



Part 8

ACCESS

8.1 Policy Approach and Engagement-Access

Policy Approach

The Hillingdon Hospitals NHS Foundation Trust and their appointed Design Team are committed to the achieving the highest standards of access and inclusion, and to this end the design has been developed not to exclude individuals by reason of the physical design and layout.

In support of the requirements from the LB Hillingdon Local Plan, designs have been developed that:

- Are accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;
- Maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;
- Provide equal access for all people, including inclusive access for disabled people;
- Adequately address delivery, servicing and drop-off requirements;
- Have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

In addition to the information provided in Engagement paragraph below, a Transport Assessment and Travel Plan have been prepared and are available separate to this document.

Social Inclusivity Statement

The Hillingdon Hospitals NHS Foundation Trust (THHFT) has a vision to measurably improve health and wellbeing outcomes for the people in Hillingdon ensuring that sustainable health and social care services are built around local needs with the appropriate fit-for-purpose estate.

As part of Hillingdon Hospital redevelopment social value charter and strategy, the team are committed to providing an inclusive and accessible environment for those working in and visiting the hospital.

- Ensuring Hillingdon Hospital as an asset is physically and neurologically inclusive.
- Support to help people, including those from disadvantaged or minority groups, progress into work and within the workplace.
- A structured approach to identify and manage the risks of modern slavery throughout the value chain.
- Tackling inequality in the supply chain.

Engagement-Access

As indicated in Section 2, there has been an extensive programme of engagement supporting the progression of design proposals.

The Traffic consultants have been the focus on engagement relating to the development of the access provision of the design.

Engagement has included dialogue with LB Hillingdon, Transport for London, the Greater London Authority, and a series of public engagement events.

Feedback from this engagement has been integrated within the design.



8.2 How Access is achieved

Public & Staff

Public and Staff vehicular access to the site is proposed from Pield Heath Road in a similar place, allowing drop off at the main entrance, medical day centre entrance (via the Multi-storey Car Park), access to the main multi-storey car park and emergency department car park.

A second entrance to the MSCP is from Royal Lane

Vehicular junction improvements supporting to create efficient traffic flows are integrated into the proposals.

Emergency Vehicles

Emergency Ambulance access is from Colham Green Road to a dedicated ambulance yard and entrance to the East of the new hospital building. Emergency ambulances will leave via Pield Heath Road.

A back-up Ambulance access is provided from Pield Heath Road.

Fire Brigade vehicles will have access to both ends of the hospital street.

