

5.0 The Proposal  
5.5 Accessibility  
Traffic Movement

Accessibility proposal was developed by Jacobs and other consultants and discussed with the Trust FM Manager.

The proposed site layout is indicated on the project architects site plan.

The proposed layout provides a dedicated internal loading bay on-site at the rear of the site, accessed off Shropshire Place.

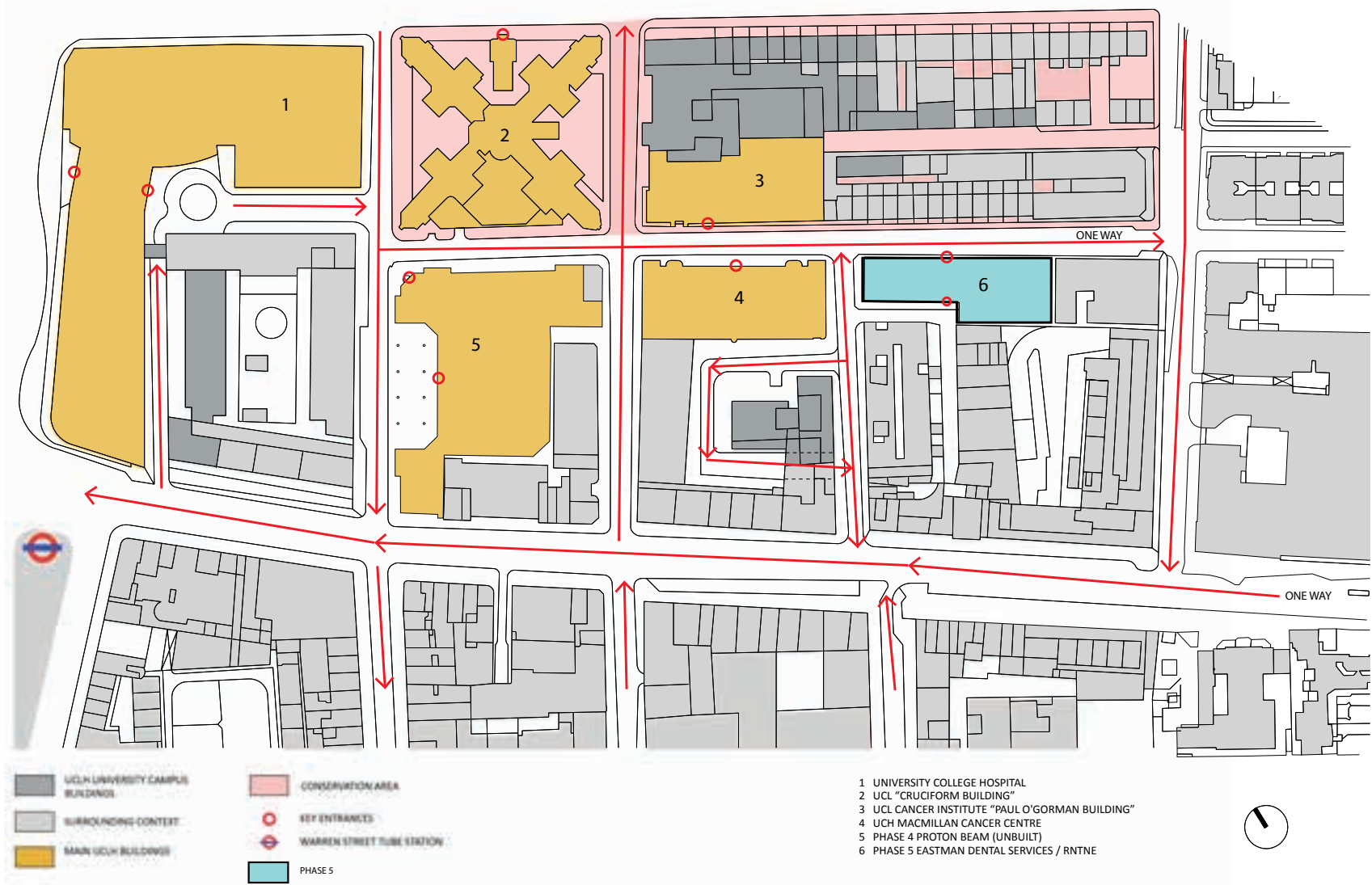
As many movements as possible will occur at night to minimise the effect of these vehicles on the proposed pedestrian dominated spaces on Shropshire Place. The internal loading bay will be the only area used during the night and is provided for bulk deliveries and clinical waste collections, which require more time to unload / load. The loading bay will be enclosed and a shutter will be provided which will be operated manually as required. The dedicated loading bay would minimise any noise impact associated with loading or waste collection. Gas cylinder delivery trucks who would wait in front of the loading bay doors without impeding access to Queen’s Yard.

