

Royal College of Anaesthetists *GOESPATIAL ANALYSIS* Research

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01

INTRODUCTION

ABOUT AND



AND London is a unique consultancy. We offer a varied, but integrated range of services and bring with us a deep and diverse knowledge of the built environment and planning processes that ensure positive outcomes for people, places, and projects.

From project inception through to operation, AND London is active across the entire property lifecycle and brings creativity to every stage. We source unconventional sites for investors and generate new ideas for stagnant and unloved spaces. We actively engage local communities by delivering exciting and interactive consultations. We develop

innovative placemaking strategies that create exciting new destinations and respect local heritage and history, and attract interesting and independent tenants.

AND London is led by its founder, Andrew Sissons, who established the company upon leaving Hackney Council in 2015, where he managed the multi-award winning regeneration team. Andrew was responsible for delivering a range of high-profile projects including Tech City, Ways into Work, and the management of key town centre and business districts including Shoreditch, Dalston, Hackney Wick and Hackney Central.

INTRODUCTION

THE BRIEF, REPORT AND METHODOLOGY

The Brief

The Royal College of Anaesthetists (RCoA) is currently shortlisting potential locations for a new headquarters (HQ). AND London was commissioned to aid in this process by reviewing how accessible, via public transport, the current shortlist of locations are for RCoA members.

The shortlist of potential HQ locations ranged from cities to areas within a single city. Therefore, AND analysed public transport journeys to/from each location’s nearest major transport hub. The shortlist of potential HQ locations shared with AND, and the transport hub used in the analysis, are listed below.

- Birmingham: New Street Station
- Bristol: Temple Meads Station
- London Bridge: London Bridge Station
- London, King’s Cross St Pancras: King’s Cross St Pancras Underground Station
- London, Paddington: Paddington Station
- Manchester: Piccadilly Station
- Newcastle: Newcastle Station

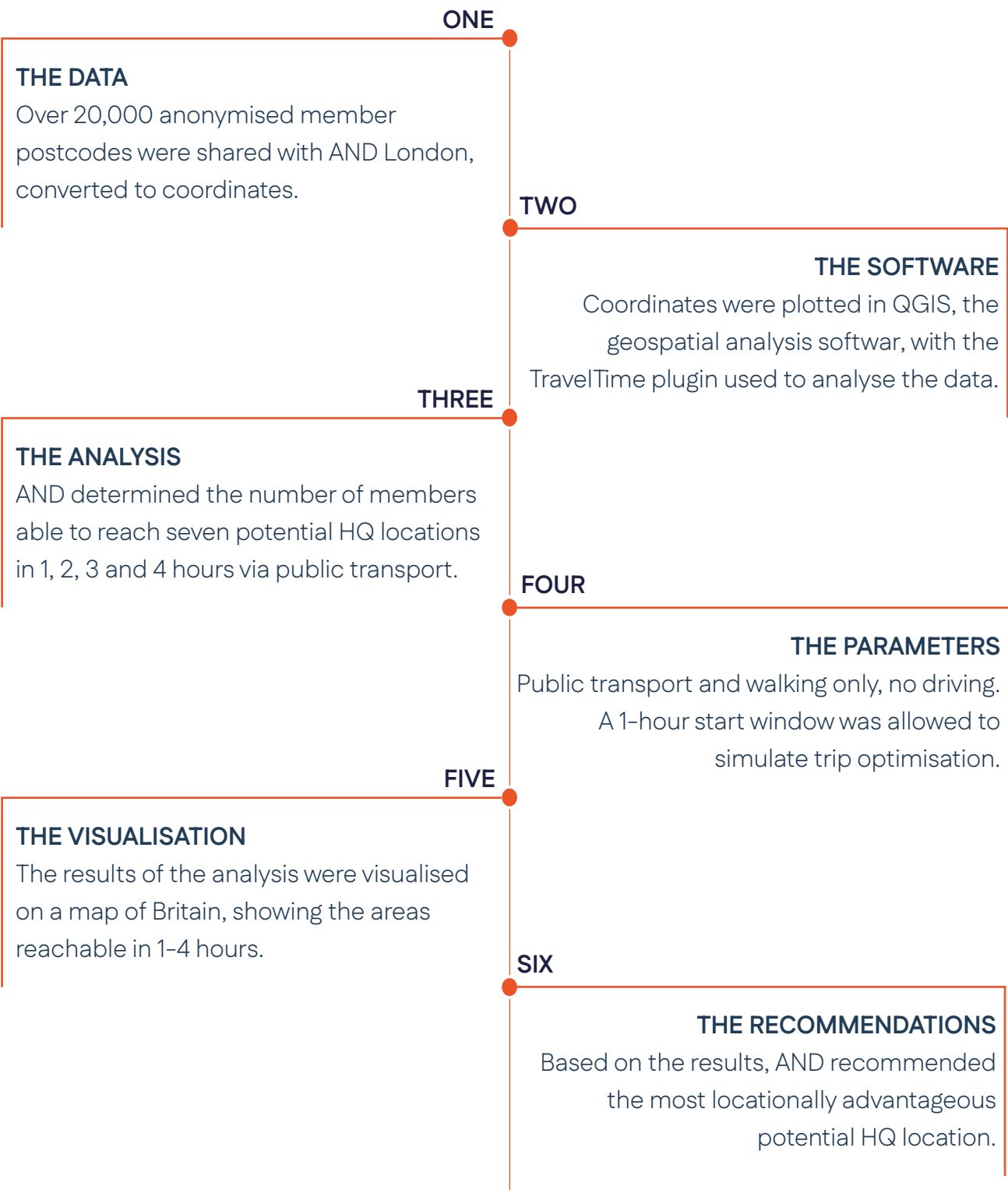
The Report

The following section of this report dedicates one page to each potential HQ location. Each page shows the areas reachable via public transport in 1, 2, 3 and 4 hours from each potential HQ location’s nearest public transport hub. The percentage of anonymised member postcodes that fall within each of these four areas is also shown on each page.

The findings of the research are summarised on a conclusions page, with summary tables showing the proportion of members that can reach each transport hub by length of journey from their home in hours, and a ranking of the top three transport hubs reachable by the highest proportion of members by each journey length (1,2,3,4 hours).

