



Maggie's at the Royal Free Hospital

Transport Statement

Client: Maggie's Trading Ltd

i-Transport Ref: NM/MD/AT/ITL15222-001C

Date: 18 September 2019

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SECTION 1 Introduction

1.1 Overview

- 1.1.1 Maggie's Trading Ltd has appointed i-Transport LLP to provide highways and transport advice with regard to a forthcoming planning application at the Royal Free Hospital (RFH) for the construction of a new Maggie's centre.
- 1.1.2 Maggie's is a national charity that provides non-clinical support to people with cancer and their family and friends. The Centres are built within the grounds of NHS cancer hospitals in the most convenient location for patients. Maggie's professional staff offer social, emotional and practical help to visitors.
- 1.1.3 The proposal is to construct a new Maggie's Centre at the RFH in Hampstead. The site is located within the London Borough of Camden (LBC). The RFH currently provides a Maggie's Centre at the Cancerkin Centre within the ground of the RFH. The proposal will provide a new building, solely for the use of the Maggie's Centre which will replace the current rooms at the Cancerkin Centre.
- 1.1.4 The RFH is located to the south of Hampstead Heath and north of Belsize Park London Underground Station. The proposed Maggie's Centre will be located in the south-west corner of the Southern car park, accessed from Rowland Hill Street.

1.2 Purpose and Structure

- 1.2.1 This Transport Statement (TS) has been prepared to set out and summarise the likely transport impact of the proposal. This TS has been produced in accordance with LBC's 'Scope of Transport Assessments and Statements' guidance contained within the Camden Planning Guidance (CPG) 'Transport' (March 2019).
- 1.2.2 The remainder of this TS is structured as follows:
- Section 2 summarises the relevant national, regional and local policies and guidance relevant to the application;
 - Section 3 summarises the existing transport conditions of the site;
 - Section 4 sets out details of the development proposal;

- Section 5 provides an assessment of the anticipated multimodal movements resulting from the development and an impact assessment on the local transport network; and
- Section 6 provides summary and conclusions.

SECTION 2 Policy Context

2.1 Overview

- 2.1.1 This section sets out a review of the national, regional and local transport policy and guidance against which the proposal is assessed.

2.2 National Policy

The National Planning Policy Framework (NPPF) (2019):

- 2.2.1 The National Planning Policy Framework (NPPF) most recently revised in February 2019 sets out the Government's planning policies for England and how these are expected to be applied. It also constitutes guidance for local planning authorities and decision makers both in drawing up plans and as material consideration in determining applications.
- 2.2.2 The specific transport policies are contained within Section 9 of the NPPF. The transport objectives include promoting walking, cycling and public transport and addressing the potential impacts of development on the transport network. These objectives should be managed with development ***"focused on locations which are or can be made sustainable ... offering a genuine choice of transport modes."*** Whilst acknowledging that ***"opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making"***.
- 2.2.3 When considering development proposals or allocation the three key transport tests are set out in Paragraph 108:
- "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:***
- ***Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;***
 - ***Safe and suitable access to the site can be achieved for all users; and***
 - ***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."*** (ref: NPPF, Paragraph 108)

2.2.4 When it comes to highways matters, 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.”*** (ref: NPPF, Paragraph 109).

2.2.5 It is against this policy context that development plans and site allocations should be considered.

2.3 Regional Policy

2.3.1 The London Plan sets out the strategic targets for spatial development of London. From a transport perspective, the Mayor's vision is for London to be a city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling. The draft London Plan has clearer car and cycle parking standards (ref: Tables 10.2 and 10.3), setting out which areas should have lower (Central London) or higher (Outer London) car parking provision, based on public transport accessibility, and generally increasing cycle parking to further encourage the move towards sustainable travel.

2.3.2 The draft London Plan (2018) cycle parking requirements for all new developments is summarised in Table 2.1.

Table 2.1: London Plan Cycle Parking Standard – Health Centre

Land Use	Minimum Cycle Parking	
	Long Stay	Short Stay
Health Centre (D1)	1 space per 5 FTE staff	1 space per 3 FTE staff

Source: The Draft London Plan 2018

2.4 Local Policy

Camden Local Plan (July 2017)

2.4.1 The Camden Local Plan was adopted in July 2017 and sets out the Council's planning policies and their vision for the borough. The transport policies included in the Local Plan are detailed below.

