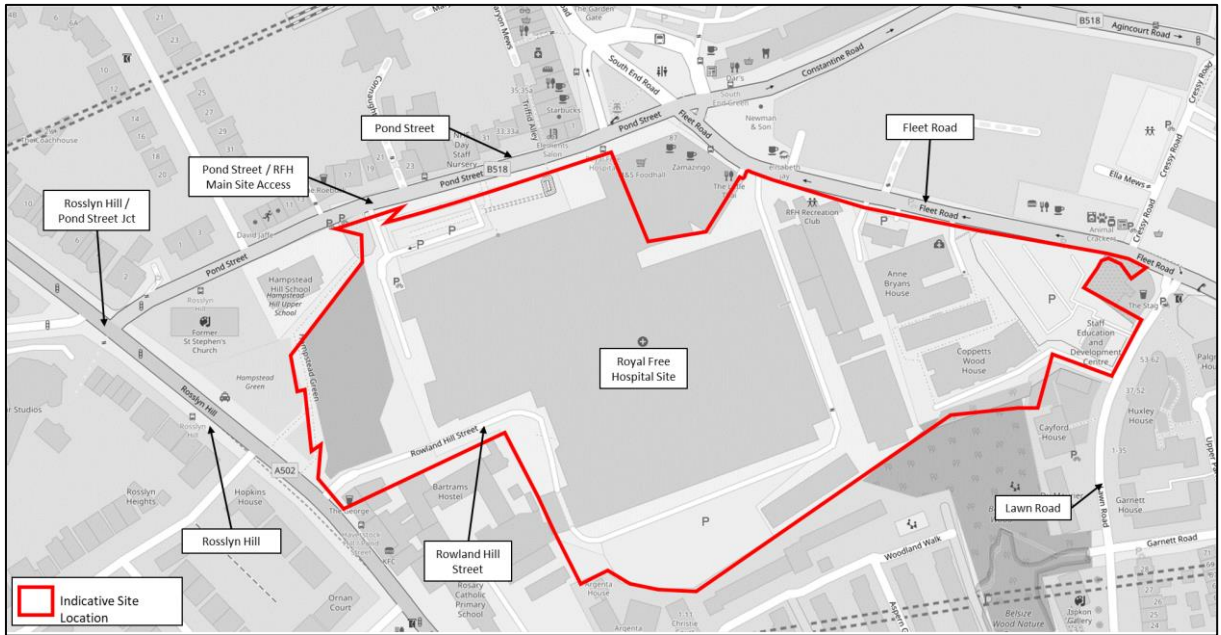
Appendix A – Site Layout and Area of Interest
Appendix B – Sketches of Potential Options



# 1. Introduction

1.1.1. The Royal Free Hospital (hereafter 'RFH') is located in Hampstead in the London Borough of Camden (LBC). The hospital is part of the Royal Free London NHS Foundation Trust, which also operates services at Barnet Hospital, Chase Farm Hospital and other sites. The RFH site offers a wide range of acute medical services including paediatrics, dermatology, gynaecology and orthopaedics as well as robotic assisted surgery and ground-breaking transplant research. The site location is outlined in Figure 1.

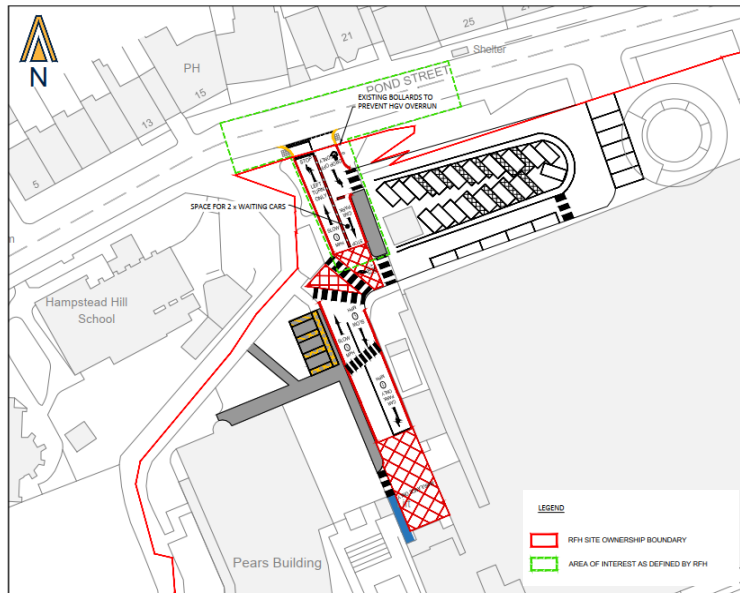
Figure 1 – Indicative Site Location



Source: OpenStreetMap

1.1.2. Evoked Transport Planning Consultants Ltd ('Evoked') has been commissioned by the Royal Free Hospital to produce a Technical Note to support a review of the Pond Street / Royal Free Hospital junction. The primary point of interest relates to the shared drop-off, disabled parking and ambulance access (non-emergency) to the west of Pond Street. The site layout and area of interest, as defined by RFH, is outlined below and at Appendix A.

Figure 2 – Site Layout and Access Location



## Evoked Transport

- 1.1.3. The purpose of the commission is to review and identify current issues associated with the Pond Street / RFH Site Access and to set out high level options for further consideration by Royal Free Hospital and if relevant other key stakeholders such as LBC, as Local Highway Authority. It does not define costs for the options at this stage. As defined by RFH, the focus of the study is vehicular movement at the junction and the waiting space for 2 to 3 cars accessing the carpark. However, Evoke has commented on other points where relevant.
- 1.1.4. The remainder of this TN is set out as follows:
  - Chapter 2 – A review of key issues associated with the Site Access from Pond Street;
  - Chapter 3 – A summary of potential options by Issue for consideration; and
  - Chapter 4 - Summary

## 2. Site Access Issues

2.1.1. This chapter sets out the key issues that have been identified through a site visit on Friday 17 November 2023; review of publicly available information; and liaison with RFH to understand key constraints.

2.1.2. No information has been made available or collected at this time on traffic volumes, queuing, car parking demand / ticketing and records of near misses or non-injury related collisions at the site access.

### 2.2. Site Visit and General Observations

2.2.1. To support the study a site visit was agreed with RFH and completed on Friday 17 November 2023 between 11:30 -13:00, as well as information gathered on a previous site visit on 15 November 2022 by Evoked. Other data available from Google Maps and Crashmap UK has been consulted to review typical highway conditions. If options are to be advanced in the future, then further data collection will be needed (e.g. topographical survey, traffic and queuing surveys).

2.2.2. As part of the site visit, Evoked met with Raj Odedara and Anthony Meleady from RFH. It is understood from RFH that traffic conditions were quieter than normal on the day of the visit. Observations about the layout of the Pond Street / RFH junction are summarised below:

**Figure 3 – Observations about Pond Street / RFH Junction**

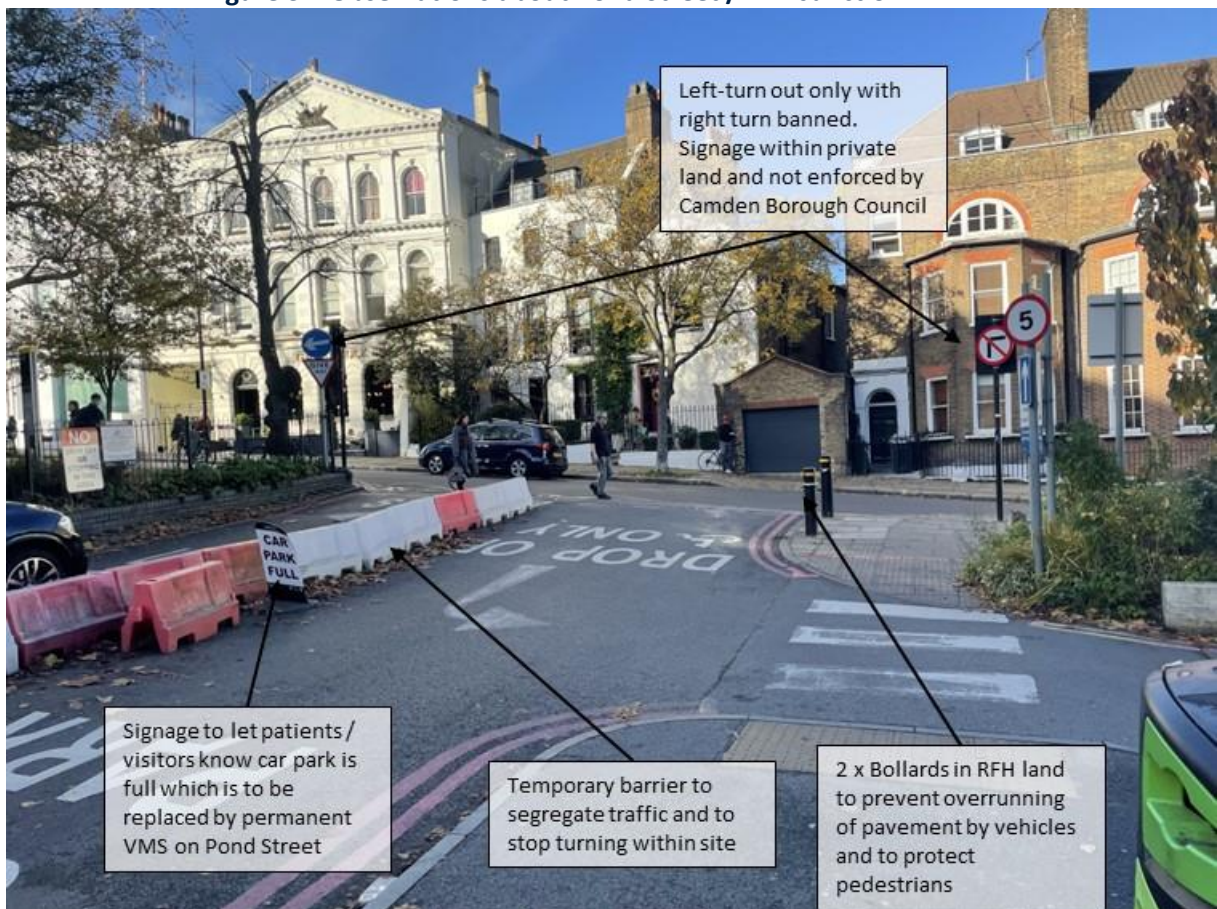
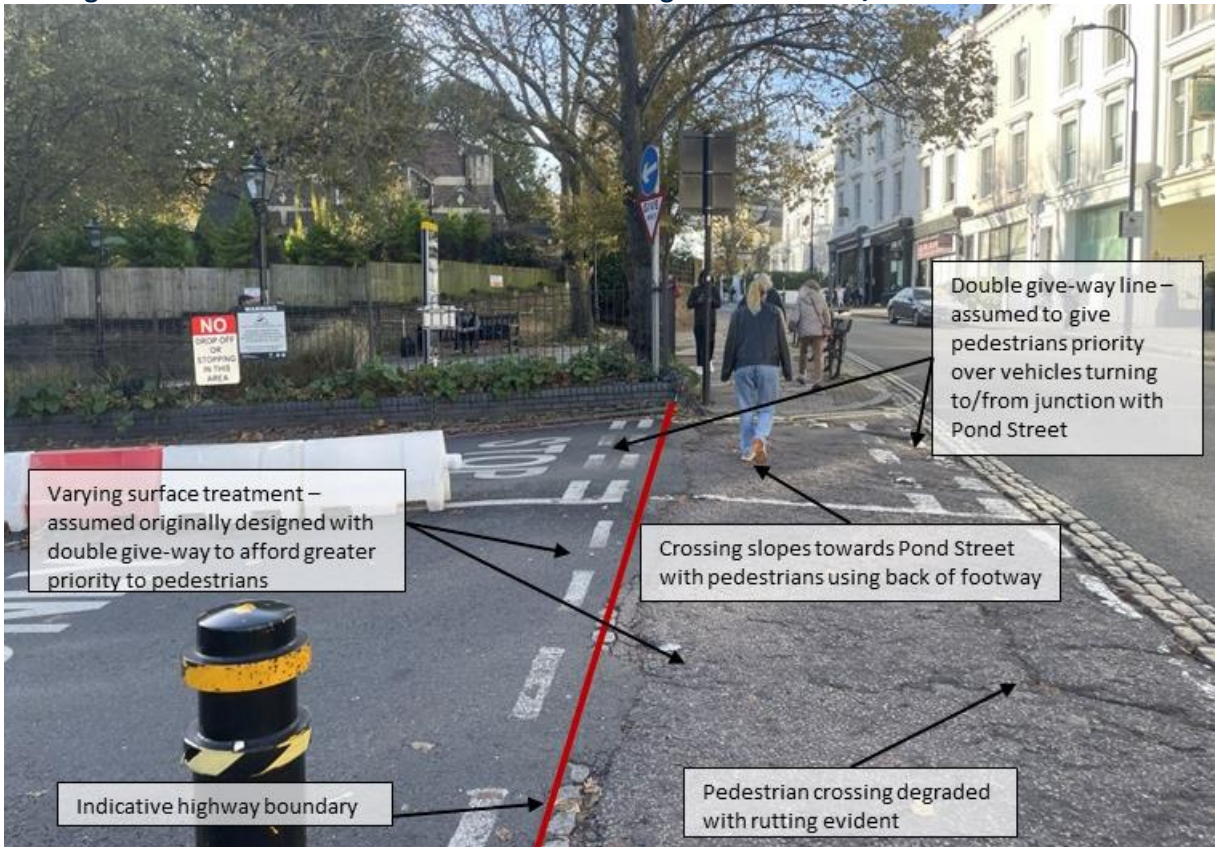


