



# PROPOSED SECOND PATIENT TRANSPORT BAY

<b>Project</b>	<b>256 Gray's Inn Road</b>
<b>Report Title</b>	Proposed second patient transport bay layout and safety arrangements
<b>Date</b>	25/11/2024
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<b>Prepared for</b>	Arcadis

## 1. Introduction

- 1.1. This technical note sets out the patient transport vehicle numbers for a proposed second patient transport bay for the Institute of Neurology / Dementia Research Institute at 256 Gray's Inn Road as well as the proposed bay location, vehicle tracking and safety arrangements.

## 2. Second patient transport bay

### PATIENT TRANSPORT VEHICLE OPERATIONS

- 2.1. The planning application approved in September 2019 (Planning Reference: 2019/2879/P) set out that a total of five patient transport vehicle trips would be made to the site based on an average occupancy of six passengers transporting 30 patients / chaperones per day.
- 2.2. Following further discussions with University College London Hospital (UCLH), the number of vehicles that would need to access the site would be a maximum of 38 per day.
- 2.3. This would allow for up to 19 patients, up to 2 per hour, to be transported plus chaperones as required. The requirement for up to 38 vehicles reflects that separate vehicles may need to pick up and drop off single patients to the site as well as serving other hospital sites. Where possible a vehicle that is being used for a drop-off could also be used for pick-up to reduce the number of vehicles accessing the site, but this would depend on driver shift patterns and distances to be covered.
- 2.4. Dwell times for vehicles would be on average 30 minutes but could take up to an hour depending on the type of patient being transported and whether the vehicle were dropping off as well as picking up a patient. This equates to a maximum of 38 hours of occupied time, depending on vehicle dwell time. Appointments would be scheduled with patients arriving from 0800 and departing until 1800 and therefore two bays would be required to provide up to 20 hours of parking time.
- 2.5. In the Transport Assessment for the 2019 consented scheme, the scheduling of the patient transport operations vehicles avoided local network peak hours (0800-1000 and 1700-1900) to minimise vehicle / cycle conflicts with the cycle lane on Gray's Inn Road.

- 2.6. Unfortunately, following further discussions with UCLH it is not possible to avoid these time periods due to the scheduling times of appointments and the vulnerable nature of patients with dementia being transported; patients cannot be brought early for appointments or kept waiting to be collected due to the nature of their condition and this arrangement potentially causing additional anxiety and confusion.
- 2.7. However, all vehicle movements would be managed by a banksperson as set out below.

## **LOCATION AND VEHICLE TRACKING**

- 2.8. The proposed second patient transport bay would be located adjacent to the bay shown in the planning application approved in September 2019.
- 2.9. Previous alternative locations for patient transport bays were considered prior to the original application being submitted. These included:
- Heathcote Street -this was considered too far away for vulnerable patients.
  - Langton Close - this was considered too far away for vulnerable patients and would conflict with delivery and servicing vehicles and staff and visitors accessing the accessible parking bays.
  - To the rear of Plot 3 - this was considered too far away for vulnerable patients and involves a level change in the site to be negotiated and so would be unsuitable for stretcher patients
  - Gray's Inn Road, outside the development – this contributed to too many conflicts with the cycle lanes.
- 2.10. In the basement of Plot 3, adjacent to the delivery and servicing bay – this was considered to be an inappropriate arrival experience for patients with dementia who would be potentially confused and experience anxiety in this environment.
- 2.11. The attached drawing shows the location of the proposed bay and the vehicle tracking for a reverse-in, forwards-out manoeuvre.
- 2.12. The reverse-in, forwards-out manoeuvre represents a change from the original planning application. Having discussed the patient requirements with UCLH, the reverse-in manoeuvre is preferred due to the improved logistical arrangements for transporting patients on trolleys and shorter travel distances for wheelchair users and other patients who may be transferring from the Queen Square site wearing only hospital gowns. The reverse-in manoeuvre contributes to improved patient dignity and fewer potential collisions with pedestrians entering the site alongside the parked vehicle or vehicles.

## **SAFETY ARRANGEMENTS**

- 2.13. Patient transport vehicles would be equipped to a suitable safety standard including sounders for reverse manoeuvres.
- 2.14. Pedestrians and cyclists would also be alerted by signage that there could potentially be turning vehicles. The necessary signage would be put in place on each of the three footways leading to the ambulance bays.
- 2.15. To further increase pedestrian awareness of vehicle manoeuvres, mirrors would be positioned to allow pedestrians to see vehicles in the proposed bays from any of the footways approaching the bays, and to allow vehicle drivers to see the pedestrians.



- 2.16. The main pedestrian and cycle routes would remain as set out in the planning application approved in 2019.
- 2.17. A local operational policy would be agreed between UCLH and UCL to manage the space safely including in instances such as a vehicle approaching the site to deliver a patient and both bays being occupied.
- 2.18. UCLH has indicated that the implemented safety measures would match their adopted approach at similar existing sites.



### Project & Document Details

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