- **Policy T1 – Promoting sustainable travel by prioritising walking, cycling and public transport.** The Council are committed to encouraging sustainable travel by ensuring developments make improvements to the pedestrian environment, provide accessible and secure cycle parking facilities exceeding minimum standards set out within the London Plan (summarised in Table 2.1 above) and contribute to improvements to the bus network infrastructure where developments are shown to increase demand and exceed current capacity.
- **Policy T2 – Limiting Parking and the requirement for all new developments in the borough to be car-free.** This policy is to reduce car ownership in the borough. Car-free development will be expected in the Central London area, town centres of Camden Town, Finchley Road/Swiss Cottage, Kentish Town and West Hampstead, along with other 'highly accessible areas' (i.e. areas with a PTAL rating of 4 or above). The Council will not issue any on-street parking permits to current or future occupiers and only parking spaces designated for disabled people, where it has been demonstrated to be necessary, and/or spaces for essential operational or servicing needs will be considered for on-site parking. When demonstrating the parking requirement for disabled persons, the availability of existing on-street parking for Blue Badge holders needs to be considered.
- **Policy T3 – Improving transport infrastructure.** The Council will not grant planning permission for proposals that are contrary to safeguarding and strategic improvement projects and will protect existing and proposed transport infrastructure, particularly walking, cycling and public transport routes and facilities.
- **Policy T4 – Promoting sustainable movement of goods and materials.** With the demand for freight likely to increase in the coming years, the Council will seek to promote sustainable movement of goods and materials, such as by canal, rail and bicycle, and the use of freight consolidation facilities to minimise the amount of road freight traffic.

Camden Planning Guidance: Transport (2019)

2.4.2 The Camden Planning Guidance (CPD) provides advice and information on how LBC will apply its planning policies. The CPD is broken down into a number of chapters/ topics and was adopted in March 2019. A summary of the Transport CPD, is provided below.

2.4.3 The Transport CPG sets out how the policies contained within the Local Plan will be assessed and achieved. The document includes detailed information regarding access arrangements, car parking management, design of cycle parking and pedestrian and cyclist movements.

2.4.4 With regard to the proposed development, the CPG states:

- A TS will be sought where justified by travel demands;
- The TS to be prepared in accordance with the scoping guidance;
- Cycle parking to be provided in accordance within the minimum cycle parking standards set out in the London Plan (see Table 2.1). LBC will also seek an additional 20% of spaces over and above the London Plan standard to support future growth; and
- A Construction Management Plan (CMP) should be produced to set out a package of measures and practices that are required to manage the impact of the scheme's demolition, excavation and construction works.

SECTION 3 Existing Conditions

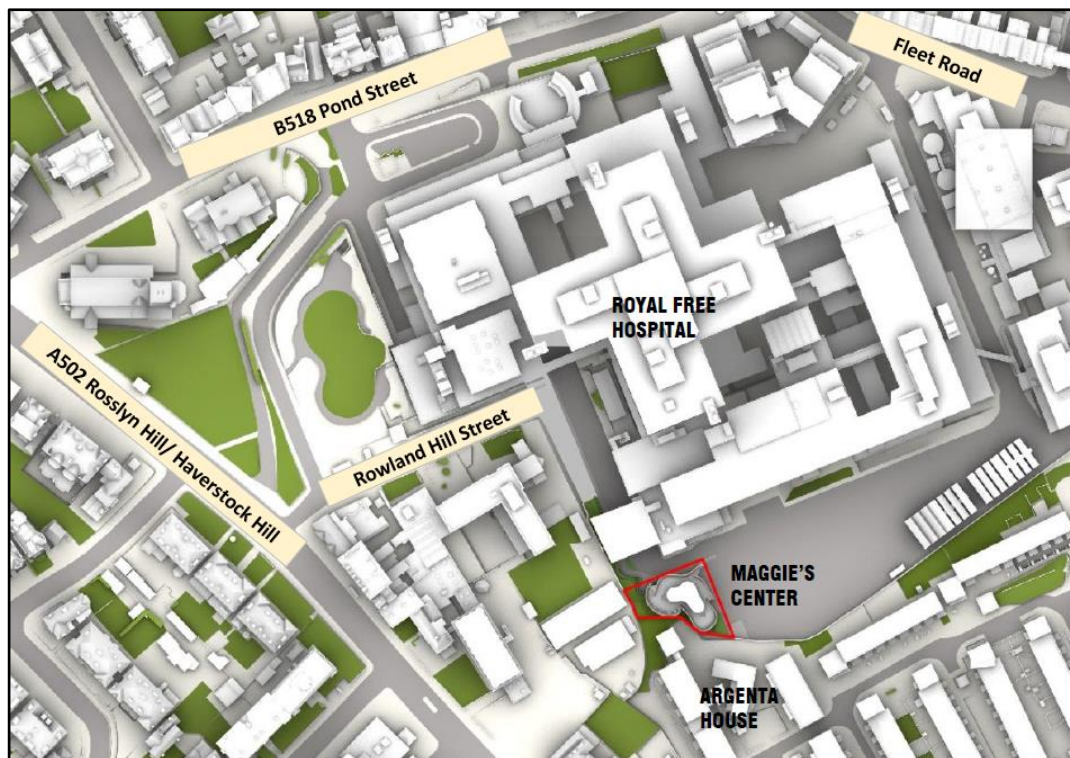
3.1 Overview

- 3.1.1 This section provides a review of the sustainable travel opportunities for future visitors and staff to the site.