Figure 4 – Observations about Pond Street / RFH Junction Car Park Waiting Area



Figure 5 – Observations about Pedestrian Crossing at Pond Street / RFH Junction



2.2.3. Other general observations on-site about the operation of the Pond Street / RFH junction and drop-off area were as follows:

- Vehicles were observed to queue back from the entrance onto Pond Street.
- 'Rejected' vehicles (those unable to access the car park) were observed on occasion to U-turn upon exiting to rejoin the queue for the car park or drop-off area.
- Vehicles waiting to drop-off, or in some instances, pick-up patients blocked vehicles attempting to exit the site leading to queuing.
- Parking attendants (3-4 persons) on behalf of RFH were on site managing access to the car park and drop-off area between 08:00-16:00 Monday to Friday.
  - An attendant was at times located at the site access point directing cars to the car park waiting area (2 car lengths for waiting) when capacity was available, or they were directed to exit via the drop-off area. A further attendant typically released the car from the waiting area when a vehicle left the public car park.
  - Other attendants were observed to be assisting cars in the drop-off area and seeking to move vehicles through this area as quickly as possible and to stop waiting cars blocking through movements with variable success.
  - Attendants were often having difficulties with drivers responding to their instructions or drivers arguing with them about the instructions leading to extended conversations and blocking back.
- A mobile crane was restricting access to the public car park (Floor 0) and ambulance area for transplants.

2.2.4. A summary of the main issues identified are set out above.

### 2.3. Issue 1 – Access to Royal Free Hospital

**Issue:** Vehicles waiting for the general car park and drop-off area queue back on to Pond Street blocking access to Royal Free Hospital for other vehicles and disrupting operation of local highway (Figure 6).

2.3.1. Observations made in regards to this issue were as follows:

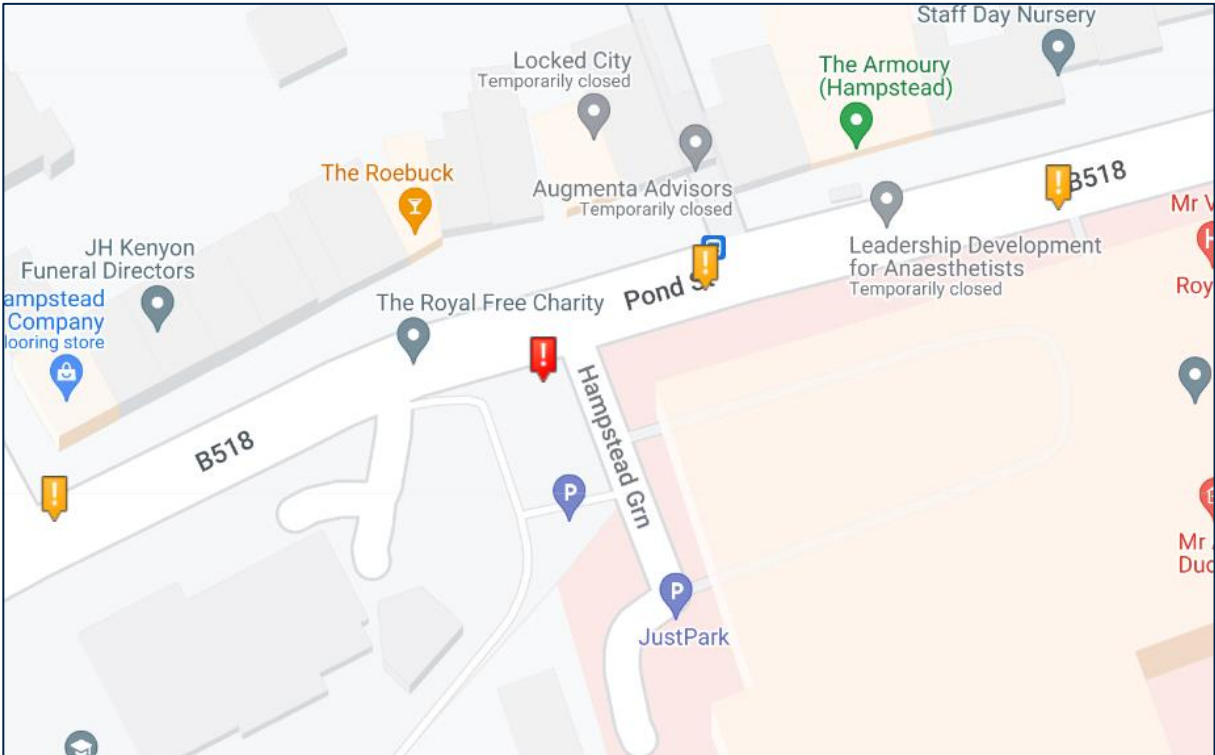
- Waiting space for the car park is limited to two car lengths – see Figure 4 above. Parking attendants control the space with cones and barriers and seek to divert rejected cars around the pick-up/drop-off area. The typical waiting time in this space for the car park is 10-15 minutes according to site staff.
- The car park waiting area is located close to the junction which means attendants have to interact with vehicles immediately upon access. This can lead to an extended conversation with the car driver as the attendant asks them to leave the queue.
- Vehicles rejected have to travel around the drop-off / pick-up area and can be held up by vehicles waiting to drop-off / pick-up which can cause further blocking back.
- The presence of on street parking on Pond Street results in a narrowing of the carriageway close to the Royal Free Hospital which coupled with queuing from the A502 Rosslyn Hill / Pond Street junction causes additional congestion and delay on Pond Street.
- Access to the Heart Transplant area needs to be maintained at all times.

Figure 6 – Queuing back on to Pond Street



2.3.2. A review of Crashmap UK for the area of interest indicates that two Personal Injury Accidents (PIA) were recorded between 1 January 2017 and 31 December 2022 at the site access as set out in Figure 7.

Figure 7 - Personal Injury Accident Data



Source: Crashmap UK November 2023

2.3.3. A summary of the two PIAs is provided below:

- The serious PIA was recorded in June 2017 and comprised a vehicle turning right to RFH from Pond Street hitting a pedestrian crossing the access point on a pedestrian crossing facility; and
- The slight PIA was recorded more recently in October 2022 and comprised a collision between a vehicle and a pedestrian crossing Pond Street, with the pedestrian crossing from the driver's nearside being masked by parked or stationary vehicle.

2.3.4. The PIA records comprise data where collisions have occurred and injuries have been recorded. It should also be noted that several near misses were recorded during the site visit which highlight road safety concerns including:

- Near rear shunts from vehicles turning into the junction and other vehicles suddenly stopping in front due to queuing;
- Vehicles U-turning from the egress to the access and conflicting with pedestrians; and
- Pedestrian attempting to manoeuvre between cars whilst crossing the RFH Site Access

## 2.4. Issue 2 – Egress from Royal Free Hospital

**Issue:** Demand through and operation of the A502 Rosslyn Hill / Pond Street junction can result in extended queuing on Pond Street blocking egress from Royal Free Hospital.

2.4.1. Observations made on site / following review of available data was as follows:

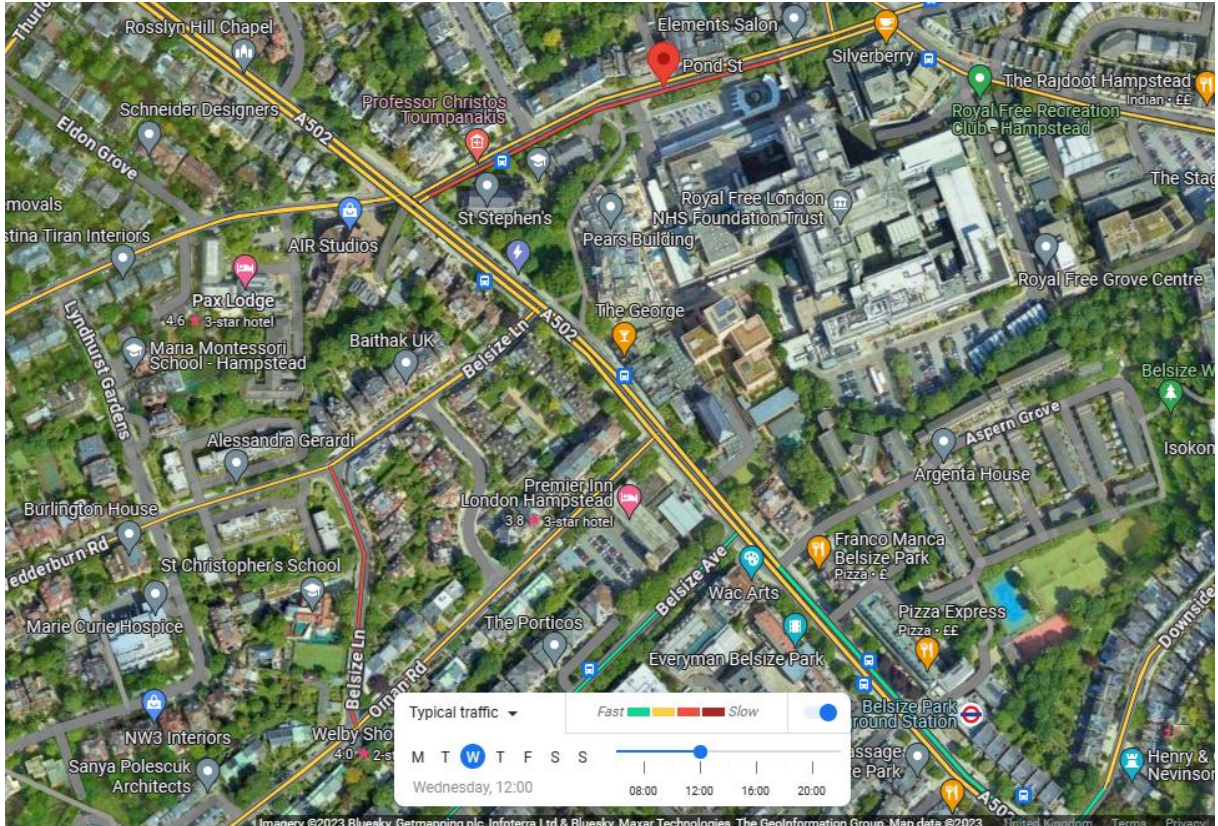
- Vehicles exiting RFH are banned from turning right so can only turn left to join the queue on Pond Street. Note that this is not an official highway traffic regulation order with signage located on RFH land so this is not enforceable and advisory only. Few cars were observed to turn right; although some cars were observed to U-turn.
- Vehicles turning left can be blocked from exiting RFH by the queue on Pond Street which can result in further congestion on site and lead to 'knock-on' issues in terms of access through the drop-off area and site access (i.e. the whole system 'clogs up').