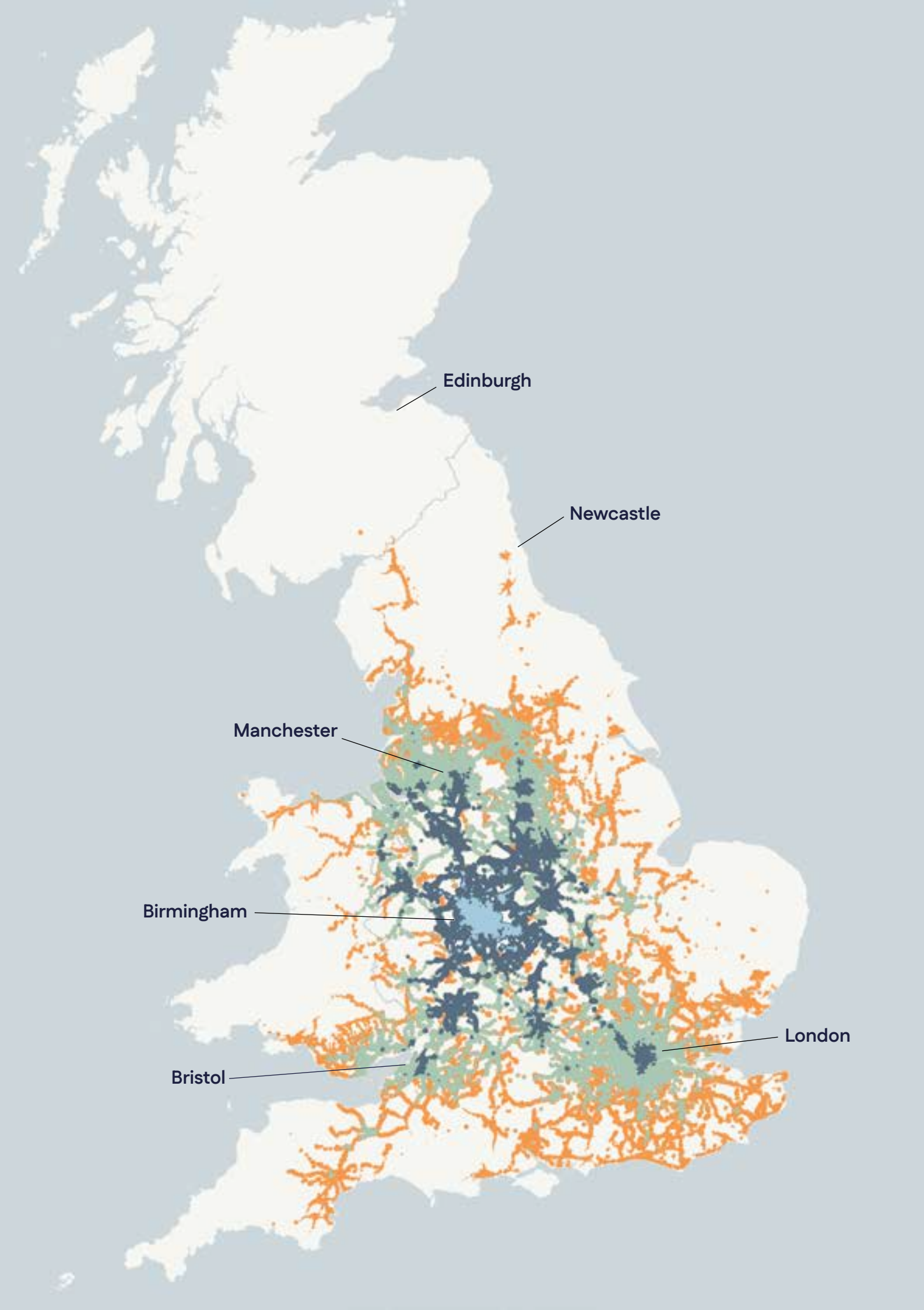
Recommondations on the most locationally advantageous HQ location(s) are made solely on the basis of the results of this analysis.

The Methodology



Q2

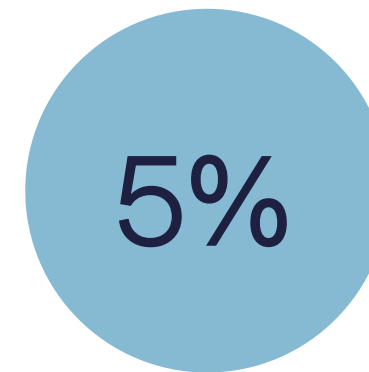
RESEARCH FINDINGS



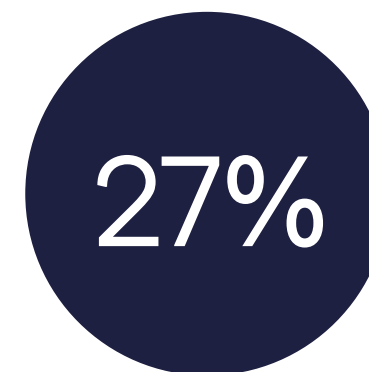
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Station: New Street

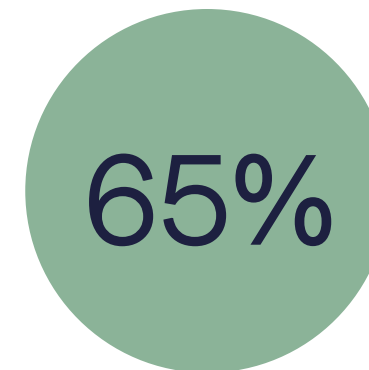
What proportion of members can reach the station by length of journey from their home?