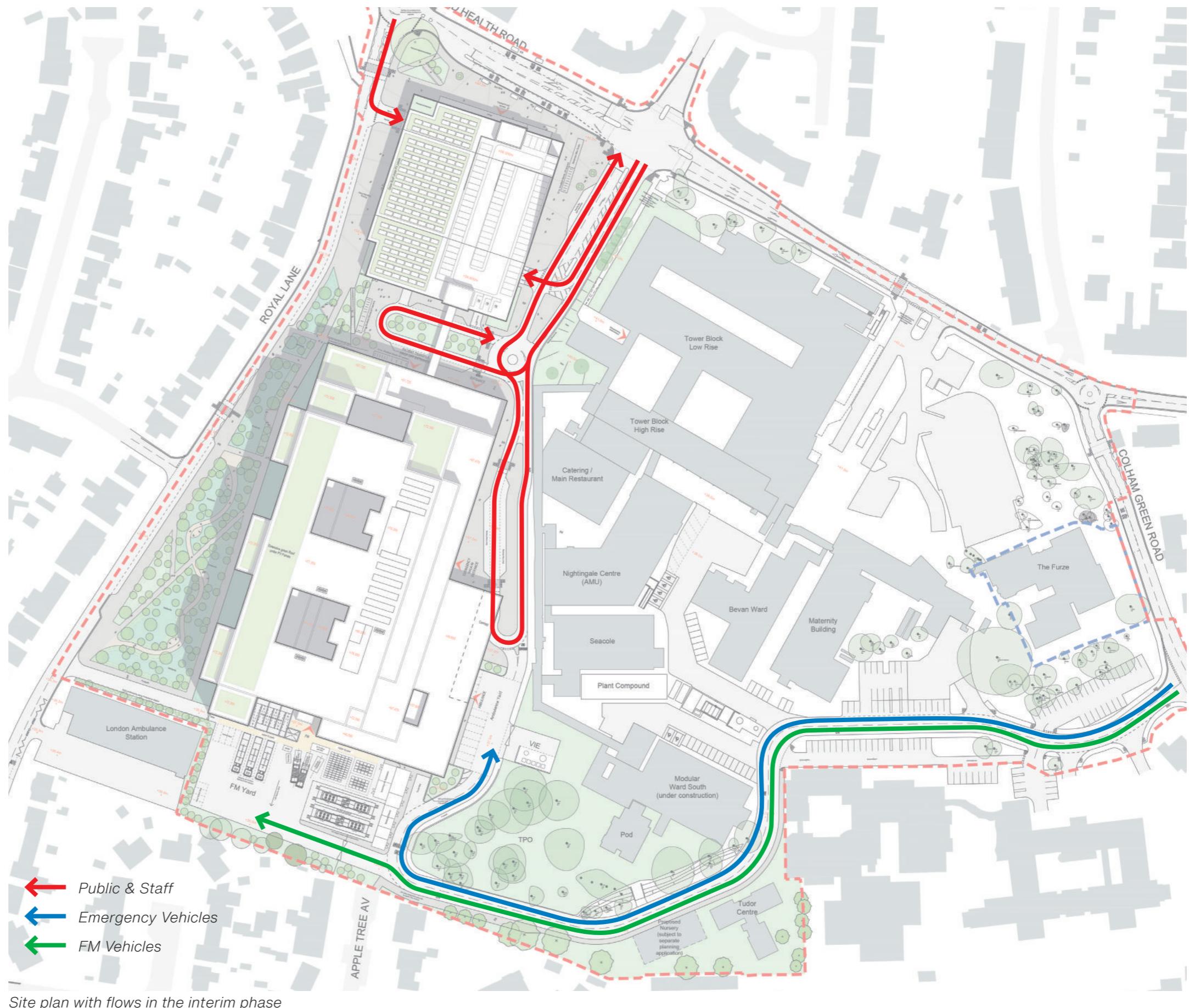
Facilities Management Vehicles

Access to the dedicated Logistics Yard is from Colham Green Road (the same access point as the existing Facilities Management access). Junction and road improvements are made to this route.

Mortuary vehicles will use the Facilities Management Route. The mortuary vehicles will park within dedicated spaces to ensuring privacy.

Public Transport

Public transport bus stop located on site to drop off / pick up patients and visitors near the main entrance and the emergency walk-in entrance



8.3 How Access is achieved

Car-parking and setting down points

There are two proposed car park locations on the site. The main multi storey car park (MSCP) is built as part of the phase 1 development and provides for circa 750 spaces, of which no. 45 are disabled spaces close to the point of entry to the hospital. Electric Vehicle Charging Points are also provided.

Setting down points are integrated into the overall public realm design at the main entrance to the hospital and the public emergency entrances. A small provision of short stay parking is provided at the public emergency entrance. Both set down areas have easy access to the wider car parking provision.

A further surface car park of 150 spaces is proposed in close proximity to the Emergency Department walk in entrance. This car park will be constructed as part of phase 2.

Pedestrian Access

Public and Staff pedestrian access are from both Pield Health Road, Royal Lane and Colham Green Road.

A network of public footpaths is extended across and through the site joining all entrances and points of egress to the new hospital building and over the longer term across and around the central green space and residential zone of the wider masterplan. A route from the public transport hub to the hospital main entrance and emergency entrance is completely traffic free. Controlled crossings are provided where East/West routes cross vehicular routes.