3.2 Site Location

- 3.2.1 The site is located within the RFH in Hampstead, Camden. The RFH is bound by the B518 Pond Street to the north, and the A502 Haverstock Hill to the south west. Residential properties and a Doctors Surgery bound the site to the south and east respectively.
- 3.2.2 Hampstead Heath London Overground station is located approximately 200m north of the site and Belsize Park London Underground station is located some 300m to the south of the RFH.
- 3.2.3 The proposed Maggie's Centre is to be located within the existing RFH car park, along the southern boundary of the RFH. The proposal will result in the loss of 12 of the existing car parking spaces. A site location plan, illustrating the location of the proposed centre within the RFH grounds is provided at Image 3.1.

Image 3.1: Proposed Site Location



Source: Studio Libeskind

3.2.4 The RFH is accessed from the local highway network via the following accesses:

- Hampstead Green (accessed from Pond Street) is the main hospital entrance;
- Rowland Hill Street (accessed from the A502 Rosslyn Hill/ Haverstock Hill) for access to the Southern Car Park, Rowland Hill Hospital Entrance and Medical School; and
- An unnamed access from Fleet Street for servicing and deliveries only.

3.3 Opportunities for Walking and Cycling

3.3.1 All of the roads surrounding the site including Pond Street, Fleet Street and Rosslyn Hill have wide footways on both sides of the carriageway. The footways also provide direct access into the RFH. There are dropped kerbs and tactile paving provided across all junctions within the vicinity of the site. Further, to the north of the Rowland Hill Street (RFH access) and Haverstock Hill junction there is a pedestrian refuge island across Haverstock Hill which provides access between the northbound bus stop and the RFH entrance.

3.3.2 In addition, Pond Street, Rosslyn Hill and Fleet Street are all identified on Transport for London's (TfL) Cycle Map 4 as roads 'recommended by cyclists'.

- 3.3.3 Pond Street routes towards West Hampstead to the west, and southwest towards Swiss Cottage along Haverstock Hill and Belsize Lane. To the East, Pond Street connects with South End Road to route north towards Hampstead Heath, and south towards Camden Toad via the B517 Malden Road.

3.4 Public Transport

Public Transport Accessibility Levels (PTAL)

- 3.4.1 The accessibility of the site has been assessed using TfL's Public Transport Accessibility Level (PTAL) methodology. PTALs are a detailed measure of the accessibility of a site to the public transport network, taking into account the combination of walking time and service frequency.
- 3.4.2 The site has a PTAL rating of 4 (with 1a indicating the lowest level of accessibility to public transport and 6b indicating to the highest level). indicating a good level of public transport accessibility. This PTAL rating is a result of the proximity to Hampstead Heath Overground station and Belsize Park Underground station, as well as local bus stops. The PTAL output report is included at Appendix A.

London Underground

- 3.4.3 Belsize Park London Underground station is located approximately 350m walking distance south of the site. This is equivalent to a four-minute walk and one-minute cycle. The station is located on the London Underground Northern Line which provides access to frequent services between Edgware Road, Kennington and Morden, via the West End (Charing Cross branch) and City of London (Bank branch). The station provides up to 20 trains per hour to the north (Edgware) and 20 trains per hour to the south (alternating destinations of Kennington and Morden) during the weekday, off peak hour.

London Overground

- 3.4.4 Hampstead Heath London Overground station is located approximately 400m, walking distance from the proposed site, north. This is equivalent to a five-minute walk or two-minute cycle. The station provides access to services towards Stratford, Clapham Junction and Richmond. Services towards Clapham and Richmond run every 15 minutes (weekday, off-peak) and services to Stratford run every eight minutes (weekday, off-peak).

Buses

- 3.4.5 There are six bus stops, all within 100m of the RFH. There are three located on Pond Street, two located on Rosslyn Hill and one located on South End Road, all of which provide a sheltered waiting area and seating apart from the S End Road bus stop.
- 3.4.6 A number of frequent services are available from the bus stops, routing to key destinations within London such as Lancaster Gate, Hampstead, Camden Town. In addition, the buses stop at local National Rail stations such as Kings Cross, Euston, and Waterloo for onward connections by rail. A summary of the bus services available from these bus stops is provided in Table 3.1.