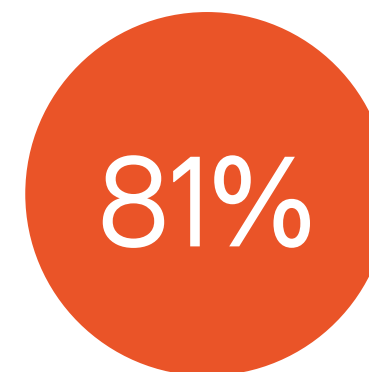
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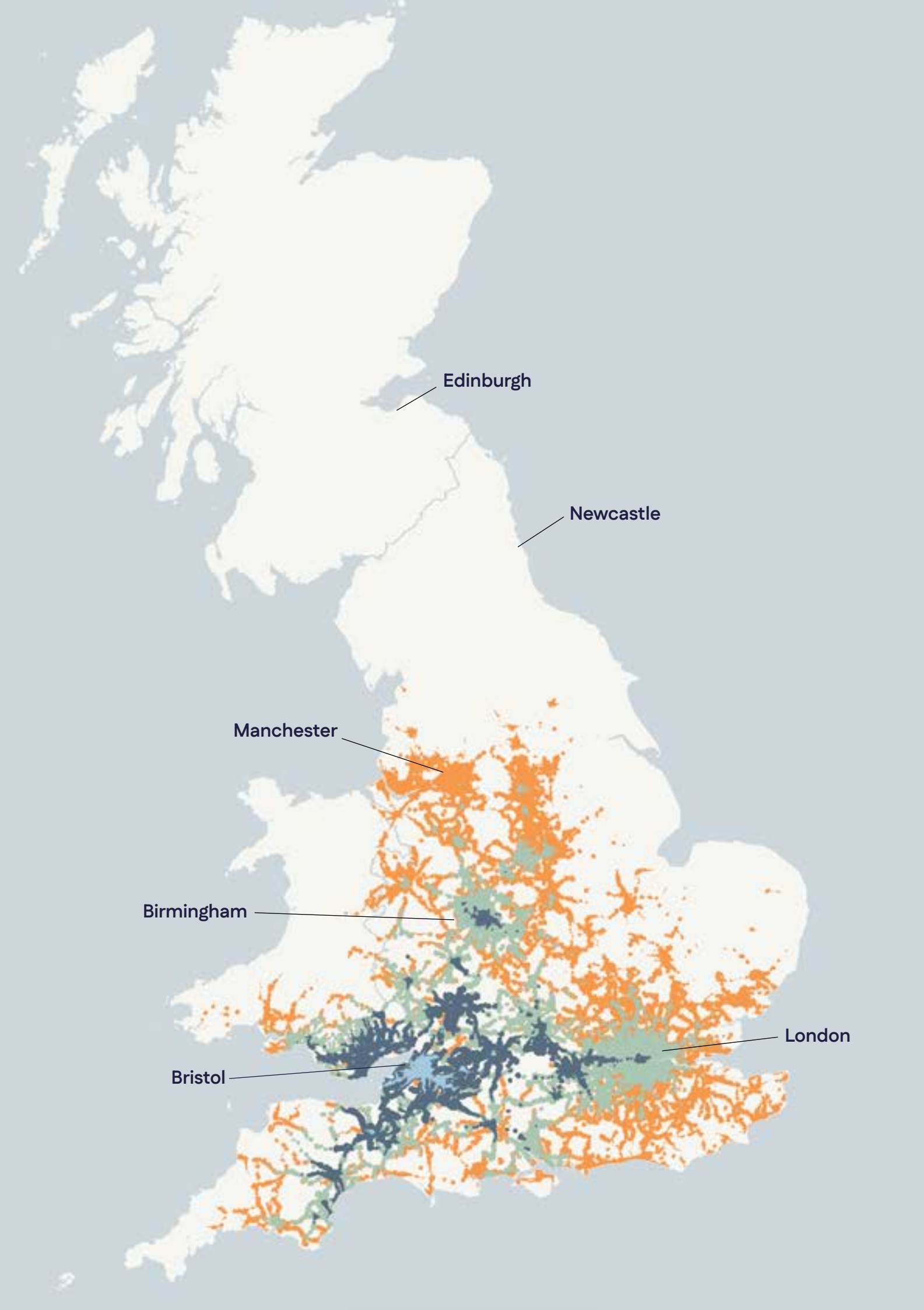
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3 HOURS



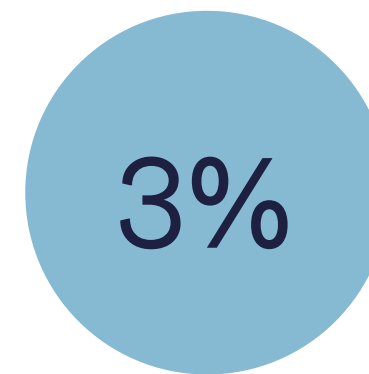
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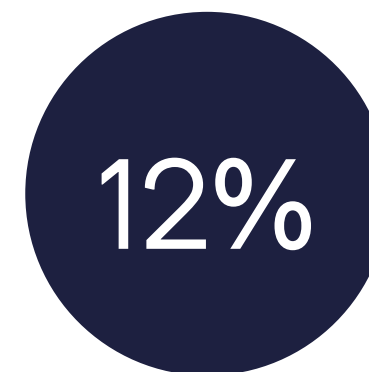
Bristol