Cycle Provision

A network of public footpaths is extended across and through the site. Amenities of cyclists are included within the transport hub including cycle parking and maintenance facilities.

Public Transport Links

The public transport links that the site enjoys will be enhanced by the provision of a transport hub integrated within the design of the multi storey car park.

Public transport bus stop located on site to drop off / pick up patients and visitors near the main entrance and the emergency walk-in entrance

Building Entrances

Building entrances have been located to be logically placed, highly visible and accessible to their appropriate use.

- Main Entrance - Is clearly visible from the entry point to the site from Pield Health Road, has a generous set down area, and is conveniently located to adjacent car

parking. The set down area offer a barrier free transition from/into the hospital where the barrier free approach to design continues.

- Public Emergency Entrance – Is clearly visible along the side of the hospital. It has a set down area and a number of short stay parking spaces. In phase two there will be no. 150 car parking spaces located close to this entrance.
- FM Entrance is to the South of the hospital and is accessible from Colham Green Road. This provides discrete access for delivery type vehicles.

Horizontal and Vertical circulation

The new hospital has been designed with a logical sequence of corridors, lifts and staircases to support barrier free access for patients, visitors and staff.

Surface materials

Final selection of surface materials for both the external and internal elements have not been made at this stage of design development.

They will be selected to ensure that they provide appropriate colour contrast, texture changes and anti-slip properties at changes of surface, use and level.

Facilities including WC provision within the building

A range of facilities for public, patients and staff have been carefully considered in the development of the space brief for the hospital and include:

- Baby Feeding
- Wheelchair provision
- Ambulant and Disabled WCs

Wayfinding and Signage

The approach to access will be supported by a comprehensive approach to wayfinding for the site which will be developed at the next stage of design development.

Means of escape for those unable to use stairs

As a hospital development, means of escape is proposed following the provisions of the hospital Firecode (HTM05-02) which is referred to by Approved Document B of the building Regulations as appropriate for Hospital Facilities.

Although the staircases in the building are being designed to be dimensions that will support mattress evacuation to those not able to use stairs, the predominant means of escape for such persons is anticipated as being the use of the Fire Evacuation Lifts, which are being designed with the necessary upgrades to be continued to use in emergency evacuation as part of a managed evacuation plan.

How security is considered

The Secured by Design guidance relating to hospitals has been considered in the development of the design of the new masterplan and hospital building. Consideration has included the balance of public amenity versus security provisions relating to Access (both pedestrian and vehicular), Parking, Landscape, Surveillance and CCTV. All of these areas will be further developed during the next stage of design development.

Internally the hospital design has been developed in line with the clinical brief which itself closely aligns with the Secured by Design guidance.

8.3 Servicing (Facilities Management)

Two sets of FM lifts service the building along the Hospital Street. A service corridor at basement level links the two FM lift cores and allows discrete delivery of goods directly to all departments.

An FM Logistics centre is located at the South of the building consisting of an external service yard, waste compound, external plant area, and internal logistics centre/materials management area at basement level.

Dedicated FM lifts (dirty) are used for the removal of waste from all levels. Waste will then be moved along the service corridor at basement level and transferred to the Waste Compound within the Logistics Yard.