PTS vehicles and ambulances would continue to stop outside the Site on Huntley St. However there would be fewer PTS vehicles and ambulances as the PTS control centre would no longer operate from the site. The only PTS vehicles and ambulances would be those dropping off patients. It is important to ensure that these vehicles get as close to the front door of the hospital building as possible so 2 dedicated bays are proposed where there is currently single yellow lines. The proposed minor change to the road markings is discussed in more detail later in this section.

No staff or patient car parking is proposed on site.

Wider footpaths will be provided by setting the building back from its current position on Huntley Street. This will aid both pedestrians accessing the site and those using the Huntley Street.

he proposals are intended to be operational in 2018 with construction beginning in 2016.

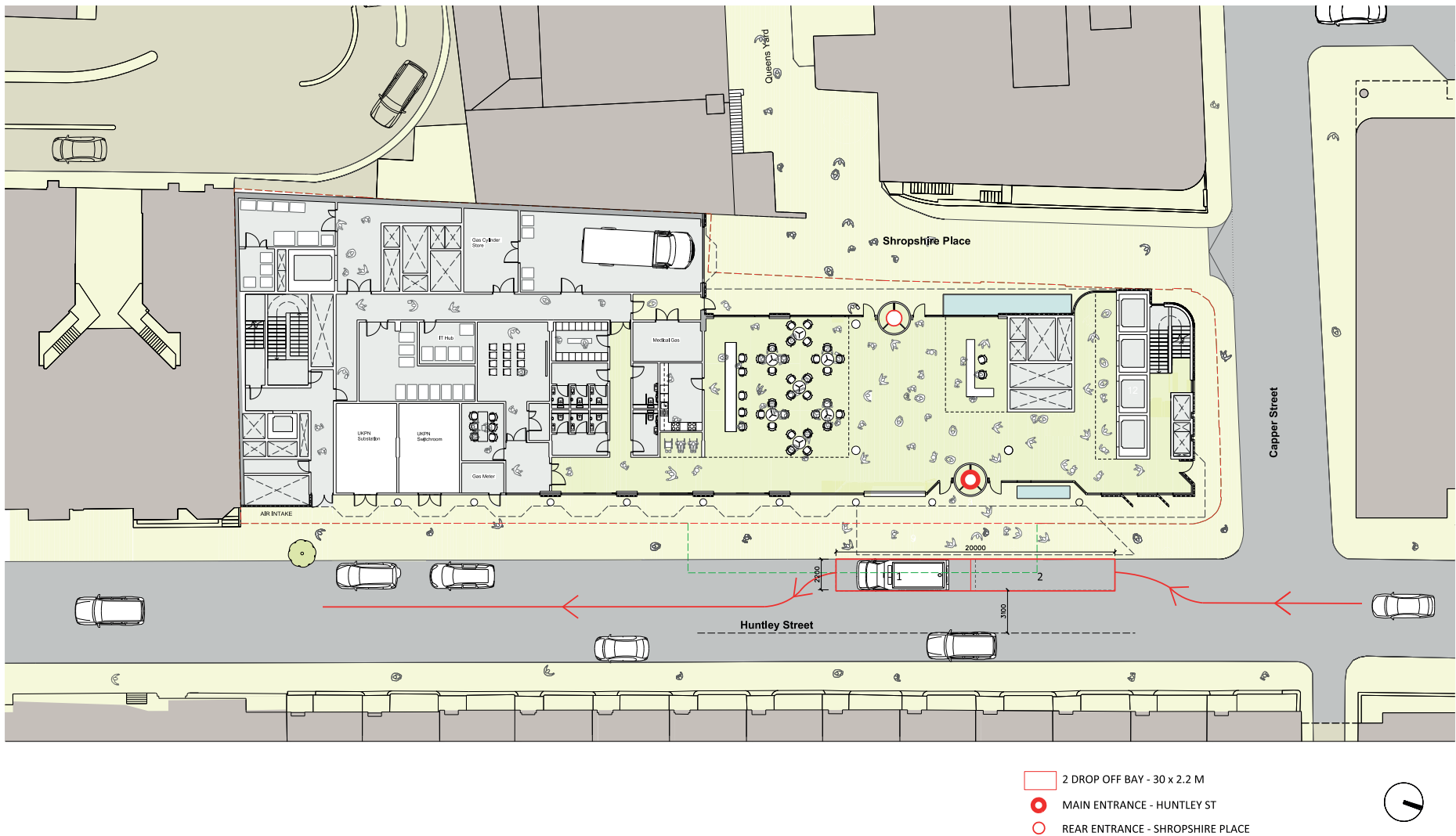


Masterplan

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Vehicular Circulation



Ground floor plan - Vehicular circulation

PTS drop offs / Pick ups

To enable the safe transfer of vulnerable patients who have no other way of getting to the site, a bay is proposed on the western side of Huntley Street (between Torrington Place and Copper Street) to accommodate 2 PTS vehicles.

The rest of the western side of Huntley Street between Copper Street and Torrington Place would retain its current single yellow line restriction.

Disabled car parking

No dedicated disabled car parking is proposed at the site. Furthermore, at the request of LB Camden, no disabled parking provision will be supplied on-street. Instead, disabled drivers would continue to be able to obtain dispensation permits to allow them to park their vehicles on the local road network, as permitted ,for up to 3 hours.

The main locations disabled drivers are expected to park are:

- On the single yellow line on the western side of Huntley Street (between Copper Street and Torrington Place)
- In residential parking bays (where permitted)
- On Huntley Street (between Copper Street and University Street)
- On Mortimer Market.