Station: Temple Meads

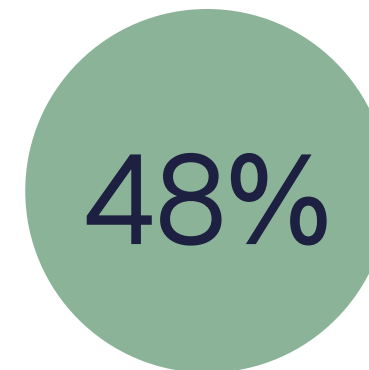
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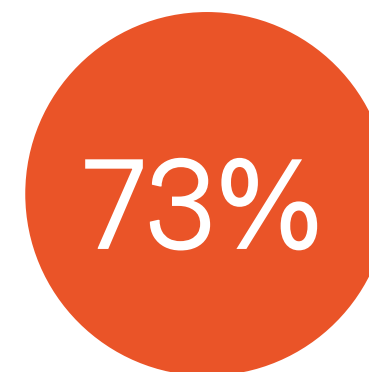
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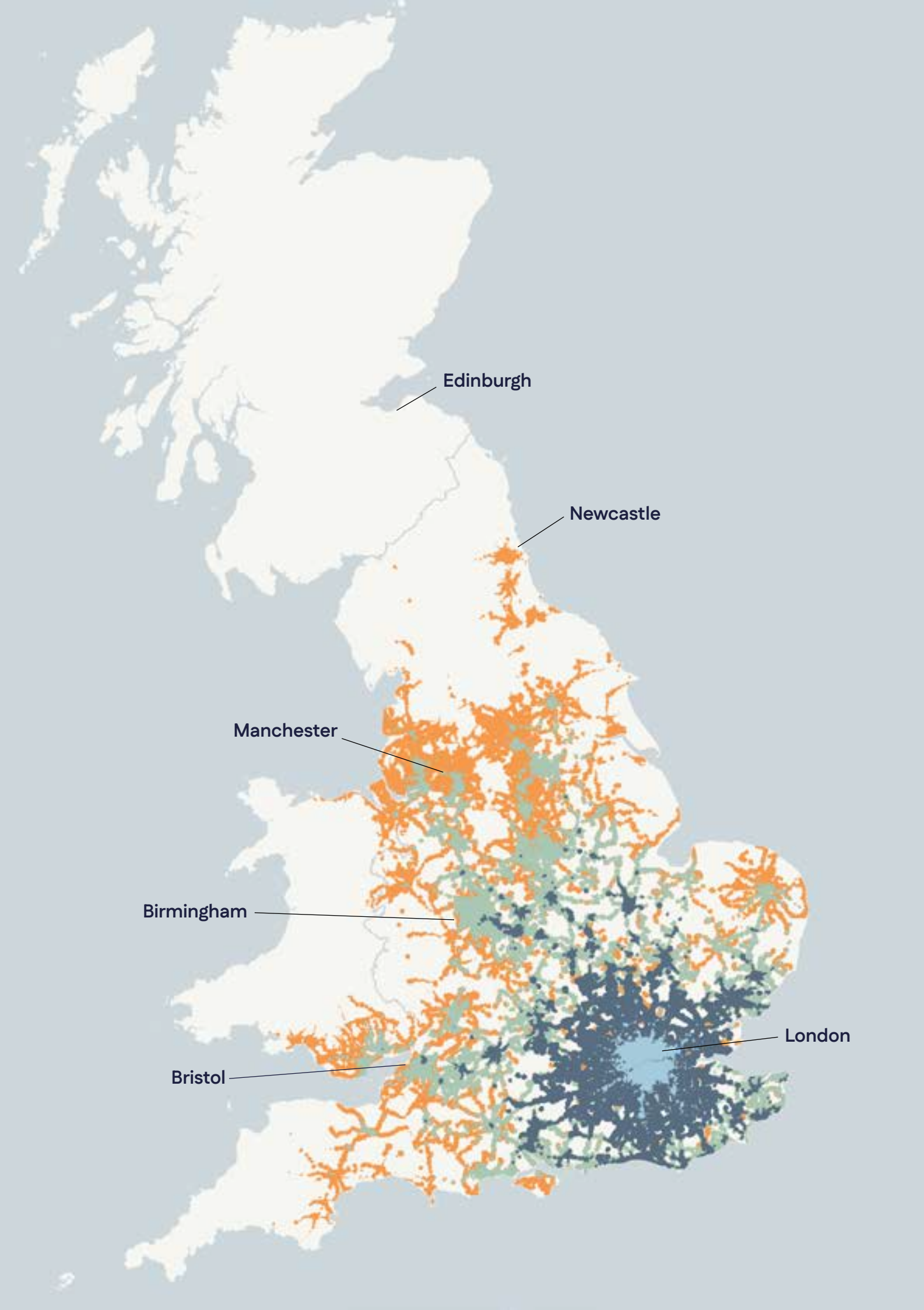
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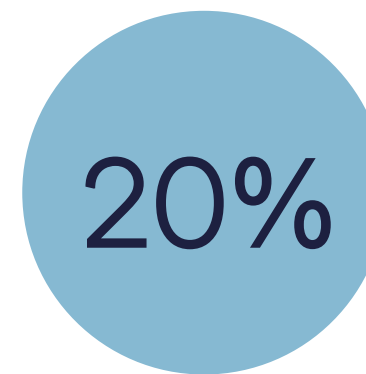
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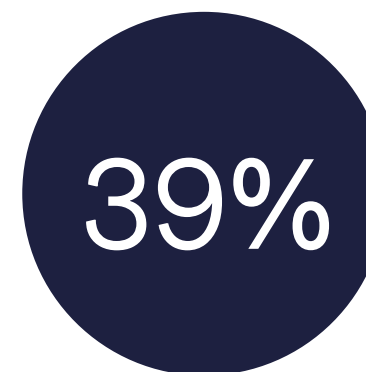
London Bridge