**Figure 8 – Queuing from Pond Street (photo from previous site visit on 15 November 2022 by Evoke)**



- 2.4.2. Based on a review of typical traffic conditions (from Google maps which uses mobile phone (Bluetooth) data) the extended queuing on Pond Street from the A502 Rossalyn Hill / Pond Street junction typically occurs between 09:00 and 16:00 peaking around mid-day (See Figure 9 example) and therefore outside of AM and PM peak highway network hours. On the day of the site visit, queuing along Pond Street was limited (5-6 car lengths).

**Figure 9 – Typical Traffic Conditions (Wednesday 12:00)**



Source: Googlemaps UK 2023

## 2.5. Issue 3 – Pedestrians crossing Royal Free Hospital Site Access

Issue: Challenging conditions for pedestrians crossing the RFH Site Access Road due to vehicles turning to/from RFH and vehicles queuing across the crossing point.

- 2.5.1. Observations made on site were as follows:

- Vehicles waiting to enter the site often block the uncontrolled pedestrian crossing and pedestrian desire line, with pedestrians having to manoeuvre around cars. For those with mobility or visual impairment this was particularly challenging and a highway safety risk (see Figure 8, above).
- Vehicles often do not obey the double give way line and do not provide priority to pedestrians.
- The levels on the site access (within public highway) fall towards Pond Street and pedestrians were observed to walk at the back of the crossing where levels were level and more comfortable. This will be an issue for those with mobility impairments (Figure 5).
- The surface of the pedestrian crossing was degraded with rutting and cracking noted in places. This forms a potential trip hazard for pedestrians crossing the road and the discolouration fails to raise awareness of the presence of this crossing.
- Vehicles that have not been allowed to queue for the car park or drop-off/pick-up, once through the drop-off and pick-up area were sometimes observed to attempt to U-turn and join the queue



for car park or drop-off / pick-up. A near miss with a pedestrian crossing the site access was observed on the site visit for this reason.

- The crossing is within the highway boundary (LBC land) and any improvements on the public highway would require engagement with the Local Highway Authority.

2.5.2. From a review of historical imagery, it is also noted that the crossing formerly had a zebra crossing marked along its length within the LBC highway boundary up until 2018 when this was removed. The reasons for removal have not been clarified at this stage but it is noted that a serious PIA was recorded at this crossing in June 2017 and from historical photos available the design was not in accordance with typical highway design standards.

**Figure 10 - Former Zebra Crossing at Pond Street / RFH Junction (July 2017)**



Source: Googlemaps UK 2023

### 3. Site Access Options

- 3.1.1. Potential options to help improve conditions at the site access have been set out below in this Chapter by issue. There is unlikely to be a single ‘silver bullet’ that resolves the issue; however, through a combination of changes there may be an opportunity to achieve gains in terms of access performance. Where sketches have been prepared and shown below to illustrate an option, these are also provided at **Appendix B** for reference.
- 3.1.2. It is noted that Variable Messaging Signage (VMS) is due to be installed in 2024 at the Pond Street / Royal Free Hospital Access and at the Rowland Hill Street access to inform visitors in advance of turning into the site whether any spaces are available. This should help to reduce the number of vehicles turning into the site. If this information was also made available online, then it may also help visitors attending for general appointments (rather than emergencies) to make alternative travel choices to that of the car prior to departing for the Royal Free Hospital.

### 3.2. Options for Issue 1 – Access to Royal Free Hospital

1A	Relocate and Increase Car Park Waiting Space																										
Description:	Relocate and increase the waiting space for the car park away from the main junction and consider providing a right turn lane (see sketch below). Parking attendants may need to manage access to this space and in the event of an ambulance arriving (and no separate lane) would need to temporarily shut the exit to the car park to allow safe passage for ambulances on the exit lane.																										
Aim:	To relocate queuing away from immediate access from Pond Street and blockage point																										
Sketch:	<div style="float: right; font-size: small;"> <p><b>NOTES</b></p> <ol style="list-style-type: none"> <li>DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.</li> <li>EVOKE TRANSPORT PLANNING CONSULTANTS LIMITED ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF THIRD PARTY INFORMATION - THIS MUST BE TREATED AS INDICATIVE ONLY.</li> </ol> <p><b>LEGEND</b></p> <p><span style="border: 1px solid red; display: inline-block; width: 10px; height: 10px; margin-right: 5px;"></span> RFH SITE OWNERSHIP BOUNDARY</p> </div> <table border="1" style="width: 100%; font-size: x-small; margin-top: 10px;"> <tr> <td>Project Name</td> <td>ROYAL FREE HOSPITAL, POND STREET</td> <td>Client</td> <td>ROYAL FREE HOSPITAL</td> </tr> <tr> <td>Drawing Title</td> <td>PROPOSED MITIGATION OPTION 1A</td> <td>Scale</td> <td>1:250 @ A3</td> </tr> <tr> <td>Drawn by</td> <td>CJL</td> <td>Appr'd by</td> <td>PKC</td> </tr> <tr> <td>Rev</td> <td>Evangelinos</td> <td>Date</td> <td>04.12.23</td> </tr> <tr> <td>Project No</td> <td></td> <td>Job No</td> <td>R-23-0151</td> </tr> <tr> <td>Drawn No</td> <td>R-23-0151-SK-002</td> <td>Rev</td> <td>-</td> </tr> </table>			Project Name	ROYAL FREE HOSPITAL, POND STREET	Client	ROYAL FREE HOSPITAL	Drawing Title	PROPOSED MITIGATION OPTION 1A	Scale	1:250 @ A3	Drawn by	CJL	Appr'd by	PKC	Rev	Evangelinos	Date	04.12.23	Project No		Job No	R-23-0151	Drawn No	R-23-0151-SK-002	Rev	-
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Drawn No	R-23-0151-SK-002	Rev	-																								
Priority:	● High	Timeframe:	Quick-win (1-3 months)																								
Opportunities:	<ul style="list-style-type: none"> <li>Can be tested by attendants on a trial basis.</li> <li>Provides additional 26.5m of queuing space equivalent to c.5 car lengths</li> <li>Space to create designated right turn lane to car park if required.</li> <li>Low cost measure with limited lead-in times</li> </ul>																										
Constraints:	<ul style="list-style-type: none"> <li>Could affect access for ambulances for transplants if not managed with appropriate protocol but does not appear to create greater risk than the current situation.</li> <li>If effective it may be self-perpetuating e.g. encourage more people to use RFH Pond Street access</li> <li>The number of attendants required will need to be reviewed and may lead to change</li> </ul>																										
Stakeholders:	RFH Estate Management, RFH Departments affected, Parking Attendants																										

Next Steps:	<ol style="list-style-type: none"> <li>1. Confirm with RFH and Parking Attendants that this is feasible</li> <li>2. Set out / confirm arrangements for scheme including requirements and protocol for ambulance access to Heart Transplant Area with staff then appropriately briefed</li> <li>3. Operate a trial with revised arrangements and review feedback</li> </ol>
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<b>1B</b>	<b>Car Park Rejection Lane</b>																		
Description:	Provide a lane through car parking spaces within drop-off area to allow for earlier rejection of those seeking car parking only.																		
Aim:	To avoid general traffic / seeking access to the car from mixing with drop-off / pick-up traffic and blue badge holders which can lead to delays in exiting the site and cause extra queuing and congestion.																		
Sketch:	<p><b>NOTES</b></p> <ol style="list-style-type: none"> <li>1. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.</li> <li>2. EVOKE TRANSPORT PLANNING CONSULTANTS LIMITED ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF THIRD PARTY INFORMATION. THIS MUST BE TREATED AS INDICATIVE ONLY.</li> </ol> <p><b>LEGEND</b></p> <p>RFH SITE OWNERSHIP BOUNDARY</p> <p><b>VEHICLE PROFILE</b></p> <p>Vehicle Name: Private Car      Description: Single Vehicle      Overall length (m): 4.215      Overall width (m): 1.760      Maximum clear width (m): 1.500      Bays to each side (m): 0.750</p> <p><b>PROJECT INFORMATION</b></p> <table border="1"> <tr> <td>Project Name</td> <td>ROYAL FREE HOSPITAL, POND STREET</td> <td>Client</td> <td>ROYAL FREE HOSPITAL</td> </tr> <tr> <td>Drawing Title</td> <td colspan="3">PROPOSED MITIGATION OPTION 1B</td> </tr> </table> <p><b>EVOKE</b> Evoke Transport Consultants Limited          4th Building          2, Bishopsgate Street          Reading, RG1 1AZ          Telephone: 01183 800 182          E: info@evoketransport.co.uk          W: www.evoketransport.co.uk</p> <p><b>REVISIONS</b></p> <table border="1"> <tr> <th>NO</th> <th>DATE</th> <th>BY</th> <th>DESCRIPTION</th> </tr> <tr> <td>1</td> <td>04/12/23</td> <td>PK</td> <td>Issue for Discussion</td> </tr> </table> <p>Scale: 1:250 @ A3          Drawing No: R-23-0151-SK-003</p>			Project Name	ROYAL FREE HOSPITAL, POND STREET	Client	ROYAL FREE HOSPITAL	Drawing Title	PROPOSED MITIGATION OPTION 1B			NO	DATE	BY	DESCRIPTION	1	04/12/23	PK	Issue for Discussion
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Drawing Title	PROPOSED MITIGATION OPTION 1B																		
NO	DATE	BY	DESCRIPTION																
1	04/12/23	PK	Issue for Discussion																
Priority:	● Low	Timeframe:	Medium Term (3-6 months)																
Opportunities:	<ul style="list-style-type: none"> <li>• Earlier rejection of traffic associated with car park</li> <li>• Reduced mixing with drop-off traffic and conflict</li> <li>• Low cost solution</li> </ul>																		
Constraints:	<ul style="list-style-type: none"> <li>• Loss of c. 5 car parking spaces (but could be relocated elsewhere if spaces re-purposed or utilisation of spaces improved)</li> <li>• Parking and drop-off spaces and zebra crossing in drop-off area would need to be adjusted to allow sufficient turning space and visibility</li> </ul>																		
Stakeholders:	RFH Estate Management, RFH Services where spaces are affected (e.g. renal)																		
Potential Next Steps:	<ol style="list-style-type: none"> <li>1. Review demand for spaces within drop-off / waiting area affected, utilisation of other spaces in local area and planning permission to determine if relocation is possible.</li> <li>2. If spaces are not needed or can be relocated, trial rejection lane based on cones and guidance from parking attendant initially. Report and review feedback</li> <li>3. Design and cost scheme for business sign-off if trial successful</li> </ol>																		