Table 3.1: Summary of Local Bus Services

Service No.	Route	Typical Frequency Monday to Friday	
		Peak	Off-Peak
46	Lancaster Gate – Hampstead – Camden Town – Kings Cross – St Barts Hospital	Every 10 mins	Every 10 mins
168	Hampstead Heath – Camden Town – Euston – Waterloo – Old Kent Road	Every 7-8 mins	Every 7-8 mins
268	Golders Green – Hampstead – Belsize Park – Swiss Cottage – Finchley Road	Every 15 mins	Every 15 mins
C11	Brent Cross – West Hampstead – Swiss Cottage – Hampstead Heath – Archways	Every 10 mins	Every 10 mins
N5	Edgware – Hendon – Hampstead – Camden Town – Euston – Trafalgar Square	No Service	Every 30 mins

Source: TfL, accessed August 2019

3.5 Local Highway Network

- 3.5.1 Rowland Hill Street is located off the A502 Rosslyn Hill/ Haverstock Road and provides access into the RFH. The road provides access to the Southern car park as well as the medical school and the Rowland Hill Street hospital entrance. The road is private with a speed limit of 5mph enforced. A footway is provided along the southern side of the carriageway connecting with the A502 and providing a direct route into the hospital grounds.
- 3.5.2 The A502 Rosslyn Hill/ Haverstock Hill is a single carriageway road which is street lit with wide footways on either side of the carriageway. The road is subject to a 20mph speed limit. The road routes towards Chalk Farm / Camden in the south and towards Hampstead in the north.

- 3.5.3 Pond Street is connected with the A502 Rosslyn Hill via a four-arm staggered signalised junction. The road provides access to the main RFH entrance and is also subject to a 20mph speed limit. The road is street lit with wide footways on both sides of the carriageway. Fleet Road is a one-way road (north-west bound) connecting with Pond Street via a priority junction. The road provides access to the RFH's deliveries and servicing entrance.

3.6 **Parking and Loading Restrictions**

- 3.6.1 The following section detail the parking and loading restrictions on roads within the vicinity of the site.

Rowland Hill Street

- 3.6.2 From the junction with Haverstock Hill, there are double yellow lines on both sides of the road, which turns into a hatched loading area for 85m on the south side of the road. There is also an area for deliveries only on the north side of the road. Opposite the hatching for the loading area there are a number of car parking spaces provided, of which half are reserved for ambulances and the other half require staff/on-site permits.
- 3.6.3 Double red lines continue to run along both sides of the road, and there is a fire vehicle bay which is 55m in length along the northern side of the road.

A502 Rosslyn Hill/ Haverstock Hill

- 3.6.4 There is a disabled parking bay to cater for circa four vehicles on the northeast side of the road, just south of the junction with Pond Street. Extending from this, there is a taxi rank, approximately 52m in length, south of the disabled bays.
- 3.6.5 Bus stops are located on the southwest side of Rosslyn Hill, approximately 34m in length up to the junction with Belsize Lane. South of the junction, there is a bus lane which extends intermittently south to the BP garage.
- 3.6.6 North of the junction with Pond Street there are double yellows and residents permit holder spaces.

B518 Pond Street

- 3.6.7 From the junction with A502 Rosslyn Hill to the junction with Fleet Road there are double yellow lines on both sides of the road, three bus stops and a loading only bay.

3.6.8 There is a bus stop located the southern side of the road, approximately 35m east of the junction with A502 Rosslyn Hill and a 'loading only' bay on the north side of the road, 20m east of the junction with Hampstead Hill Gardens which is approximately 14m in length.

3.6.9 Directly opposite the hospital of the northern side of the road is a bus stop, and at the junction between Pond Street and Fleet Road there is a bus stop on the southern side of the road.

Fleet Road

3.6.10 There are keep clear zigzags at the western end of the road, and a bus stop on the southern side of the road. Resident permit holder spaces are located on both sides of the road, as well as some 'pay by phone' spaces which provide a max stay of 2 hours between 0900-1830 Monday – Friday and 0930-1330 on a Saturday. There is also an electric vehicle parking space on the south side of the road.

3.6.11 Towards the east end of the road, there is another bus stop on the southern side, resident permit holder spaces and single yellow lines in between.

Aspern Grove

3.6.12 Aspern Grove is a narrow, residential road, subject to a 20mph speed limit. Double yellow lines are present on both sides of the carriageway, whilst parking courts are located of the carriageway for resident permit holders only. The residential estate operates private parking which applies at all times, therefore, to park a valid estate parking must be on display.

3.7 Committed Developments

3.7.1 In 2014 a planning application for the Pears Building was submitted to LBC (planning ref: 2014/6845/P). The Pears Building will house the Institute of Immunity and Transplantation that is currently situated in the main hospital building. The building is currently under construction and is located to the north of Rowland Hill Street.

SECTION 4 Development Proposal

4.1 Overview

- 4.1.1 The proposal is to construct a new Maggie's Centre at the RFH in Hampstead, Camden. This section sets out the development proposal in greater detail.
- 4.1.2 As set out in Section 1, the RFH currently provides a Maggie's at the Cancerkin Centre within the RFH. The proposal will replace the current rooms occupied by Maggie's and provide a new, dedicated building to Maggie's.