Station: London Bridge

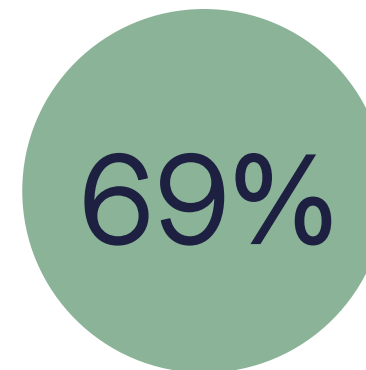
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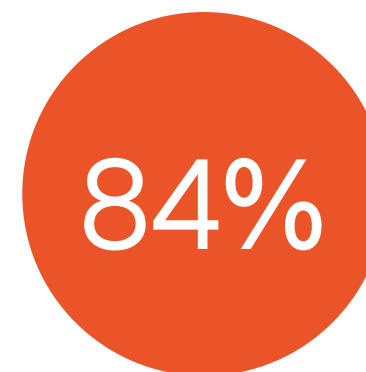
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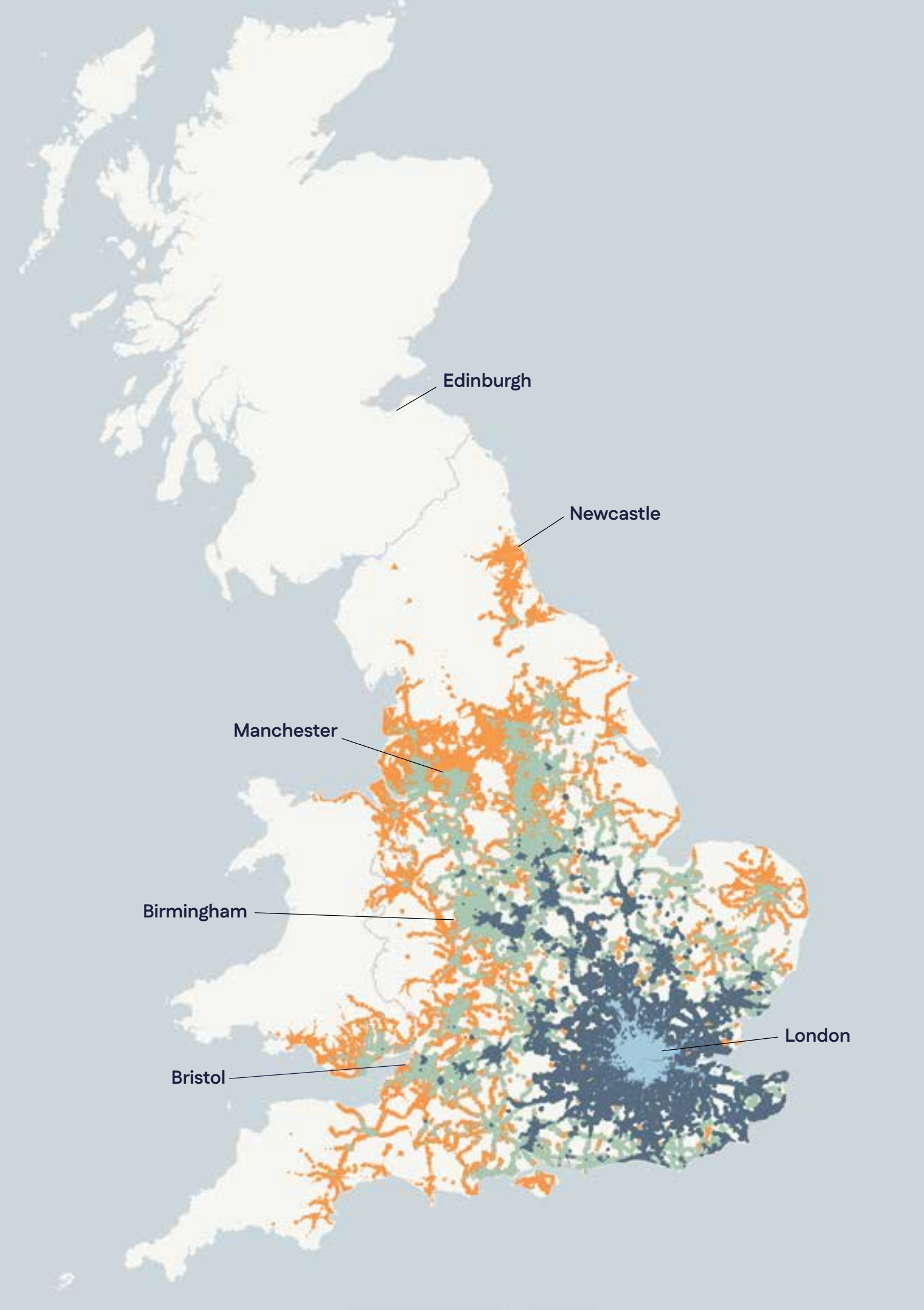
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3 HOURS



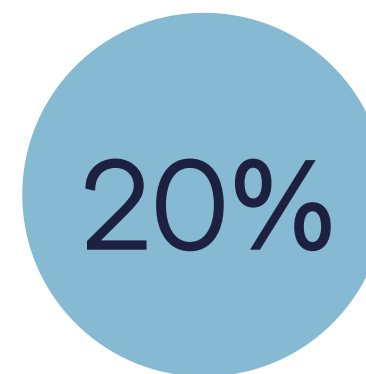
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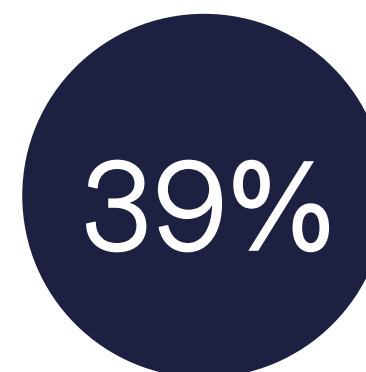
London: King's Cross