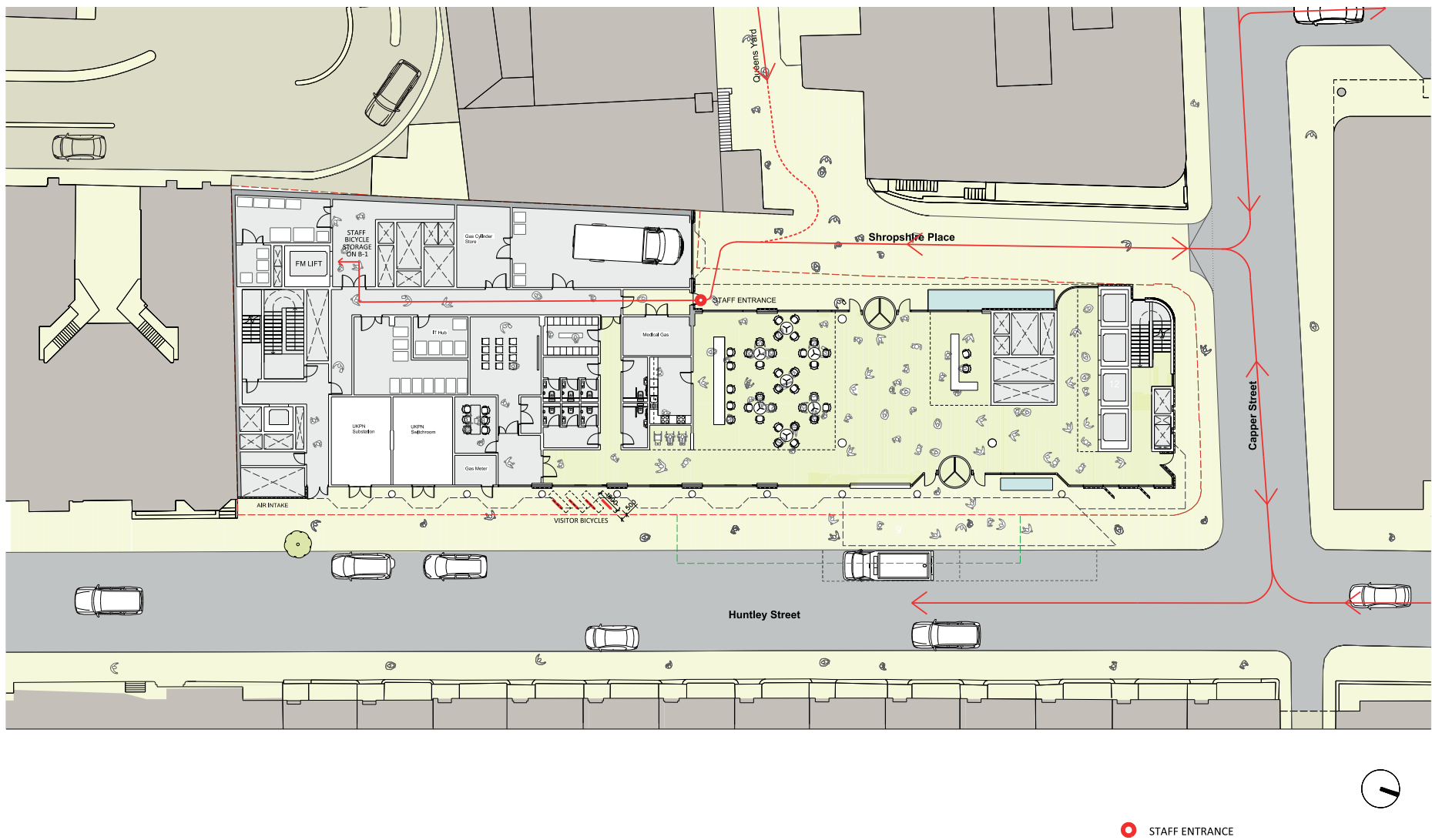
Taxi drop offs

Taxi drop offs are able to occur where space permits, typically on the western side of Huntley Street, between Torrington Place and Copper Street, or on the section of Huntley Street further north which is being used for taxi access to/ from the Macmillan Cancer Centre. Patients can access Tottenham Court Road via Copper Street and Queen’s Yard for taxi access on Tottenham Court Road.

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Bicycles Parking and Circulation Strategy



**Staff cycle parking**

A total of 50 staff cycle parking spaces will be provided at basement level 1. Dedicated shower, locker and changing facilities will be provided adjacent to the staff cycle parking facility.

This level of provision is in line with the Draft Further Alterations to the London Plan (Jan 2014), which states that, for C2 Hospitals, 1 long stay cycle space should be provided per 5 staff. For 250 staff using the site per day, this equates to 50 dedicated staff cycle spaces.