1C	Mini-roundabout		
Description:	Provide mini-roundabout within the site (as an alternative to rejection lane).		
Aim:	To remove the need for those being rejected from the car park travelling through the drop-off / pick-up area and increasing congestion in this area		
Sketch:			
Priority:	● Medium	Timeframe:	Medium Term (3-6 months)
Opportunities:	<ul style="list-style-type: none"> <li>Removes the need for those using car park / or rejected from car park to pass through drop-off area</li> <li>Relocates immediate queue for car park / interaction with attendants away from junction with Pond Street</li> <li>Unlikely to require the removal of parking spaces or affect the drop-off / pick-up layout</li> </ul>		
Constraints:	<ul style="list-style-type: none"> <li>Larger vehicles may struggle to make the U-turn and therefore may still need to be directed around drop-off by attendant</li> <li>Vehicles seeking to access / egress the disabled spaces may find it more challenging than the existing arrangement</li> <li>Pedestrian crossing points (zebra) would need to repositioned or relocated to allow for mini-roundabout</li> </ul>		
Stakeholders:	RFH Estate Management		
Potential Next Steps:	<ol style="list-style-type: none"> <li>Consult with RFH Estates and ParkingEye on the proposed option</li> <li>Consider running trial of mini-roundabout option based on cones / barriers</li> <li>Design and cost scheme for business sign-off (note that this would be alternative to rejection lane)</li> </ol>		

1D Relocate Public Parking	
Description:	Swap public parking spaces accessed from Pond Street with Staff Car Parking accessed from Rowland Hill Street. Further assessment and engagement with RFH would be required to establish feasibility.
Aim:	To reduce the number of movements through the Pond Street access per day To reduce conflict with drop-off zone and separation of functions
Priority:	● Medium <span style="float: right;">Timeframe: Long Term (&gt; 6 months)</span>
Opportunities:	<ul style="list-style-type: none"> <li>Reduces number of movements through Pond Street / RFH access</li> <li>Reduces conflict with drop-off zone and other uses at access</li> <li>Remove need for queuing space immediately at junction for car park</li> <li>All public car parking (including for Floor 1 of multi-storey) would be accessed through Rowland Hill Street</li> <li>Improve conditions at Main Hospital Access point for site users</li> <li>Improve access for ambulances to transplant ward</li> </ul>
Constraints:	<ul style="list-style-type: none"> <li>Requires access through the rear of Royal Free Hospital</li> <li>May require improvements to rear of hospital (noted that area has previously been used temporarily for public parking)</li> <li>ParkingEye would need additional cameras and monitoring by attendants changing operational costs</li> </ul>
Stakeholders:	RFH Estates, RFH Departments, Hospital User Groups, ParkingEye, Parking Attendants
Potential Next Steps:	<ol style="list-style-type: none"> <li>Consult with RFH Estates on the feasibility of the proposed option and constraints (including feedback from previous use of car park by public prior to June 2021) and determine what further data is required.</li> <li>Consult with other RFH stakeholders</li> <li>If feasible, review required improvements to access and egress from Rowlands Hill Street car parking area (keeping in mind previous work completed on the existing pedestrian and cycle routes – November 2022)</li> <li>Publicise and implement parking changes</li> </ol>

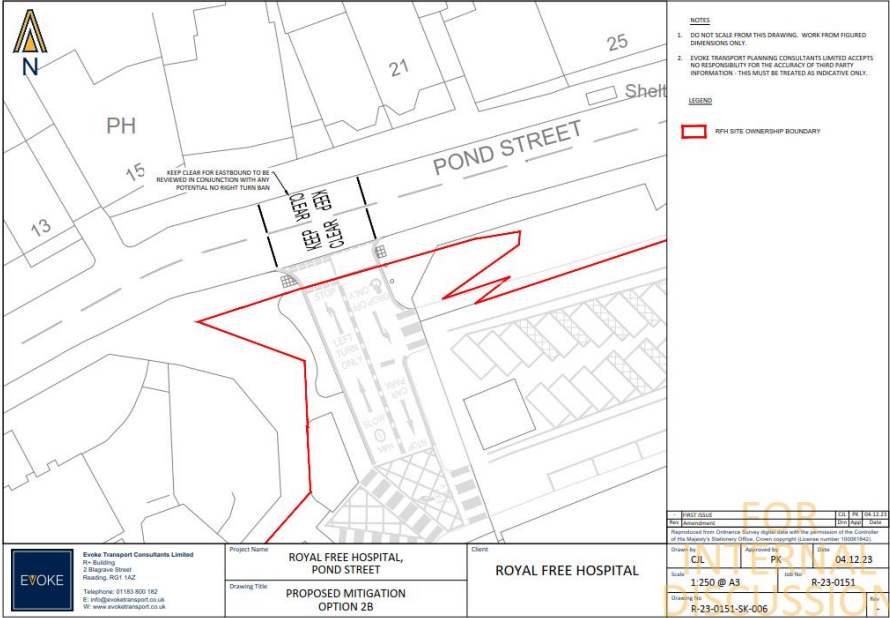
1E Additional drop-off / pick-up layby	
Description:	To provide additional drop-off spaces for RFH to the north of the site through re-purposing current landscaped area (see sketch)
Aim:	To increase drop-off capacity which will reduce the number of vehicles waiting for spaces and blocking RFH traffic internally
Sketch:	<p>The sketch shows a plan view of the site area around Pond Street. A red line indicates the RFH site ownership boundary. A proposed drop-off/pick-up layby is shown as a dashed line area, with a note: 'EXISTING PLANTING/SEATING AREA RETAINED'. Another note indicates: 'FOOTWAY DIVERTED AROUND BAY WITHIN EXISTING LANDSCAPED AREA WIDTH TO REPLICATE EXISTING FOOTWAY'. A shelter is located on Pond Street. A north arrow is present in the top left corner.</p> <p><b>NOTES</b></p> <ol style="list-style-type: none"> <li>DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.</li> <li>EVOKE TRANSPORT PLANNING CONSULTANTS LIMITED ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF THIRD PARTY INFORMATION - THIS SHOULD BE TREATED AS INDICATIVE ONLY.</li> </ol> <p><b>LEGEND</b></p> <ul style="list-style-type: none"> <li>RFH SITE OWNERSHIP BOUNDARY</li> </ul> <p><b>DATE ISSUED: 04/12/23</b></p> <p><b>PROJECT:</b> ROYAL FREE HOSPITAL, POND STREET</p> <p><b>CLIENT:</b> ROYAL FREE HOSPITAL</p> <p><b>SCALE:</b> 1:250 @ A3</p> <p><b>DATE:</b> 04/12/23</p> <p><b>PROJECT NUMBER:</b> R-23-0151</p> <p><b>REVISION:</b> A</p> <p><b>CONTACT:</b> EVOKE TRANSPORT CONSULTANTS LIMITED, 11 BUCKINGHAM STREET, BIRMINGHAM B1 1AA. TEL: 0121 600 182. E: info@evoke-transport.co.uk. W: www.evoke-transport.co.uk</p>

Priority:	● Low	Timeframe:	Long Term (>6 months)
Opportunities:	<ul style="list-style-type: none"> <li>• Improve drop-off capacity and conditions for patients</li> <li>• Reduce queuing from drop-off area which can affect rejected car park users exiting the site leading to additional congestion</li> </ul>		
Constraints:	<ul style="list-style-type: none"> <li>• Relies on land that falls within the highway boundary and outside of the control of RFH</li> <li>• May lead to further congestion on Pond Street as vehicles seek a space</li> <li>• TRO required to control use of drop-off bays (short-stay)</li> <li>• Higher cost solution and will require transfer or use of land under LBC control</li> </ul>		
Stakeholders:	RFH Estate Management, LBC, Residents Association		
Potential Next Steps:	<ol style="list-style-type: none"> <li>1. Consult with RFH Estates on the proposed option</li> <li>2. Explore possibility of use of land with LBC</li> <li>3. Design and cost potential option</li> </ol>		

### 3.3. Options for Issue 2 – Egress from Royal Free Hospital

<b>2a</b>		<b>Review signal timings at Rossalyn Hill / Pond Street Junction</b>	
Description:	Seek additional green time for Pond Street at Rossalyn Hill / Pond Street Junction		
Aim:	To reduce queuing on Pond Street arm and the potential for interaction and delay with RFH egress which impacts the operation of the site		
Priority:	● High	Timeframe:	Quick Win (1-3 months)
Opportunities:	<ul style="list-style-type: none"> <li>• Improve egress conditions</li> <li>• Reduce potential for delay exiting RFH from queuing on Pond Street and congestion on site</li> <li>• Reduce blocking across uncontrolled pedestrian crossing</li> <li>• Low cost solution if TfL and LBC can be convinced - could be trialled in first instance</li> <li>• Improve emergency access for ambulances along Pond Street (any evidence on delay to blue light vehicles will help build case)</li> </ul>		
Constraints:	<ul style="list-style-type: none"> <li>• Brings TfL and LBC attention to issues at RFH (could also be an advantage)</li> <li>• May require further evidence gathering (and cost) to build case</li> </ul>		
Stakeholders:	RFH Estate Management, LBC, TfL		
Sketch:	Not applicable		
Potential Next Steps:	<ol style="list-style-type: none"> <li>1. Secure and review signal timing and layout diagrams from TfL and source evidence to support case</li> <li>2. Engage TfL and LBC to seek changes to signal timings (Stage 3 could come before Stage 2)</li> <li>3. Undertake traffic surveys (07:00 – 19:00) to evidence extent of queuing issues on Pond Street include other arms to establish if capacity to amend timings on arms</li> <li>4. Confirm if modelling is required</li> </ol>		

<b>2b</b>		<b>Introduce a Keep-Clear</b>	
Description:	Introduce Keep-Clear markings on Pond Street with supporting enforcement. Keep-clear markings can typically be introduced where emergency vehicles or service vehicles experience access problems and/or where vehicles obstruct pedestrian crossing points, both points are relevant at this location.		
Aim:	To reduce delay and queuing for vehicles egressing RFH To reduce likelihood of vehicles blocking pedestrian crossing		