4.2 Proposed Development

- 4.2.1 The development is for the construction of a new Maggie's Centre at the RFH. The proposal will provide a 433 sqm two storey building within the south western corner of the Southern car park in the RFH. The site will be accessed from the RFH building and via the Rowland Hill Street access.
- 4.2.2 The proposal will be car free (i.e. no car parking spaces will be provided as part of the proposal). The proposal will however result in the loss of 12 car parking spaces from the Southern car park.
- 4.2.3 During construction, additional car parking spaces will be temporarily suspended for the construction compound (further details are provided in Section 5). The construction of the proposal will not begin until the completion of the neighbouring Pears Building. This will mitigate the loss of the car parking spaces during construction through the addition of 80 spaces providing through the Pears building.

4.3 Access Arrangements

- 4.3.1 The proposal will be accessible via the RFH building and the Rowland Hill Street access. There are footways within the hospital, and from Rowland Hill Street, which will provide direct access to the proposed building.

4.3.2 A footway will be provided from the site, north, towards an additional RFH entrance and for connections to the existing footways along Rowland Hill Street and the existing zebra crossing to the RFH entrance.

4.3.3 Cyclists will be able to access the site from Rowland Hill Street.

4.4 **Parking**

Vehicular

4.4.1 The proposal will be car free, with no car parking provided at the site.

Cycle

4.4.2 The proposal will provide four cycle parking spaces which will include two Sheffield Stands located outside of the main entrance.

4.5 **Delivery and Servicing Arrangements**

4.5.1 Vehicles, including delivery vehicles and refuse collection will be managed by the RFH. Vehicles delivering to the site will be able to access the site via Rowland Hill Street. This will be in accordance with the existing arrangements for the Medical School and for existing deliveries to the hospital at the Rowland Hill Street entrance.

SECTION 5 Traffic Impact – Construction Period

5.1 Overview

- 5.1.1 The construction of the building is anticipated to take one year. This section sets out a review of the likely vehicle trip attraction during the construction period and vehicle routing.
- 5.1.2 The planning application is supported by a draft CMP, prepared by the Contractor (Sir Robert McAlpine).

5.2 Vehicle Trip Attraction

- 5.2.1 A summary of the anticipated construction timeframe and associated vehicle numbers is presented below. These indicative figures have been taken from the contractor (Sir Robert McAlpine).
- 5.2.2 A summary of the vehicle movements associated with the construction programmes is set out in Table 5.1.

Table 5.1: Summary of Construction Vehicle Movements

	Anticipated Vehicle Movements per day	Notes
Site Set Up		
Weeks 1-4	2	Mobilisation and set-up
Sub Structure		
Weeks 3-9	7	Temporary works pre-piling
	7	Grub-out
	4	Piling
	2	Under slab services
Superstructure		
Weeks 10-24	6*	Steel frame installation
Envelope		
Weeks 24-37	5	Perimeter wall installation
Internal Fit Out		
Weeks 33-56	5	
External Landscaping		
Weeks 33-39	5	
Site Removal		
Weeks 56-60	2	

Source: Sir Robert McAlpine and Consultant's Estimates

*Anticipated on a peak day. The average movements per day is four.

5.2.3 The peak construction vehicle traffic is likely to result in up to seven vehicles per day (i.e. 14 two-way trips). This is likely to occur during the sub-structure period for some seven weeks.

5.2.4 Due to the space constraints on-site, and to avoid as much disruption to the Southern car park, the Contractor will manage the loading and unloading of vehicles to arrive across the day and as efficiently as possible, utilising 'just in time' deliveries.

5.3 Vehicle Types

5.3.1 The largest vehicles anticipated during the works are:

- Articulated lorry – 16.5m;
- Concrete lorry – 8.36m; and
- Large tipper – 10.2m.

5.3.2 The CMP includes swept path analysis of the above vehicles accessing the site.

5.4 Vehicle Routing

5.4.1 The primary vehicle routing to the site will be via Rowland Hill Street. All vehicles will enter and exit the site in forward gear. A secondary route, via the Fleet Street access will be used only on exceptions.

5.5 Parking

5.5.1 During the construction period, additional car parking spaces will be lost in the Southern car park to accommodate the materials and to allow for the construction vehicles to unload/ load out of the car park. The spaces will be temporarily suspended.

5.5.2 As stated in Section 4, the construction of the proposal will only begin once construction of the neighbouring Pears Building has been completed in order to mitigate the impact of the construction periods of both buildings. Upon completion of the Pears Building some 80 parking spaces will come back into use.

SECTION 6 Traffic Impact – Operational Period

6.1 Overview

- 6.1.1 This section of the TS set outs the proposed multimodal trip generation of the development and the anticipated traffic impact of the proposal.