**Visitor cycle parking**

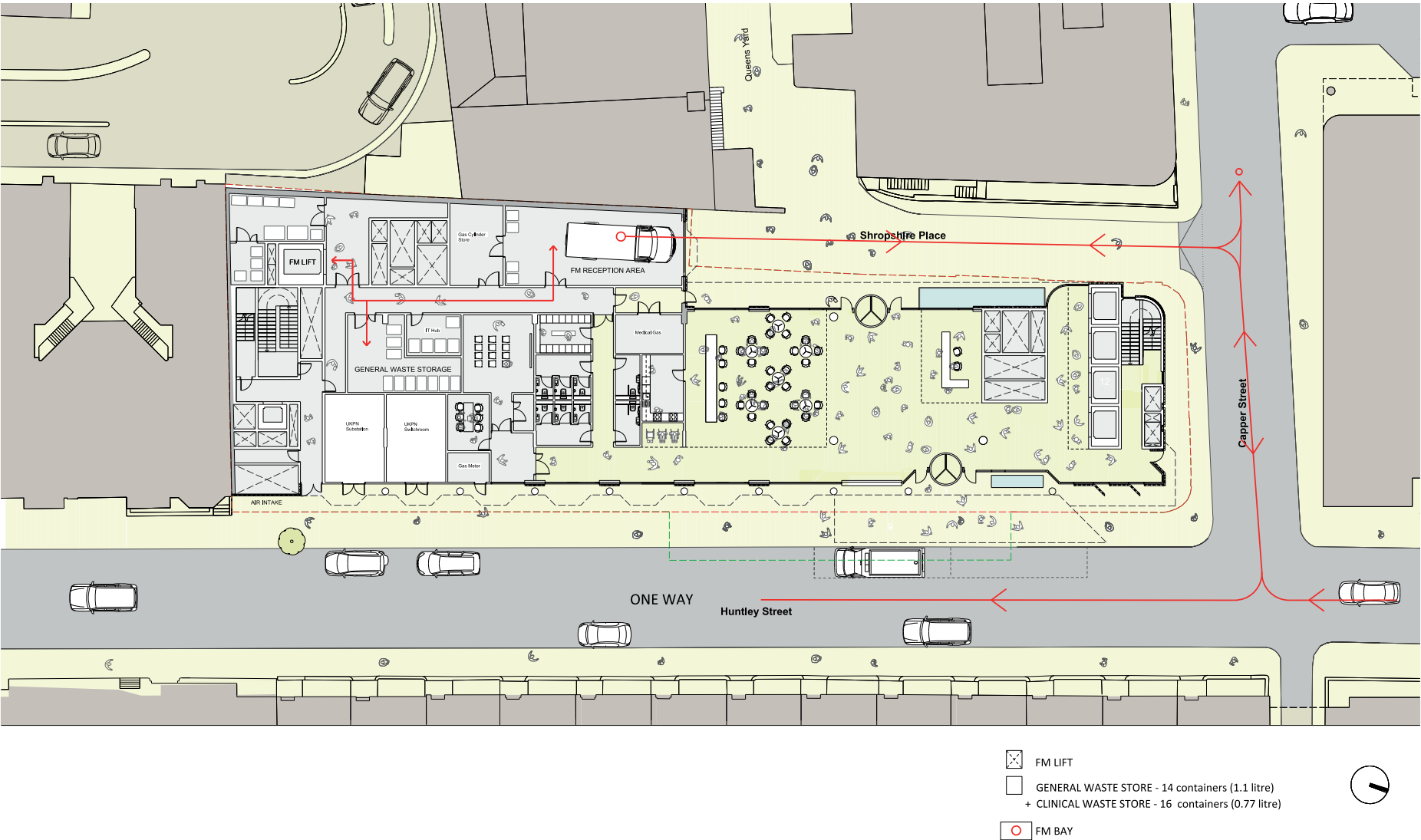
Visitors will use the 6 proposed Sheffield stands on the western footpath of Huntley Street, providing parking for 12 cycle spaces. This level of provision is in line with the Draft Further Alterations to the London Plan (Jan 2014), which states that, for C2 Hospitals, 1 short stay cycle space should be provided per 30 staff, for visitor use. For 250 staff using the site per day, this equates to 8 dedicated visitor cycle spaces

Ground floor plan - Bicycles parking and circulation strategy

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Waste Collection



Ground floor plan - Waste collection

**Waste collection**

The development proposal will generate a demand for a range of goods and materials, including clinical and pharmacy, medical gases cleaning, catering, linen, laundry and stationary, as well as waste collection.