Station: King's Cross St Pancras Underground

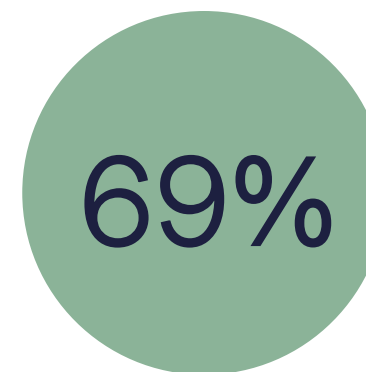
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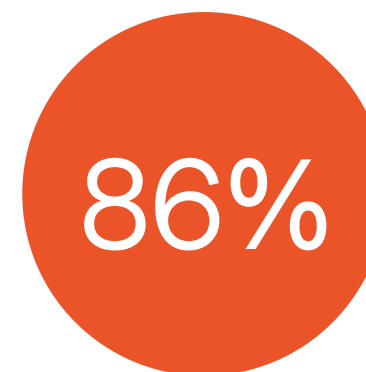
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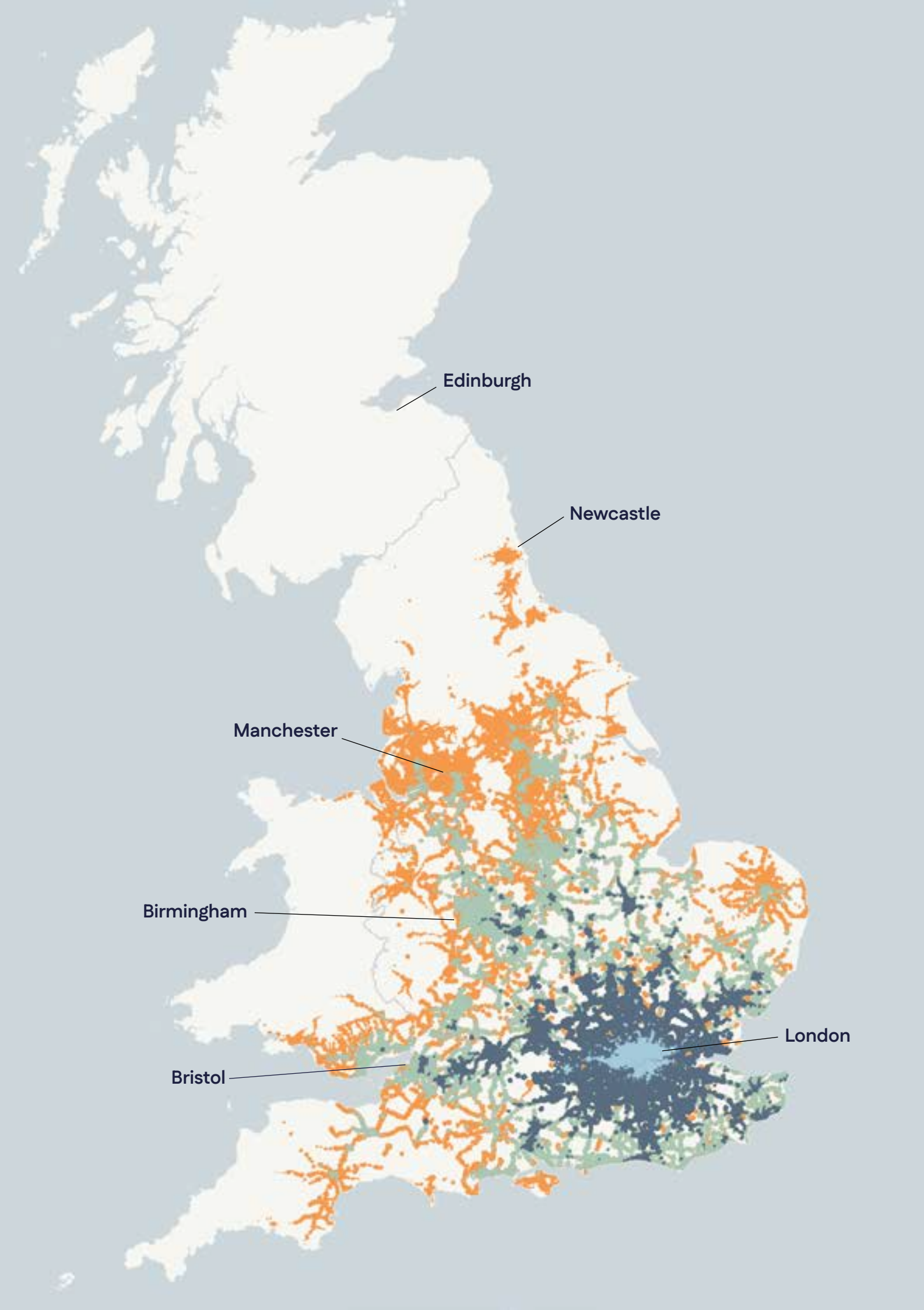
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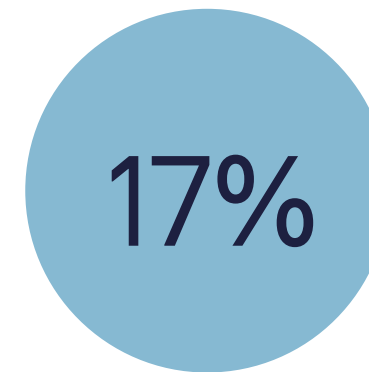
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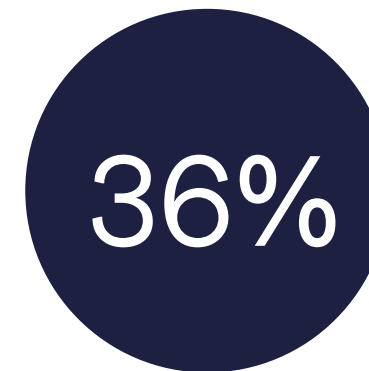
London: Paddington