6.2 Existing Trip Attraction

- 6.2.1 A Maggie's currently operates within the RFH at the Cancerkin Centre. The proposal will provide a new building for the sole use of Maggie's and replace the current rooms associated with Maggie's at the Cancerkin Centre. The trip attraction of the Maggie's Centre is therefore to remain as per the existing demand at the Cancerkin centre.
- 6.2.2 A suite of travel surveys were undertaken at the Cancerkin Centre on Tuesday 13th August and Monday 19th August 2019. The surveys recorded the number of visitors entering and exiting the site across a weekday and also recorded the mode of travel by visitors traveling to the site. The centre is busiest on a Tuesday. As such, for a robust assessment, the following section uses the data obtained on the Tuesday as summarised in Table 6.1.

Table 6.1: Summary of Existing Trip Attraction

Time	In	Out	Two-Way
0700-0800	1	0	1
0800-0900	7	0	7
0900-1000	9	12	21
1000-1100	22	1	23
1100-1200	3	17	20
1200-1300	2	3	5
1300-1400	1	4	5
1400-1500	3	0	3
1500-1600	0	0	0
1600-1700	0	6	6
1700-1800	0	0	0
1800-1900	0	0	0
Total	48	43	91

Source: Maggie's at the Cancerkin and Consultant's Estimates

6.2.3 Table 6.1 demonstrates that the majority of visitors enter between 1000-1100 and leave between 1100-1200. In terms of the network peak hours the centre attracts the following:

- Seven two-way trips in the AM peak hour (0800-0900);
- No trips in the PM peak hour (1700-1800); and
- 91 two-way trips between 0700-1900.

6.2.4 There is noted to be a discrepancy between the total number of people entering and exiting, however it is likely that the five people who were recorded arriving, but not departing, left the site after 1900.

6.2.5 The average mode share for visitors and staff across the two days is summarised in Table 6.2.

Table 6.2: Summary of Visitor and Staff Mode Share

Mode	Visitors (%)	Staff (%)	Overall (%)
Underground/Overground/DLR/Tram	30%	83%	40%
Bus	25%	0%	20%
Walk (all the way)	17%	0%	14%
Car Driver	13%	17%	14%
Car Passenger (dropped off)	8%	0%	6%
Taxi/Uber	8%	0%	6%
Cycle (all the way)	0%	0%	0%
National Rail	0%	0%	0%
Motorcycle/ Scooter	0%	0%	0%
Other	0%	0%	0%

Source: Maggie's at the Cancerkin and Consultant's Estimates

6.2.6 The survey data shows:

- The majority of visitors travelled to the hospital by public transport (55%), with a further 17% walking to the hospital and 13% driving to the site with the remaining visitors traveling by taxi/ being dropped off;
- The majority of the staff travelled to work via the London Underground/Overground (83%), with the remaining 17% driving to the site; and

- Overall, 60% of trips were made by public transport, 14% were made on foot, and 14% were made by private car. The remaining 12% were those dropped off by car or taxi.

6.3 Proposed Trip Attraction

6.3.1 The proposal will replace the existing Maggie's at the RFH. The current floor area of the Maggie's at the Cancerkin is 340sqm. The proposal is 433sqm. This represents a 27% increase in floor area from the existing site. As such, the existing visitor trip attraction of the site (as shown in Table 6.1) has been factored up to reflect the proposal's increased floor area. The resultant trip attraction of the proposal is summarised in Table 6.3.

Table 6.3: Proposed Trip Attraction

Time	In	Out	Two-Way
0700-0800	1	0	1
0800-0900	9	0	9
0900-1000	11	15	27
1000-1100	28	1	29
1100-1200	4	22	25
1200-1300	3	4	6
1300-1400	1	5	6
1400-1500	4	0	4
1500-1600	0	0	0
1600-1700	0	8	8
1700-1800	0	0	0
1800-1900	0	0	0
Total	61	55	116

Source: Maggie's at the Cancerkin and Consultant's Estimates

6.3.2 The proposal is anticipated to attract the following:

- Nine two-way trips in the AM peak hour (0800-0900);
- No trips in the PM peak hour (1700-1800); and
- 116 two-way trips between 0700-1900.

6.3.3 The anticipated net change in visitor trip attraction at the Maggie's Centre is in the order of an additional 21 two-way trips per day. Based on the visitor mode share (see Table 6.2), these additional 21 trips across the day are likely to be distributed via the following modes:

- 12 trips by public transport;
- Four trips on foot;
- Three trips by taxi/ dropped off; and
- Two trips by private car.

6.3.4 As set out in Section 3, the site is well located to local public transport services and infrastructure with direct footway connections to the site. The additional persons traveling to the site by public transport can be adequately accommodated within the wide range of frequent local bus and LUL services available within the vicinity of the site. Further, the additional four persons walking can also be safely accommodated on the surrounding pedestrian infrastructure. The proposal is likely to attract two additional private car trips and demand for car parking on-site across the day. The demand for the additional two car parking spaces is considered to be accommodated within the car parking provision of the RFH.