<p>Sketch:</p>	 <p><b>NOTES</b></p> <ol style="list-style-type: none"> <li>DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.</li> <li>EVOKE TRANSPORT PLANNING CONSULTANTS LIMITED ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF THIRD PARTY INFORMATION. THIS MUST BE TREATED AS INDICATIVE ONLY.</li> </ol> <p><b>LEGEND</b></p> <ul style="list-style-type: none"> <li>RFH SITE OWNERSHIP BOUNDARY</li> </ul> <p><b>PROJECT INFO</b></p> <table border="1"> <tr> <td>Project Name</td> <td>ROYAL FREE HOSPITAL, POND STREET</td> <td>Client</td> <td>ROYAL FREE HOSPITAL</td> </tr> <tr> <td>Drawing Title</td> <td>PROPOSED MITIGATION OPTION 2B</td> <td>Scale</td> <td>1:250 @ A3</td> </tr> <tr> <td>Drawn by</td> <td>CIL</td> <td>Approved by</td> <td>PK</td> </tr> <tr> <td>Date</td> <td>04.12.23</td> <td>Drawing No</td> <td>R-23-0151</td> </tr> <tr> <td colspan="4">Drawing Ref: R-23-0151-SK-006</td> </tr> </table>			Project Name	ROYAL FREE HOSPITAL, POND STREET	Client	ROYAL FREE HOSPITAL	Drawing Title	PROPOSED MITIGATION OPTION 2B	Scale	1:250 @ A3	Drawn by	CIL	Approved by	PK	Date	04.12.23	Drawing No	R-23-0151	Drawing Ref: R-23-0151-SK-006			
Project Name	ROYAL FREE HOSPITAL, POND STREET	Client	ROYAL FREE HOSPITAL																				
Drawing Title	PROPOSED MITIGATION OPTION 2B	Scale	1:250 @ A3																				
Drawn by	CIL	Approved by	PK																				
Date	04.12.23	Drawing No	R-23-0151																				
Drawing Ref: R-23-0151-SK-006																							
<p>Priority:</p>	<p>● Medium</p>	<p>Timeframes:</p>	<p>Medium Term (3-6 months)</p>																				
<p>Opportunities:</p>	<ul style="list-style-type: none"> <li>Creates opportunities for vehicles to exit RFH when traffic is queuing from Rossalyn Hill</li> <li>Could provide opportunity to allow right-turners from RFH</li> <li>Low cost solution (Costs towards TRO and markings)</li> </ul>																						
<p>Constraints:</p>	<ul style="list-style-type: none"> <li>Requires agreement with LBC, subsequent TRO and consultation and implementation</li> <li>Enforcement may be required e.g. cameras resulting in need for contribution from RFH</li> <li>Reduces total queuing space on Pond Street towards Rossalyn Hill and could lead to more interaction with on-street parking</li> <li>Increases conflict if right-turners reintroduced</li> </ul>																						
<p>Stakeholders:</p>	<p>RFH Estates, LBC, Residents Association</p>																						
<p>Potential Next Steps:</p>	<ol style="list-style-type: none"> <li>Discuss Options 2b and 2c with RFH Estates</li> <li>Engage LBC and present options for agreement</li> <li>Produce final scheme for costing (drawing and enforcement)</li> <li>Progress TRO and any associated consultation (by LBC)</li> </ol>																						


<p><b>2c</b></p>	<p><b>Review the ban of right-turners</b></p>		
<p>Description:</p>	<p>Review the ban of right-turners from the site to Pond Street East to either allow the reintroduction of right-turners from RFH (given queuing from Rossalyn Hill / Pond Street Junction) or to make this a formal highway restriction (rather than private) with signage in public highway and seek enforcement.</p>		
<p>Aim:</p>	<p>Reduce number of vehicles queuing within RFH for Rossalyn Hill / Pond Street Junction</p>		
<p>Priority:</p>	<p>● Low</p>	<p>Timeframe:</p>	<p>Medium Term (3-6 months)</p>
<p>Opportunities:</p>	<ul style="list-style-type: none"> <li>Improved control and enforcement of right-turners (by LBC)</li> <li>If right-turn reintroduced it could reduce the number of vehicles seeking to enter queue towards Rossalyn Hill / Pond Street Junction</li> <li>Could be trialed by RFH once Keep Clear is introduced (through removal of onsite signage)</li> </ul>		
<p>Constraints:</p>	<ul style="list-style-type: none"> <li>If right-turn allowed, it could delay vehicles exiting RFH during free flow conditions for Pond Street</li> <li>Increase number of potential conflicts and risk (although noted LBC has previously not supported the formal ban on right turns)</li> <li>Costs towards TRO, enforcement and signage may be required</li> </ul>		
<p>Stakeholders:</p>	<p>RFH Estate Management, LBC, Residents Association</p>		
<p>Potential Next Steps:</p>	<ol style="list-style-type: none"> <li>Discuss right turn options with RFH Estates</li> <li>Engage LBC and present options for agreement</li> <li>Produce final scheme for costing (drawing and enforcement)</li> <li>Progress TRO and any associated consultation (by LBC)</li> </ol>		

3.4. Options for Issue 3 – Pedestrians crossing Royal Free Hospital Site Access

3.4.1. The options lists under Issue 1 and Issue 2 would in combination help to reduce queuing or blocking-back through the uncontrolled pedestrian crossing at the site access.

<p><b>3a</b></p>	<p><b>Crossing (with raised table)</b></p>		
<p>Description:</p>	<p>Replace existing crossing with ramped crossing and treatment (see sketch below) or put whole junction on raised table</p>		
<p>Aim:</p>	<p>To give greater priority to pedestrians crossing To increase visibility of pedestrians to motorists turning to and from RFH To provide an improved surface / crossing from those with mobility impairments</p>		
<p>Sketch:</p>			
<p>Priority:</p>	<p>● Medium</p>	<p>Timeframe:</p>	<p>Long Term (&gt;6 months)</p>
<p>Opportunities:</p>	<ul style="list-style-type: none"> <li>• Priority for pedestrians and improved highway safety</li> <li>• Fewer people diverted from the natural crossing line to walk behind or in front of a stationary vehicle reducing risk</li> <li>• A continuous level place to cross between the footways either side of the side road (equality compliant)</li> <li>• Helps to reinforce the highway code which states</li> </ul>		
<p>Constraints:</p>	<ul style="list-style-type: none"> <li>• Design needs to account for interface with surface at, and gradient of, Pond Street</li> <li>• Potential for vehicles to 'bottom-out' if attempting a U-turn which may be an advantage in deterring this movement.</li> <li>• Crossing falls within LBC land and therefore will require engagement with highway authority</li> <li>• Some land may need to be dedicated by RFH as highway under a Section 38 agreement or similar if a design compliant crossing is to be delivered.</li> <li>• Works and professional fees are likely to be higher cost compared to Option 3b.</li> <li>• May require temporary closure of access</li> </ul>		
<p>Stakeholders:</p>	<p>RFH Estate Management, LBC</p>		
<p>Potential Next Steps:</p>	<ol style="list-style-type: none"> <li>1. Produce formal sketch of design option and treatment</li> <li>2. Engage with LBC to present issues with current crossing for pedestrians and to explore options</li> <li>3. Design and cost scheme for LBC and RFH sign-off (alternatively LBC may request a contribution to complete the works)</li> <li>4. Implement works</li> </ol>		



3b Crossing Surface Treatment	
Description:	As an alternative to 3a – refresh and replace surfacing of pedestrian crossing with consideration to alternative surface treatment
Aim:	To improve quality of crossing To increase awareness of pedestrians To reduce the occurrence of vehicles queuing across and blocking uncontrolled pedestrian crossing
Example:	
Priority:	● High
Timeframe:	Medium Term (3-6 months)
Opportunities:	<ul style="list-style-type: none"> <li>• Raises attention to pedestrian crossing</li> <li>• Helps to reinforce the highway code which states</li> <li>• Should reduce queuing across pedestrian crossing</li> <li>• Lower cost solution than 3a</li> <li>• Limited changes expected within RFH land</li> </ul>
Constraints:	<ul style="list-style-type: none"> <li>• Likely to rely on LBC to agree and complete the highway works (as within highway land) or to enter in to a Section 278</li> <li>• May require a contribution to LBC to facilitate works</li> <li>• Will require temporary closure of access (overnight)</li> </ul>
Stakeholders:	RFH Estates, LBC
Potential Next Steps:	<ol style="list-style-type: none"> <li>1. Produce formal sketch of design option and treatment</li> <li>2. Engage with LBC to present issues with current crossing for pedestrians and to explore options</li> <li>3. Design and cost scheme for LBC and RFH sign-off (alternatively LBC may request a contribution to complete the works)</li> <li>4. Implement works</li> </ol>

## 4. Summary

### 4.1. Summary

- 4.1.1. The Technical Note has been prepared by Evoke Transport Planning Consultants Ltd (Evoke) on behalf of the Royal Free Hospital (RFH) in Hampstead Heath.
- 4.1.2. The purpose of this report was to review and identify current issues associated with the Pond Street / RFH Site Access and to set out high level options for further consideration. The focus of the study is vehicular movement at the junction and the immediate waiting space for two to three cars. However, Evoke has commented on other points where relevant including the pedestrian crossing. No information on historical measures previously considered or trialled has been provided.
- 4.1.3. This report has been informed via a site visit undertaken in November 2023 where observations of the operation of the Pond Street / RFH Site Access junction were made, as well as a previous site visit in November 2022. This has been supported by a review of information available from Crashmap and Google Maps. The key issues identified were as follows:
- Issue 1: Access to Royal Free Hospital - Vehicles waiting for the general car park and drop-off/pick-up area queue back on to Pond Street blocking access to Royal Free Hospital and disrupting operation of local highway.
  - Issue 2: Egress from Royal Free Hospital - Demand through and operation of the A502 Rosslyn Hill / Pond Street junction can result in extended queuing on Pond Street blocking egress from Royal Free Hospital.
  - Issue 3: Pedestrians crossing Royal Free Hospital Site Access - Challenging conditions for pedestrians crossing the RFH Site Access Road due to vehicles turning to/from RFH and vehicles queuing across the crossing point.
- 4.1.4. Variable Messaging Signage (VMS) is due to be installed in 2024 at the Pond Street / Royal Free Hospital Access and at the Rowland Hill Street access to improve parking information for visitors. This will help to reduce the number of vehicles turning into the site, being rejected and causing congestion.
- 4.1.5. Table 1 below summarises further potential options for consideration to further improve conditions and to address the issues identified at the Pond Street / RFH Site Access junction. At this stage, the options are high level only and will require engagement with RFH and relevant stakeholders to further confirm feasibility and whether the option should be progressed further.