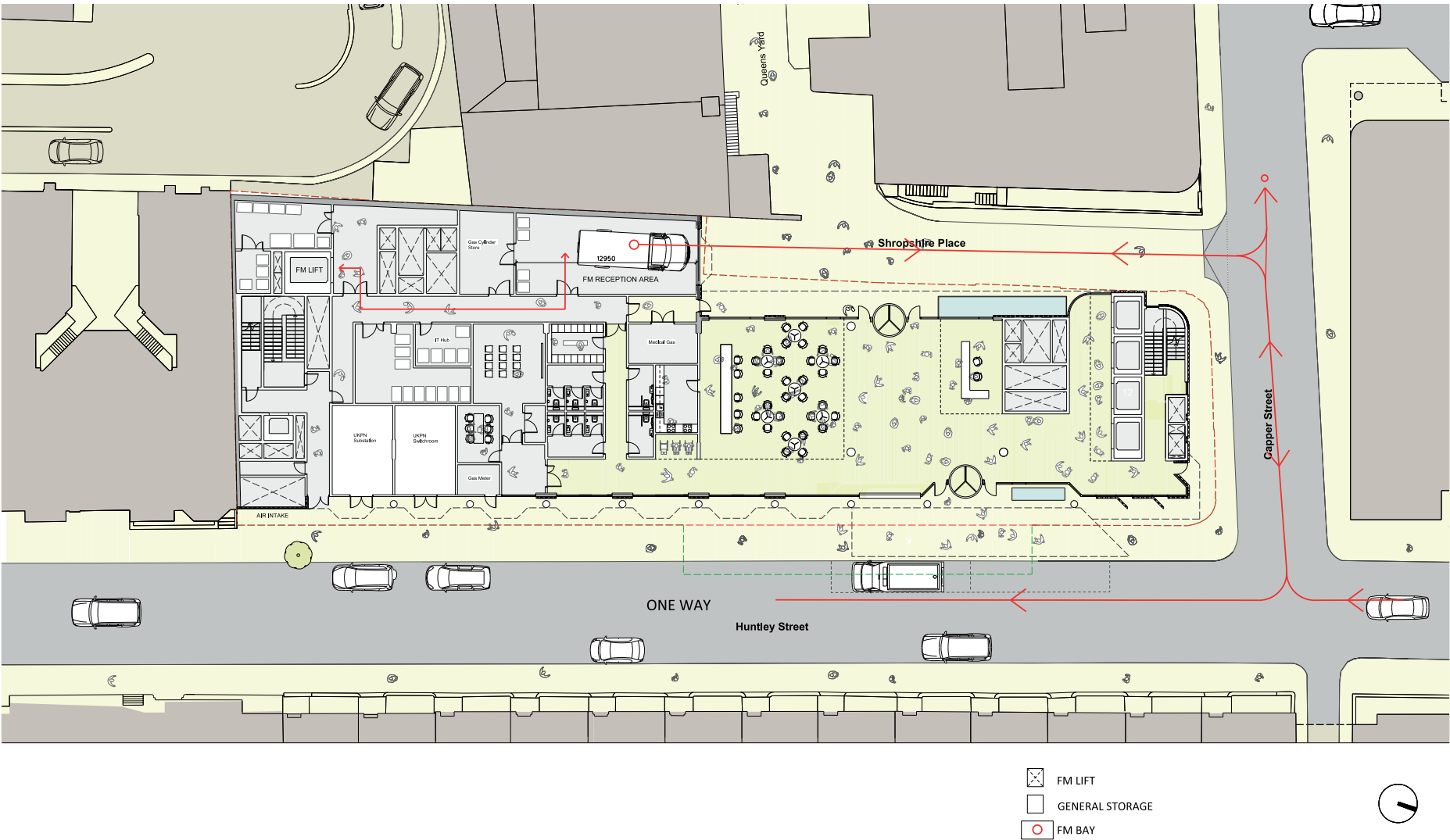
As a health care related land use, service and delivery movements are anticipated to occur 24 hours a day, reflecting a just-in-time delivery strategy. Most servicing will occur via a redesigned Shropshire Place. A dedicated loading bay is proposed to the rear of the site, within the site boundary, accessed off Shropshire Place.

As many movements as possible will occur at night to minimise the effect of these vehicles on the proposed pedestrian dominated spaces on Shropshire Place. The internal loading bay will be the only area used during the night and is provided for bulk deliveries and clinical waste collections, which require more time to unload / load. The loading bay will be enclosed and a shutter will be provided which will be operated manually as required. The dedicated loading bay would minimise any noise impact associated with loading or waste collection. Gas cylinder delivery trucks who would wait in front of the loading bay doors without impeding access to Queen’s Yard.

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FM Delivery



**FM delivery**

All delivery / service vehicles accessing Shropshire Place would be required to enter Capper Street via Huntley Street and reverse into Shropshire Place via Capper Street. Vehicles would be required to exit east onto Capper Street. A qualified supervisor would oversee any manoeuvre involving development related vehicles reversing down Shropshire Place.

As at present, due to the restricted width of Shropshire Place and Capper Street the maximum sized vehicle which could access Shropshire Place is a 8m long HGV. Furthermore, there is a height restriction of 5m at the internal loading bay (vehicles would be no more than 4.5m in height to allow for clearance). All vehicles expected to use the bay are within these limits.