6.3.5 The Centre will promote sustainable travel options to all staff and visitors and set out the local on-street car parking restrictions and seek to reduce the demand for on-site car parking. This will be promoted through:

- Both the Maggie's website and the RFH website;
- Public noticeboards in and around the site; and
- In any correspondence (i.e. letter, email, text) with visitors of the Maggie's Centre.

6.3.6 The proposal will not result in any changes to staff numbers at the site.

6.4 Loss of RFH Car Parking Spaces

6.4.1 The proposal is car free, however it will result in the loss of 12 car parking spaces in the Southern car park at the RFH. The 12 car parking spaces are located within the south west corner of the Southern car park.

6.4.2 The loss of the 12 car parking spaces is considered acceptable due to the following:

- The results of the Cancerkin visitor and staff mode share surveys reveal the majority of staff and visitors travel to the hospital by public transport or on foot; and

- The site is well located (as illustrated in Section 3) to local public transport services and provides future visitors and staff plentiful opportunities to travel to the site by non-car modes.

6.4.3 In the future it is intended that the hospital will re-introduce the lost parking spaces elsewhere on the hospital site.

SECTION 7 Summary and Conclusions

7.1 Summary

- 7.1.1 Maggie's Trading Ltd has appointed i-Transport LLP to provide highways and transport advice with regard to a forthcoming planning application at the RFH in Camden for the construction of a Maggie's Centre within the hospital grounds.
- 7.1.2 The Maggie's Centre will provide non-clinical support to people with cancer and their family and friends. The centre will be located within the grounds of the RFH in the south-west Southern car park.
- 7.1.3 The site is well located to local public transport services and infrastructure, including a range of bus services and LUL services. The site is also well connected to walking and cycling infrastructure and provides future visitors and staff plentiful opportunities to travel to the site by non-car modes.
- 7.1.4 Maggie's is currently operating at the Cancerkin Centre at the hospital, and the proposal will replace the current Maggie's and provide a new building for the sole use of Maggie's. The proposed site will be accessed from Rowland Hill Street and from the main hospital building. The proposal will be car-free and will provide four cycle parking spaces at the site. The proposal will result in the loss of some 12 car parking spaces in the Southern car park.
- 7.1.5 A suite of travel surveys were undertaken at the existing Maggie's Centre at the Cancerkin in August 2019. The surveys recorded the number of visitors entering and exiting the site across the day and the mode of travel for visitors. The travel survey data reveals the majority of visitors, and staff, travel to the site by public transport, walking or cycling with a proportion of visitors driving / being dropped off.
- 7.1.6 The proposal is anticipated to attract nine two-way total person trips in the morning peak hour and no trips in the evening peak hour. Across the day, the proposal is estimated to attract up to 120 two-way total person trips, with the majority of people arriving at the site between 1000-1100 and departing the site between 1100-1200.

- 7.1.7 The proposal will provide a larger building for Maggie's, compared to their existing premises at the Cancerkin Centre (a circa 27% larger floor area). The anticipated net change in visitor trip attraction at the Maggie's Centre is in the order of an additional 21 two-way trips per day.