Station: Paddington

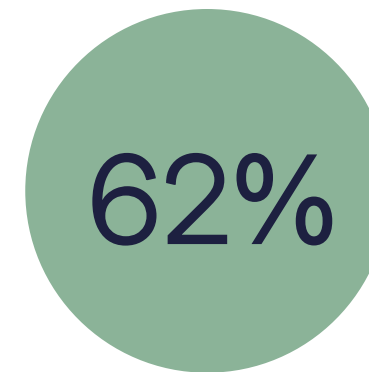
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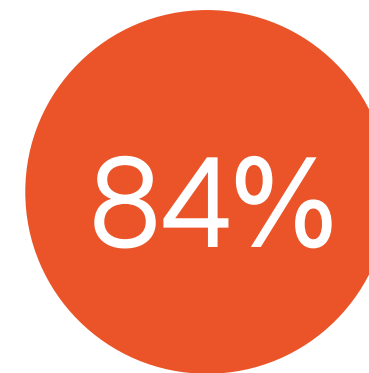
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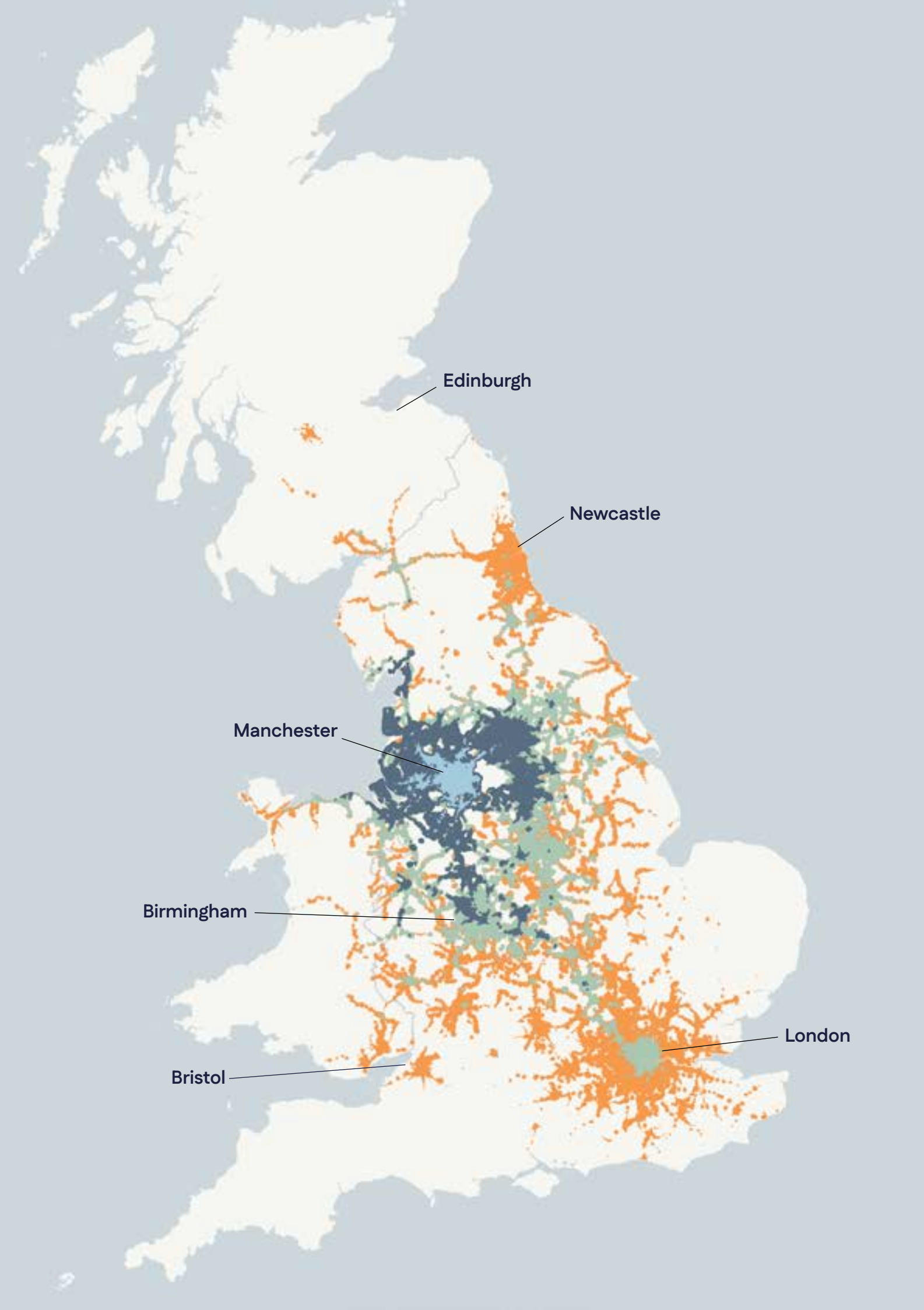
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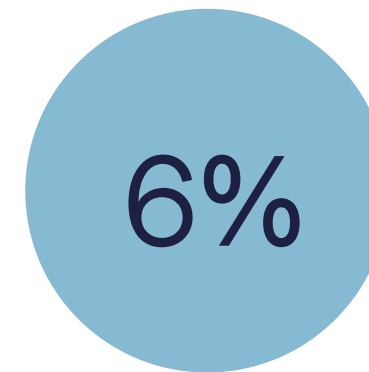
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Manchester

Station: Piccadilly

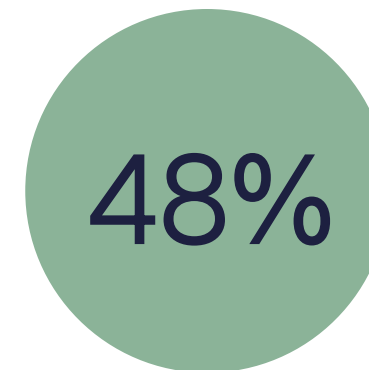
What proportion of members can reach the station by length of journey from their home?