### 4.2. Next Steps

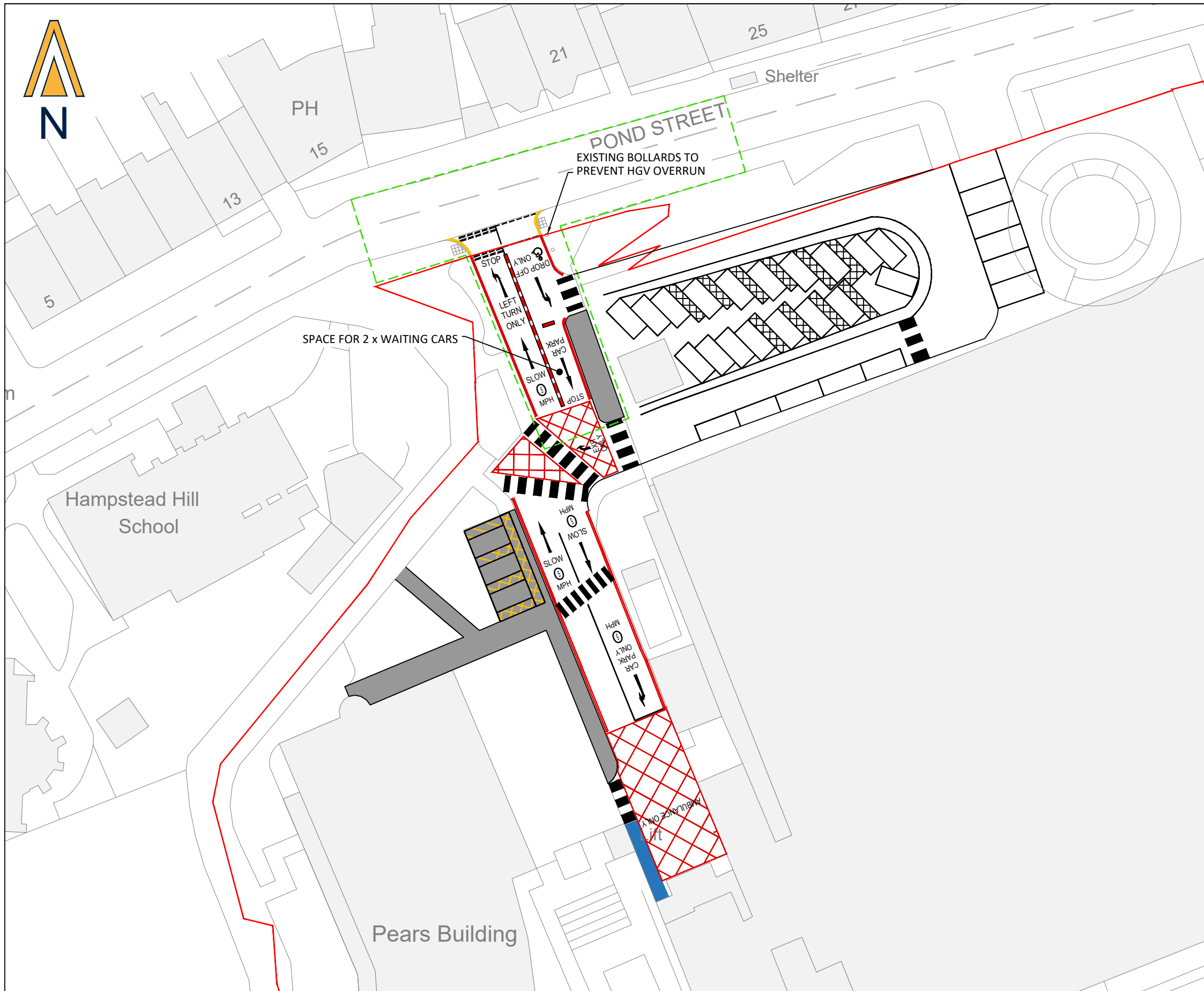
- 4.2.1. To conclude this Technical Note, we have compiled a list of tasks we have identified to be necessary to progressing improvements at the Pond Street / RFH Site Access junction:
- RFH to review and consider which options they wish to progress;
  - Engage with key stakeholders on options selected for further review including London Borough of Camden and Transport for London where external works are required;
  - Commission necessary surveys to inform evidence base if needed (e.g. traffic surveys) or design development (e.g. utility surveys, topographic surveys);
  - Trial schemes and review feedback prior to formal implementation;
  - Develop designs or strategies for improvement; and
  - Obtain advice from a Quantity Surveyor to cost schemes and to help develop business case (where required)
- 4.2.2. Next steps have also been set out for each option in Chapter 3 should RFH determine that they wish to progress specific options.

Table 1 - Summary of Options

Issue Ref	Issue	Option Ref	Drawing Ref	Description	Delivery Engagement	Potential Timeframe	Priority
1	Vehicles waiting for the general car park and drop-off area queue back on to Pond Street blocking access to RFH and disrupting operation of local highway.	1a	R-23-0151-SK-002	Relocate and increase the waiting space for the car park away from the main junction (to outside car park entrance) and consider providing a right turn lane.	All land within RFH control	Quick Win (1-3 months)	●
		1b	R-23-0151-SK-003	Provide a lane through car parking spaces within drop-off area to allow for earlier rejection of those seeking car parking only.	All land within RFH control	Medium Term (3-6 months)	●
		1c	R-23-0151-SK-004	Provide mini-roundabout within the site (as an alternative to rejection lane – 1b).	All land within RFH control	Medium Term (3-6 months)	●
		1d	N/A	Swap public parking spaces accessed from Pond Street with Staff Car Parking accessed from Rowland Hill Street.	Parking within RFH control	Long Term (>6 months)	●
		1e	R-23-0151-SK-005	Provide additional drop-off / pick-up spaces for Royal Free Hospital to the north of the site through re-purposing current landscaped area (see sketch)	Works within highway boundary (outside RFH control)	Long Term (>6 months)	●
2	Demand through and operation of the A502 Rosslyn Hill / Pond Street junction can result in extended queuing on Pond Street blocking egress from Royal Free Hospital.	2a	N/A	Seek additional green time for Pond Street at Rossalyn Hill / Pond Street Junction	Requires agreement of TfL / LBC	Quick Win (1-3 months)	●
		2b	R-23-0151-SK-006	Introduce Keep-Clear markings on Pond Street with supporting enforcement.	Works within highway land and needs agreement with LBC	Medium Term (3-6 months)	●
		2c	N/A	Either allow the reintroduction of right-turners from RFH (given queuing from Rossalyn Hill / Pond Street Junction) or make this a formal highway restriction (rather than private) with signage in public highway and enforcement.	Works within highway land and needs agreement with LBC	Medium Term (3-6 months)	●
3	Challenging conditions for pedestrians crossing the RFH Site Access Road due to vehicles turning to/from RFH and vehicles queuing across the crossing point.	3a	R-23-0151-SK-007	Refresh and replace existing crossing with ramped crossing and surface treatment or put whole junction on raised table	RFH and highway land required and needs agreement with LBC	Long Term (>6 months)	●
		3b	N/A	As an alternative to 3a – upgrade and replace surfacing of existing pedestrian crossing with consideration to alternative surface treatment	Works within highway land and needs agreement with LBC	Medium Term (3-6 months)	●

● = High ● = Medium ● = Low

## Appendix A – Site Layout and Area of Interest



**NOTES**

1. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
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**LEGEND**

- RFH SITE OWNERSHIP BOUNDARY
- AREA OF INTEREST AS DEFINED BY RFH

-	FIRST ISSUE	CJL	PK	04.12.23
Rev	Amendment	Drn	App	Date

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Scale	Job No	
1:500 @ A3	R-23-0151	
Drawing No	Rev	
R-23-0151-SK-001	-	

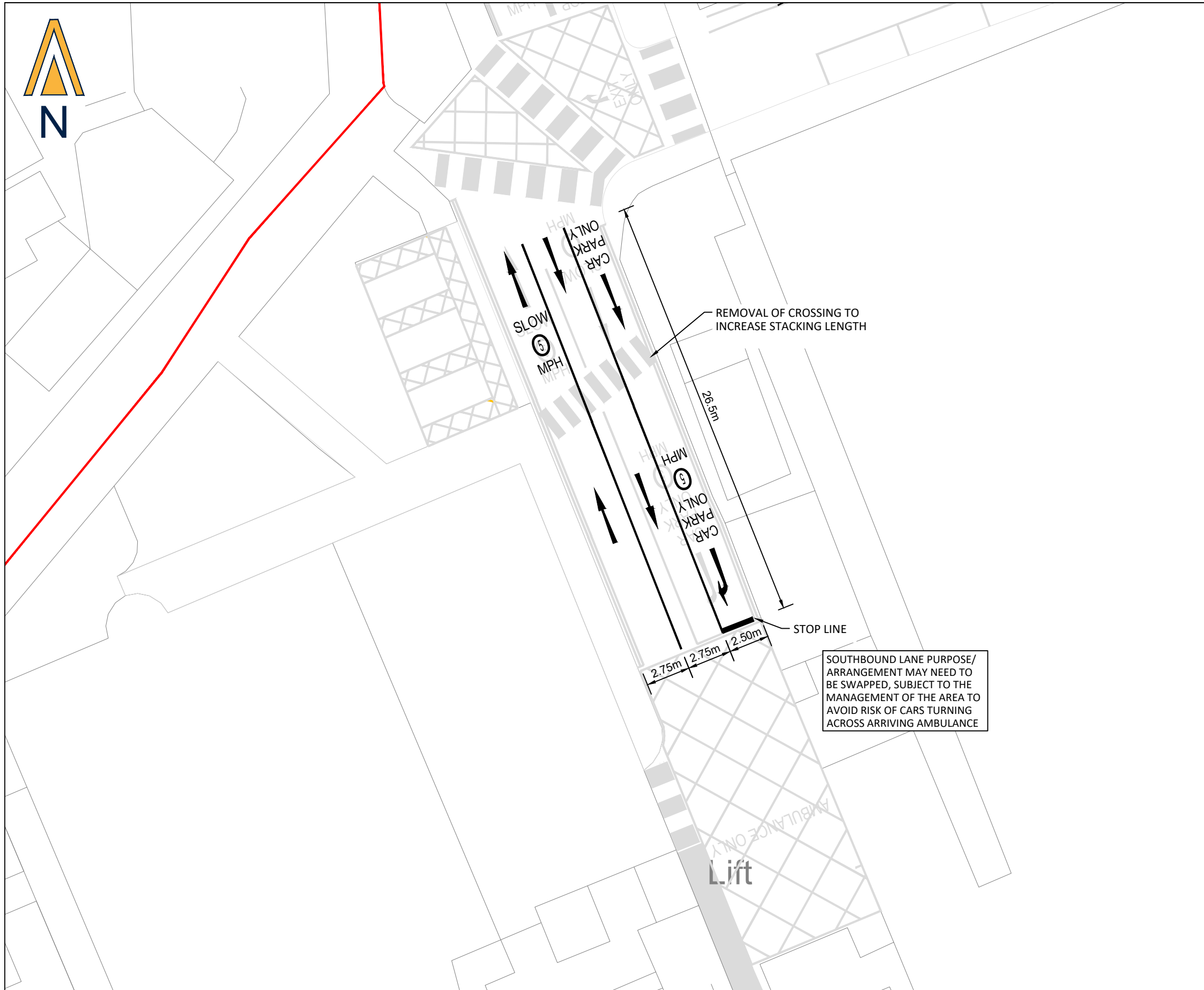


**Evoke Transport Consultants Limited**  
 R+ Building  
 2 Blagrove Street  
 Reading, RG1 1AZ  
 Telephone: 01183 800 182  
 E: info@evoketransport.co.uk  
 W: www.evoketransport.co.uk

Project Name	ROYAL FREE HOSPITAL, POND STREET
Drawing Title	EXISTING ARRANGEMENT AT POND STREET JUNCTION

Client	ROYAL FREE HOSPITAL
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## Appendix B – Sketches of Potential Options



**NOTES**

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**LEGEND**

RFH SITE OWNERSHIP BOUNDARY

-	FIRST ISSUE	CJL	PK	04.12.23
Rev	Amendment	Drn	App	Date

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 2 Blagrove Street  
 Reading, RG1 1AZ  
 Telephone: 01183 800 182  
 E: info@evoketransport.co.uk  
 W: www.evoketransport.co.uk