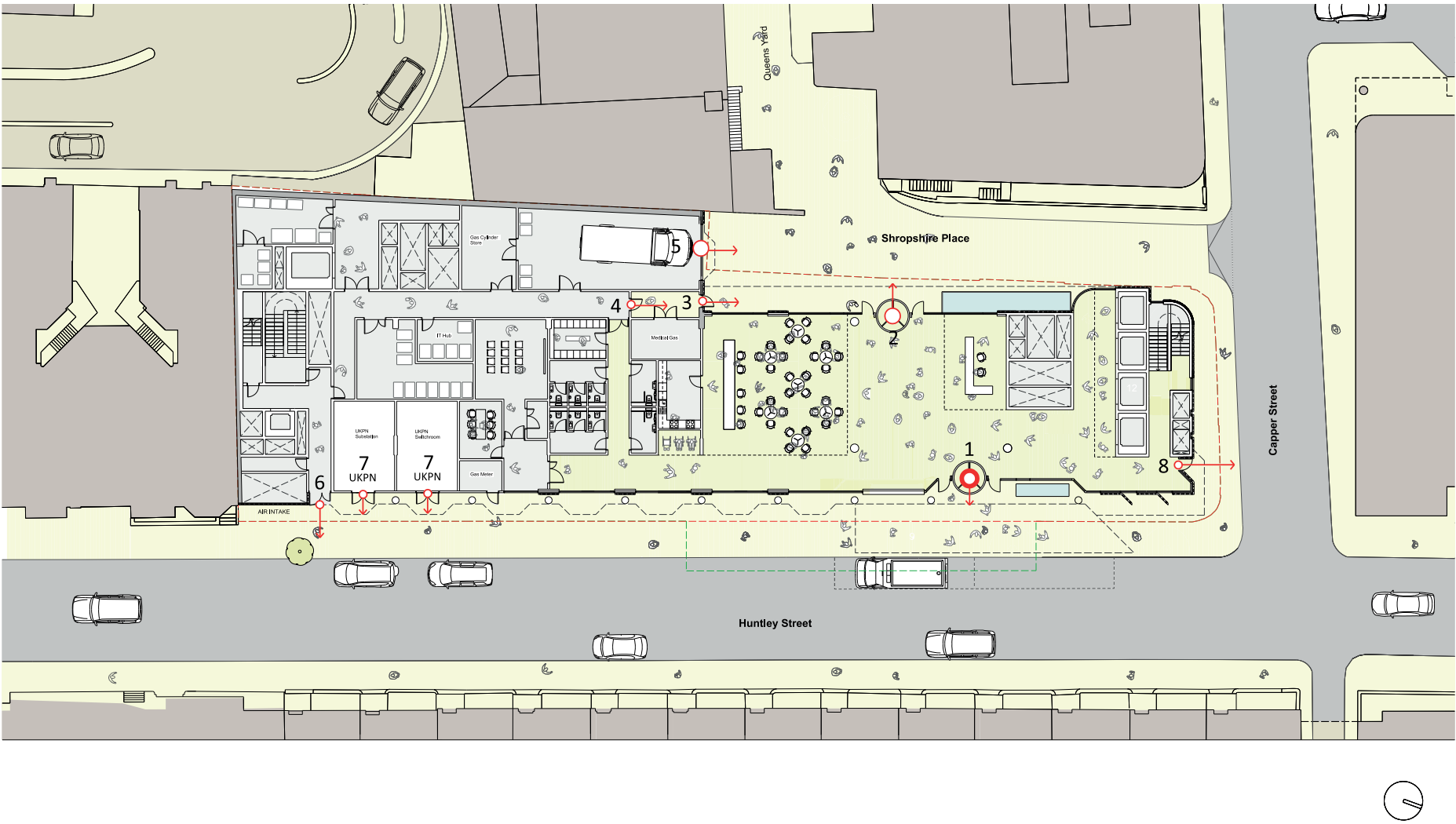
5.0

The Proposal

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Accessibility

Entrances



**Pedestrians** (patients / staff and visitors)

As previously stated, Shropshire Place is proposed to become a public shared space as part of the West End Project. The shared space would therefore provide a continuous pedestrian environment between Tottenham Court Road and Copper Street via Queen’s Yard. However, the businesses located in Queen’s Yard as well as the development will continue to use Shropshire Place for service vehicle access. It is recommended that the traffic restriction along Shropshire Place is changed from single yellow lines to become a ‘pedestrian zone, no vehicles apart from access. No stopping at any time’. Such a restriction would still permit waste collection, site vehicular access and Queen’s Yard vehicular access along Shropshire Place.

Part of the site red line frontage on Huntley Street has been given up to allow wider footpath provision which will aid pedestrian access to the site and pedestrians using the Huntley Street Public Realm as part of the West End Project.

- 1 MAIN ENTRANCE - HUNTLEY ST
- 2 REAR ENTRANCE - SHROPSHIRE PLACE
- 3 STAFF/FM ENTRANCE
- 4 FM/SHUTTER ENTRANCE
- 5 TCR/FM HUB
- 6, 8 FIRE ESCAPE
- 7 UKPN ENTRANCE (OPTION)

Ground floor plan - Entrances