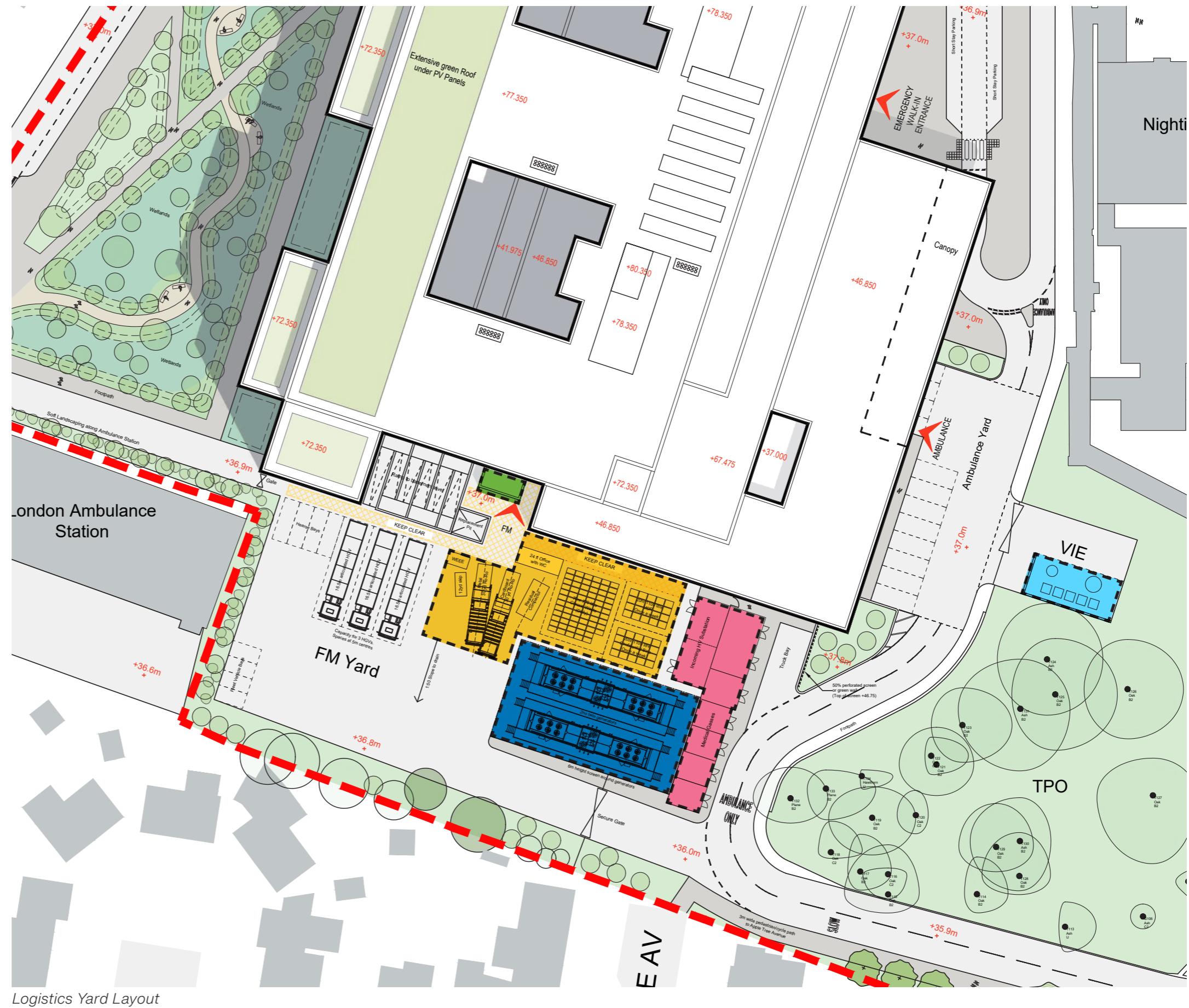
The generator compound is located immediately to the south of the waste yard and includes a couple of twin generators with associated fuel tanks enclosed by a louvred fence to provide the adequate levels of security and visual screening.

A replacement pit within the logistics yard will also allow the replacement of mechanical components located in the basement level.

The VIE is located to the East of the ambulance yard and its location on site is the result of a series of constraints and requirements including the presence of the existing hospital, the TPO area and the flood risk zone affecting the southernmost part of the site. In addition there are mandatory safety distances for liquid oxygen storage of a certain capacity which need to be guaranteed.

Service Yard Components

- 2no. FM lifts to/from basement level
- Waste Compound
- Generators Compound
- Medical Gasses and HV Substations
- VIE



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