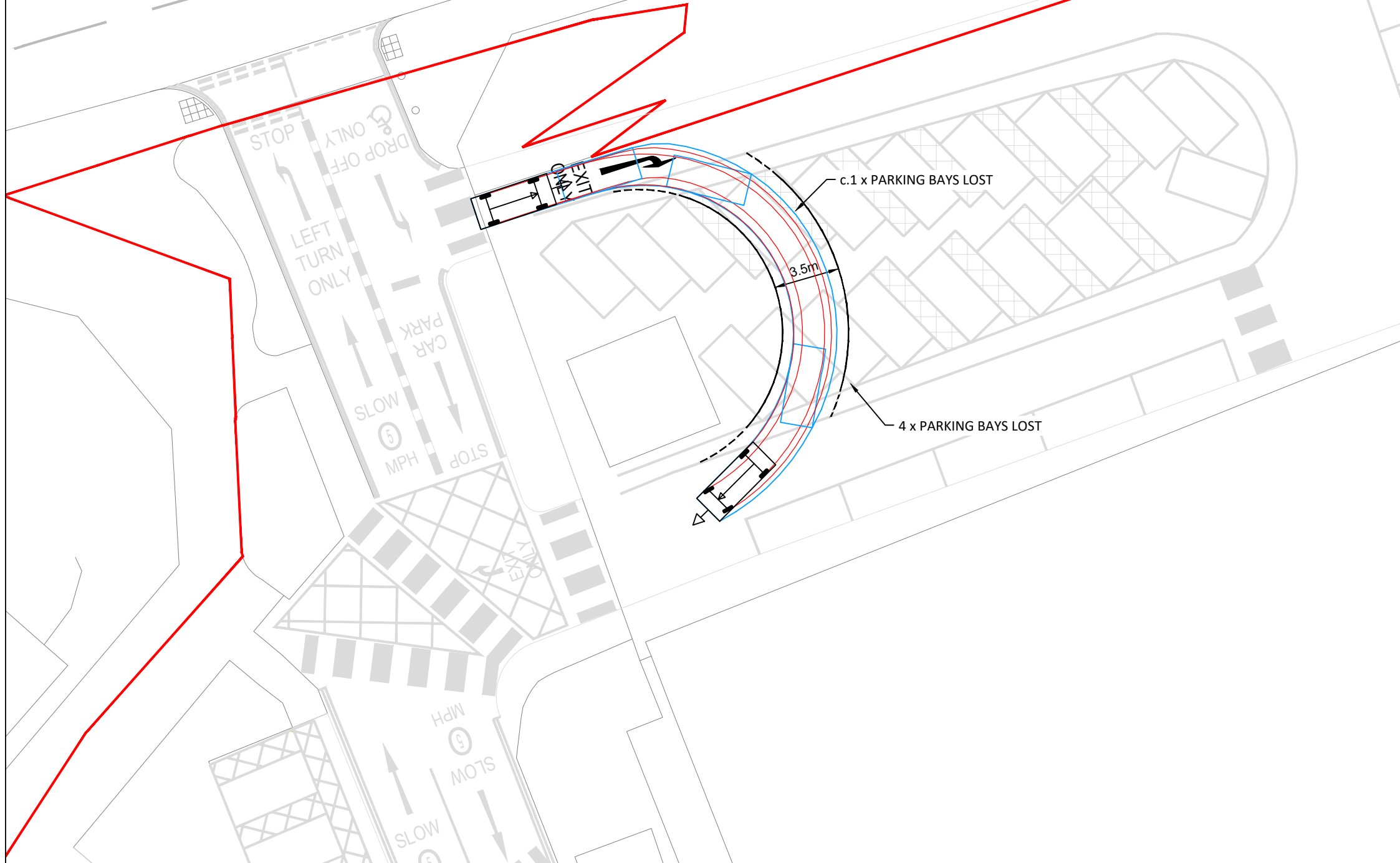
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Drawing Title	<b>PROPOSED MITIGATION OPTION 1A</b>

Client	<b>ROYAL FREE HOSPITAL</b>
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Drawn by	CJL	Approved by	PK	Date	04.12.23
Scale	1:250 @ A3	Job No	R-23-0151		
Drawing No	R-23-0151-SK-002			Rev	-



POND STREET



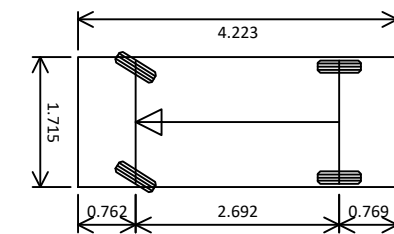
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**LEGEND**

RFH SITE OWNERSHIP BOUNDARY

**VEHICLE PROFILE**



Vehicle name	Private Car
Description	Design Bulletin 32
Overall length (m)	4.223
Overall width (m)	1.715
Maximum track width (m)	2.692
Kerb to kerb radius (m)	0.769

-	FIRST ISSUE	CJL	PK	04.12.23
Rev	Amendment	Drn	App	Date

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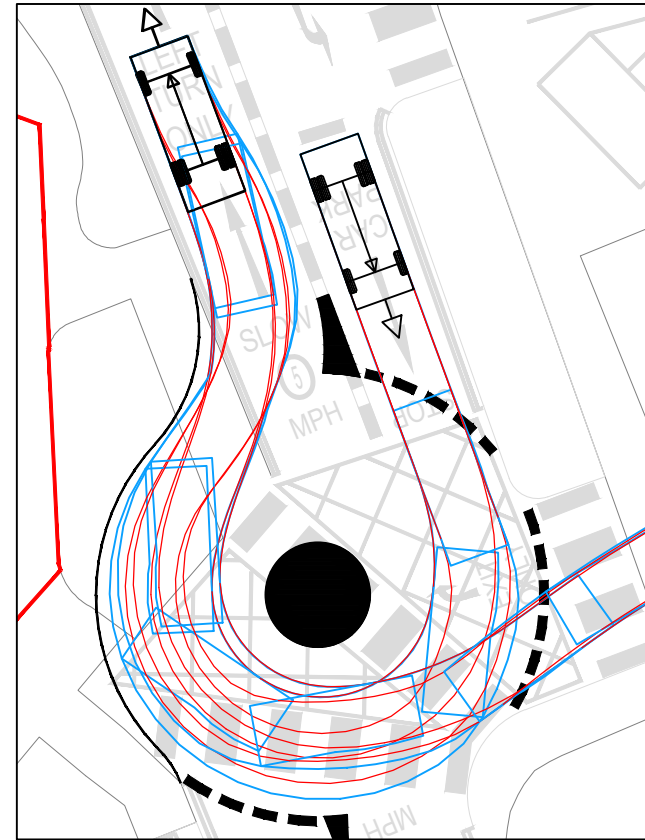
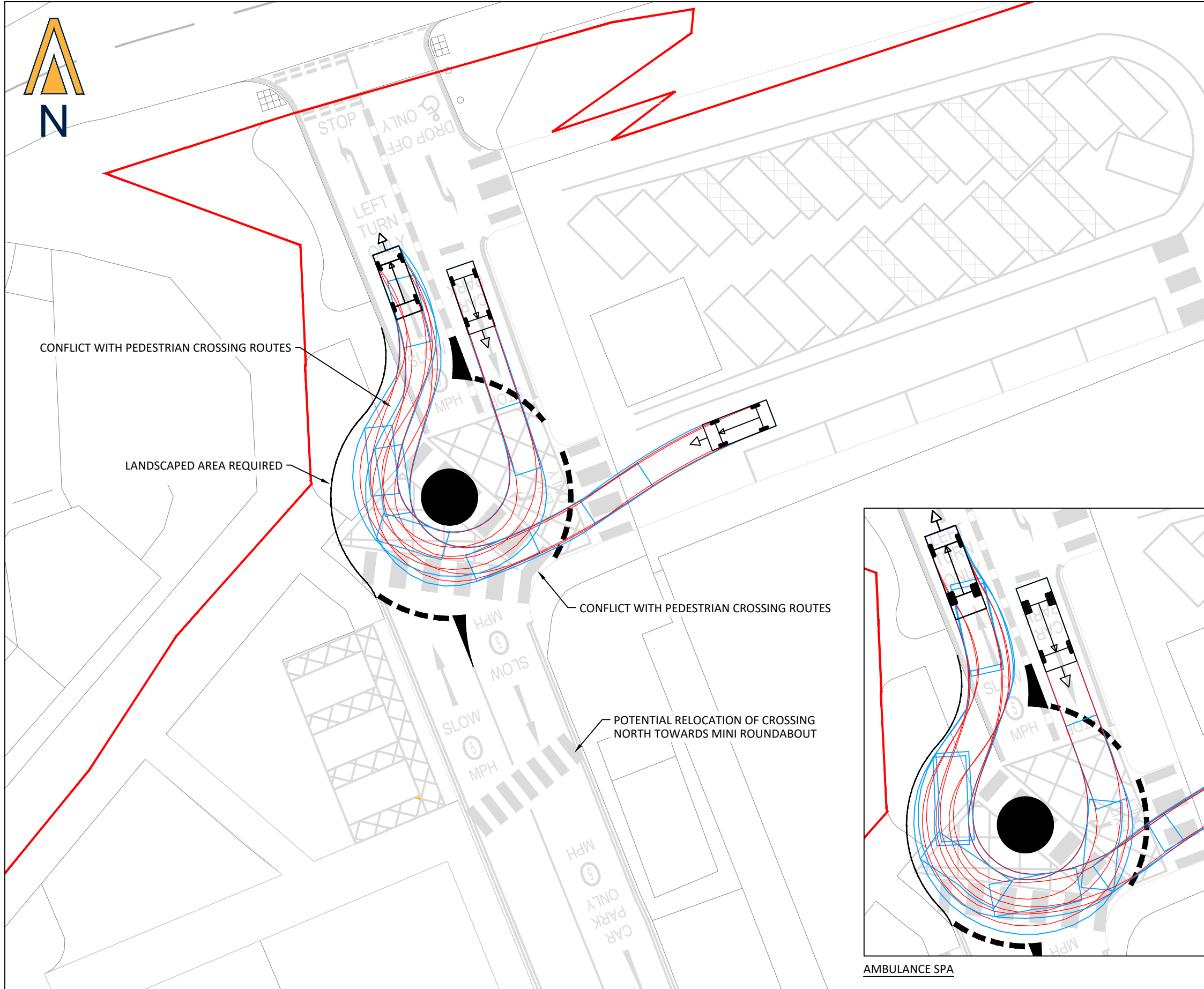
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 R+ Building  
 2 Blagrove Street  
 Reading, RG1 1AZ  
 Telephone: 01183 800 182  
 E: info@evoketransport.co.uk  
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Project Name	<b>ROYAL FREE HOSPITAL, POND STREET</b>
Drawing Title	<b>PROPOSED MITIGATION OPTION 1B</b>

Client	<b>ROYAL FREE HOSPITAL</b>
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Drawing No	R-23-0151-SK-003			Rev	-





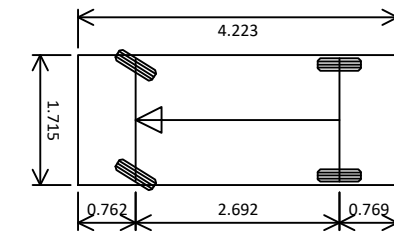
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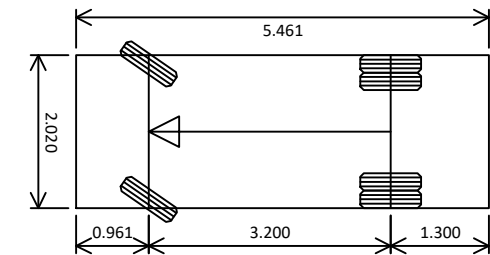
**LEGEND**