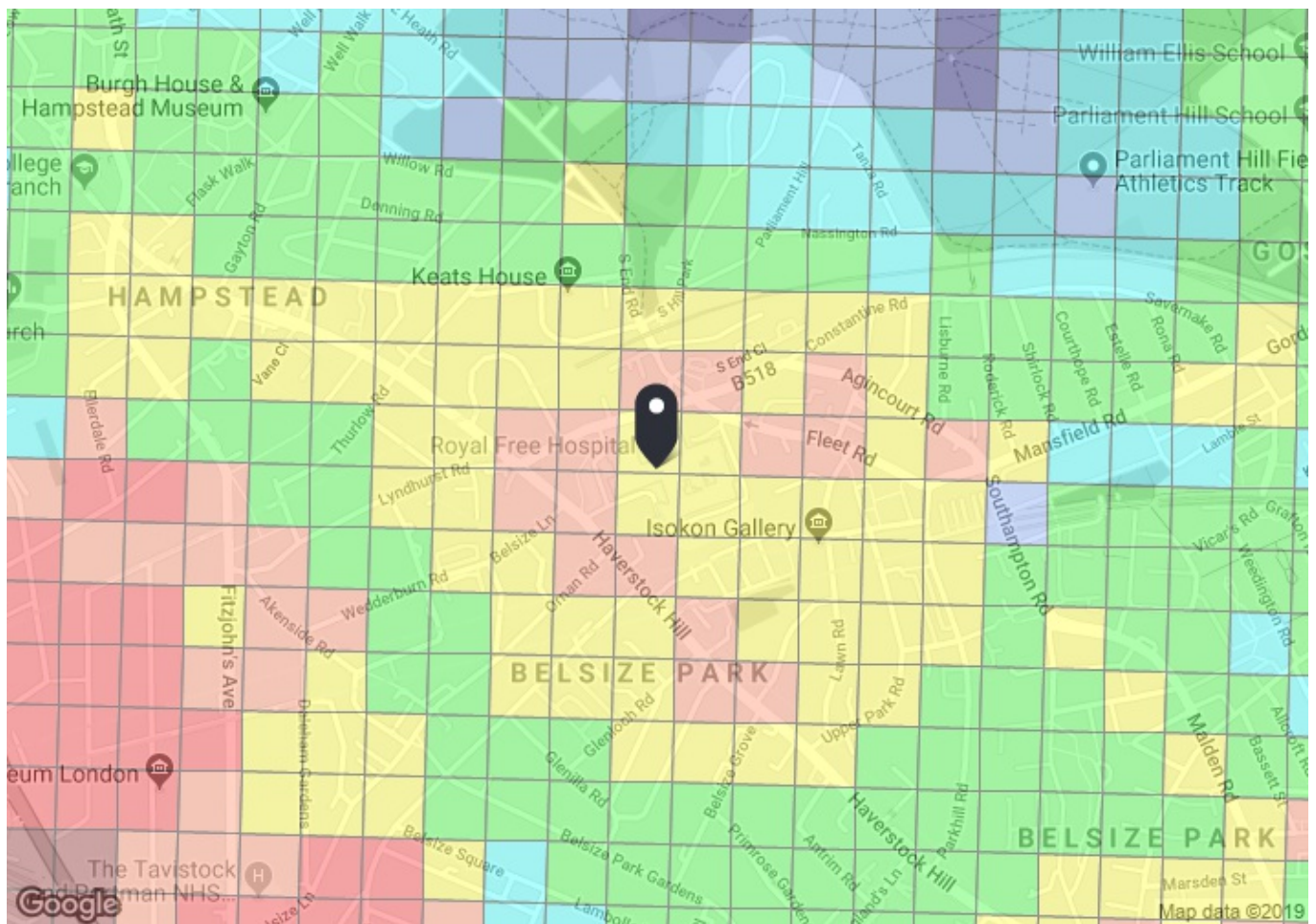
7.2 Conclusions

- 7.2.1 With reference to the key transport tests set out in paragraphs 108 and 109 of the NPPF, the main conclusions of the TS are that:

- The site is in a highly sustainable location in transport terms. The proposed development is located where the need to travel will be minimised and well located for visitors and staff to 'take up' the opportunities for sustainable travel and travel by non-private car modes;
- The site will provide safe and appropriate access to the site for all people; and
- The transport impact will be negligible in terms of capacity and congestion.

- 7.2.2 Against this background, the development proposal is considered acceptable in transport and highways terms, can be accommodated within the existing highway infrastructure, and the impact would be considered not 'severe'.

APPENDIX A. PTAL Report



PTAL output for Base Year 4

Royal Free Hospital, 10 Pond St, Hampstead, London NW3 2PS, UK
Easting: 527261, Northing: 185396

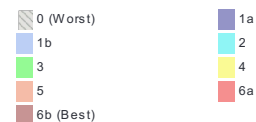
Grid Cell: 106428

Report generated: 29/07/2019

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	ROYAL FREE HOSPITAL	268	258.57	5	3.23	8	11.23	2.67	0.5	1.34
Bus	HAMPSTEAD HTH POND ST	C11	143.11	7.5	1.79	6	7.79	3.85	0.5	1.93
Bus	HAMPSTEAD HTH POND ST	46	143.11	6	1.79	7	8.79	3.41	0.5	1.71
Bus	HAMPSTEAD HTH POND ST	168	143.11	9	1.79	5.33	7.12	4.21	1	4.21
Bus	SOUTH END GREEN	24	291.54	10	3.64	5	8.64	3.47	0.5	1.74
LUL	Belsize Park	'Edgware-Morden'	554.61	9	6.93	4.08	11.02	2.72	0.5	1.36
LUL	Belsize Park	'Morden-Edgware'	554.61	4.67	6.93	7.17	14.11	2.13	0.5	1.06
LUL	Belsize Park	'Kennington-Edgware'	554.61	14.67	6.93	2.79	9.73	3.08	1	3.08
Rail	Hampstead Heath	'CLPHMJ2-STFD 2L50'	418.73	3.67	5.23	8.92	14.16	2.12	1	2.12
Rail	Hampstead Heath	'STFD-CLPHMJ2 2Y11'	418.73	3.67	5.23	8.92	14.16	2.12	0.5	1.06
Total Grid Cell AI:										19.6