1 HOUR



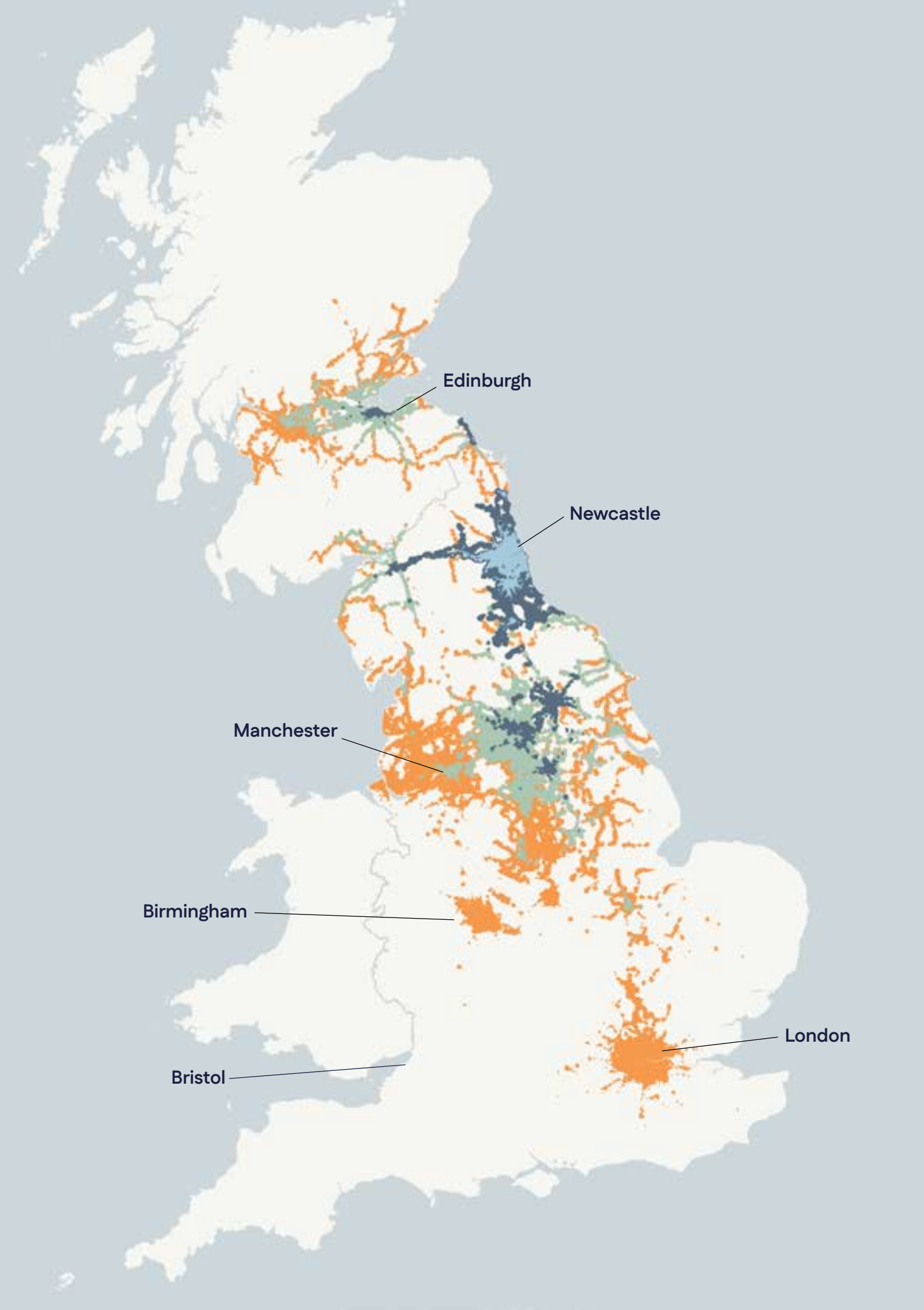
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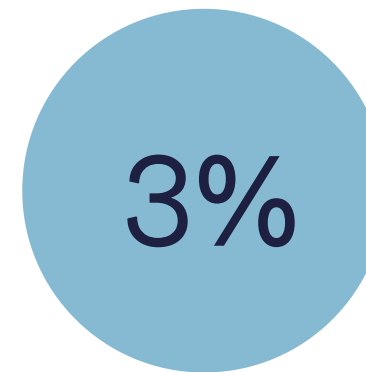
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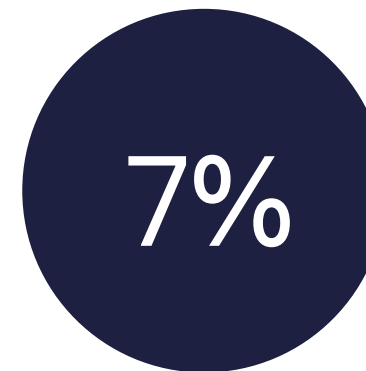
Newcastle

Station: Newcastle

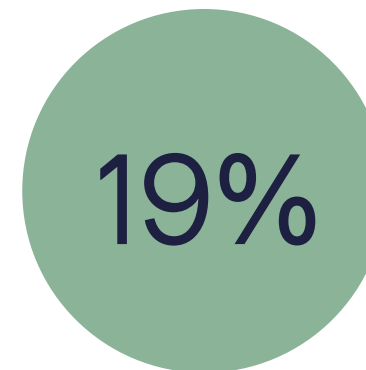
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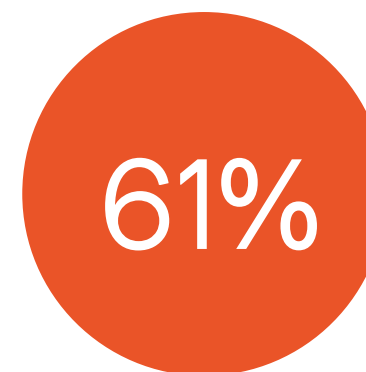
1 HOUR



2 HOURS



3 HOURS



4 HOURS

03

CONCLUSION

CONCLUSION

RECAP OF FINDINGS AND RECOMMENDATIONS

This report analysed journey times between potential RCoA HQ locations and the homes of members (in anonymised postcode format) via public transport. The analysis determined the proportion of members that could reach each HQ locations nearest major transport hub within journeys of 1, 2, 3 and 4 hours.

The tables to the right summarise the research findings. The three London stations are reachable by a significantly higher proportion of members in journeys under 2 hours in length, compared with transport hubs outside the capital. Nearly a third of RCoA members live in London (17.8%) and the South East (13.2%), so strong performance of London transport hubs over these journey times is unsurprising. The North West of England, which includes Manchester and Liverpool, is home to the next highest proportion of members (12.8%), followed by the South West of England (8.8%), and Scotland (8.3%).

The gap between the London and non-London transport hubs decreases as journey times increase. This is particularly true of Birmingham New Street, which ranks second for 3-hour journeys, as the population centres of London and the South East, as well as the North West fall within this travel time area. Birmingham also ranks fourth among 4-hour journeys, the only non-London location reachable by over 80% of members.

Notably, while the three London hubs are consistently the strongest performing locations across all journey times, Scotland is not reachable by public transport in less than 4 hours from any of these locations, with shortest journey times from Edinburgh and Glasgow to London taking just over 4 hours. Newcastle is the only transport hub accessible to large areas of Scotland in less than 4 hours, although the hub performs poorly overall relative to other locations.

In terms of public transport accessibility for RCoA’s membership, King’s Cross is the most locationally advantageous place for a new HQ. It should be noted, however, that King’s Cross is only marginally more advantageous than London Bridge and Paddington. Outside London, Birmingham New Street is the most locationally advantageous place for a new HQ.

Proportion of members able to reach stations by length of journey

Location	1 hour	2 hours	3 hours	4 hours
Birmingham New Street	5.0%	26.8%	65.4%	80.6%
Bristol Temple Meads	3.0%	11.9%	48.1%	73.4%
London Bridge	20.0%	37.0%	62.6%	84.2%
King’s Cross St Pancras	19.7%	39.3%	68.8%	85.5%
Paddington	17.2%	36.3%	62.3%	84.4%
Manchester Piccadilly	6.3%	19.5%	48.0%	75.3%
Newcastle	3.2%	7.3%	19.1%	61.0%

Station rankings: proportion of members reachable by length of journey

Ranking	1 hour	2 hours	3 hours	4 hours
1st	London Bridge	King’s Cross	King’s Cross	King’s Cross
2nd	King’s Cross	London Bridge	Birmingham	Paddington
3rd	Paddington	Paddington	London Bridge	London Bridge

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