RFH SITE OWNERSHIP BOUNDARY

**VEHICLE PROFILE**



Vehicle name Private Car  
 Description Design Bulletin 32  
 Overall length (m) 4.223  
 Overall width (m) 1.715  
 Maximum track width (m) 1.629  
 Kerb to kerb radius (m) 5.780



Vehicle name Ambulance  
 Description NHS  
 Overall length (m) 5.461  
 Overall width (m) 2.020  
 Maximum track width (m) 2.020  
 Kerb to kerb radius (m) 6.500

-	FIRST ISSUE	CJL	PK	04.12.23
Rev	Amendment	Drn	App	Date

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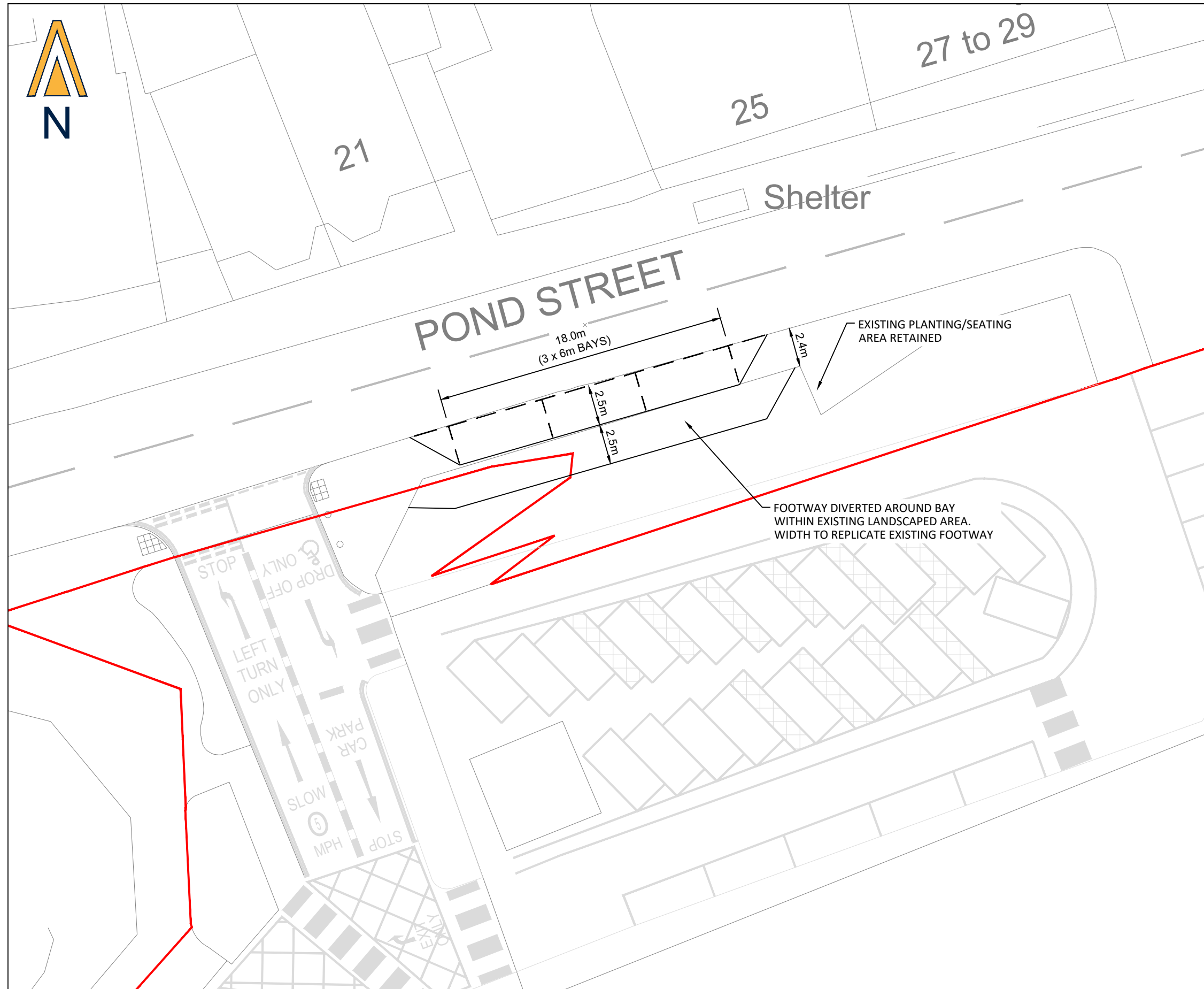


**Evoke Transport Consultants Limited**  
 R+ Building  
 2 Blagrove Street  
 Reading, RG1 1AZ  
 Telephone: 01183 800 182  
 E: info@evoketransport.co.uk  
 W: www.evoketransport.co.uk

Project Name	<b>ROYAL FREE HOSPITAL, POND STREET</b>
Drawing Title	<b>PROPOSED MITIGATION OPTION 1C</b>

Client	<b>ROYAL FREE HOSPITAL</b>
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Drawn by	CJL	Approved by	PK	Date	04.12.23	
Scale	1:250 @ A3	Job No	R-23-0151			
Drawing No	R-23-0151-SK-004				Rev	-



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**LEGEND**

RFH SITE OWNERSHIP BOUNDARY

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-	FIRST ISSUE	CJL	PK	04.12.23
Rev	Amendment	Drn	App	Date

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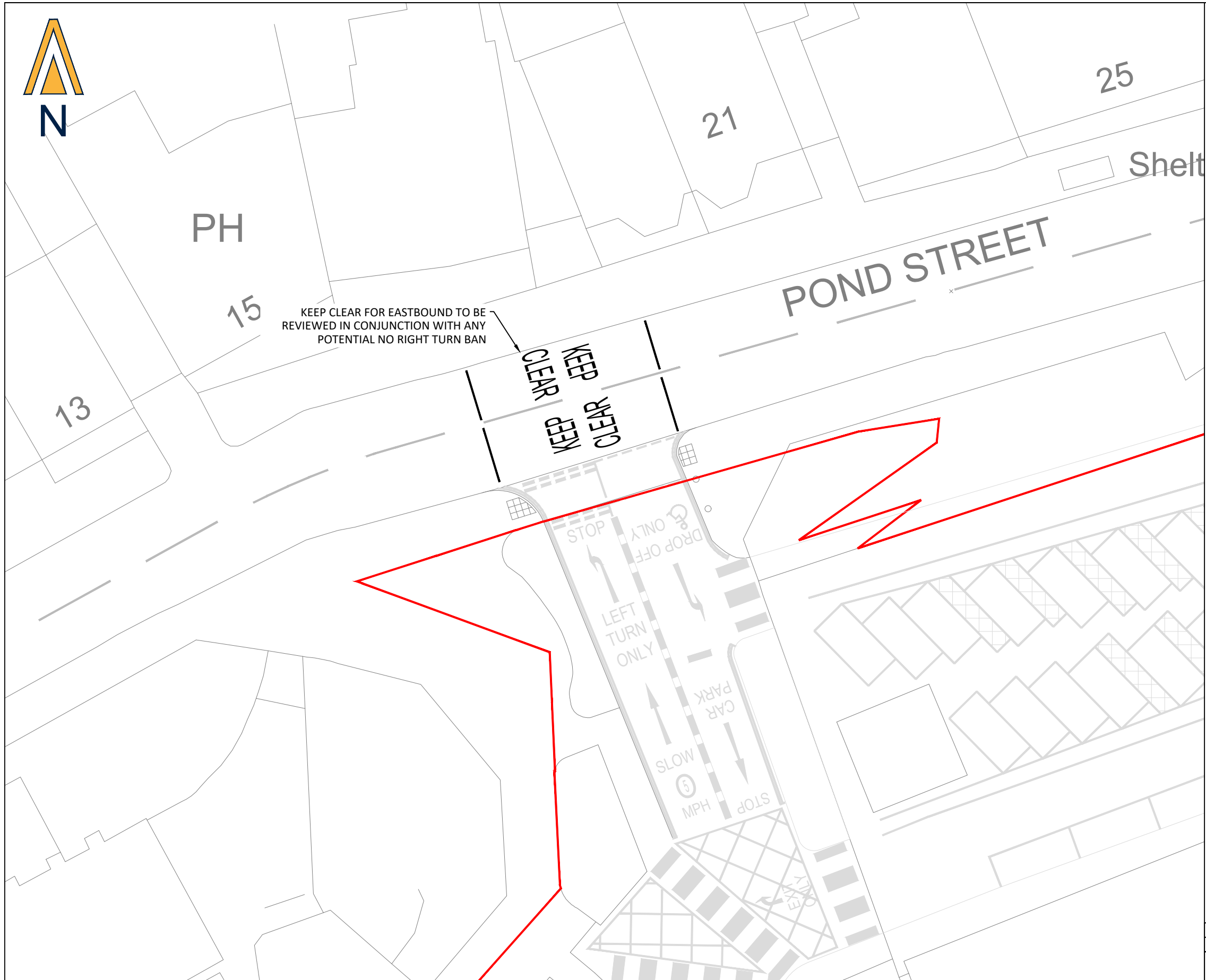


**Evoke Transport Consultants Limited**  
 R+ Building  
 2 Blagrove Street  
 Reading, RG1 1AZ  
 Telephone: 01183 800 182  
 E: info@evoketransport.co.uk  
 W: www.evoketransport.co.uk

Project Name	<b>ROYAL FREE HOSPITAL, POND STREET</b>
Drawing Title	<b>PROPOSED MITIGATION OPTION 1E</b>

Client	<b>ROYAL FREE HOSPITAL</b>
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Drawn by	CJL	Approved by	PK	Date	04.12.23
Scale	1:250 @ A3	Job No	R-23-0151		
Drawing No	R-23-0151-SK-005			Rev	A



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Scale	Job No	
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Drawing No	Rev	
R-23-0151-SK-006	-	



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 R+ Building  
 2 Blagrove Street  
 Reading, RG1 1AZ  
 Telephone: 01183 800 182  
 E: info@evoketransport.co.uk  
 W: www.evoketransport.co.uk

Project Name	ROYAL FREE HOSPITAL, POND STREET
Drawing Title	PROPOSED MITIGATION OPTION 2B

Client	ROYAL FREE HOSPITAL
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EXAMPLE OF RAISED TABLE IN LOCAL AREA



EXITING TREE AND LOW LEVEL WALL IMPACTED BY RELOCATED CROSSING POINT, WITH ADDITIONAL RFH LAND DEDICATION TO HIGHWAYS REQUIRED

ARRANGEMENT BASED ON TFL STREETSCAPE GUIDANCE 4TH EDITION 2022 REVISION 2

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 2 Blagrove Street  
 Reading, RG1 1AZ  
 Telephone: 01183 800 182  
 E: info@evoketransport.co.uk  
 W: www.evoketransport.co.uk

Project Name	<b>ROYAL FREE HOSPITAL, POND STREET</b>
Drawing Title	<b>PROPOSED MITIGATION OPTION 3A</b>

Client	<b>ROYAL FREE HOSPITAL</b>
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Drawn by	CJL	Approved by	PK	Date	04.12.23
Scale	1:250 @ A3	Job No	R-23-0151		
Drawing No	R-23-0151-SK-007			Rev	-