

Merton Council

Planning Applications Committee

12 February 2015

Supplementary agenda

- 14 Land formerly occupied by the Nelson Hospital, 220 Kingston Road, Wimbledon Chase, SW20 8DB (Ref. 14/P4301) (Merton Park Ward) 1 - 18

Officer Recommendation

Approve discharge of condition 24, Parking Management strategy for Site 1 (Local Care Centre).

Reason for Urgency

At its meeting in September 2012, the Planning Applications Committee (PAC) granted planning permission for the above development subject to the completion of a S106 agreement and conditions. Condition 24 required a Parking Management Strategy be submitted and approved for each phase of the development and members resolved that the Parking Management Strategy details be brought back to committee for decision.

The Parking Management Strategy for phase 1 has recently been received following negotiation between Council officers and the applicant. Phase 1 is due to open imminently and the details are therefore being reported to Committee as an urgent item so as to enable their review and a decision to be taken by members in advance of the new local care centre opening in April.

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PLANNING APPLICATIONS COMMITTEE
12th February 2015

SUPPLEMENTARY AGENDA

<u>UPRN</u>	<u>APPLICATION NO.</u>	<u>DATE VALID</u>
	14/P4301	14/11/14

Address: Land formerly occupied by the Nelson Hospital, 220 Kingston Road, Wimbledon Chase, SW20 8DB

Ward: Merton Park

Proposal: Application for the discharge of Condition 24, Parking Management Strategy, attached to planning permission ref 12/P0418 for the proposed redevelopment of the Nelson Hospital, former nurses home and associated car parking to provide Site 1) construction of a new local care centre with 68 parking spaces to the rear, Site 2) construction of 51 assisted living units with associated communal facilities and associated parking, Site 3a) alterations including new landscaping to the Rush and Kingston Road and Site 3b) alterations including new landscaping to Blakesley Walk and Kingston Road.

Documents: 'Parking Management Strategy' compiled by TPC Ltd, dated February 2015

Contact Officer: Leigh Harrington (020 8545 3836)

RECOMMENDATION: Approve discharge of condition 24, Parking Management strategy for Site 1 (Local Care Centre).

1. INTRODUCTION

1.1 At the meeting of the Council's Planning Applications Committee in September 2012 members resolved to grant planning permission for the above development subject to the completion of a S106 agreement to ensure the delivery of public realm improvements in The Rush and Blakesley Walk and a financial contribution towards a controlled parking zone as well as various conditions.

1.3 Condition 24 required a Parking Management Strategy be submitted and approved for each phase of the development and members resolved that a decision on this condition be made by the Planning Applications Committee.

- 1.4 The Parking Management Strategy for phase 1 has recently been received following negotiation between Council officers and the applicant. Phase 1 is due to open imminently and the details are therefore being reported to Committee as an urgent item so as to enable their review and a decision to be taken by members in advance of the new local care centre opening in April.

2. SITE AND SURROUNDINGS

- 2.1 The Nelson Hospital site, covering a total area of 1.3 hectares and fronting Kingston Road, comprises two adjoining areas of land, separated by Blakesley Walk. To the east of the footpath are the former hospital buildings, dating from 1911 which are currently being redeveloped with some façade retention and the construction of the new medical facilities on the majority of the site. This part of the application site is located within the Merton Hall Conservation Area and is bordered to south and east by the John Innes Merton Park Conservation Area.
- 2.2 The surrounding area is predominantly residential, with small scale commercial frontages on the opposite side of Kingston Road and in the adjacent Merton Park Parade that fronts The Rush.

3. CURRENT PROPOSAL

- 3.1 Condition 24 of planning permission 12/P0418 states “For the relevant phase: Prior to occupation of the relevant phase of the development hereby permitted, a Parking Management Strategy shall be submitted to and approved in writing by the Local Planning Authority and measures as approved shall be implemented and maintained for the duration of the use unless the prior written approval of the Local Planning Authority is obtained to any variation”. Given the different nature of the use of the two key phases (the local care centre and the assisted living units) separate Parking Management Strategies (PMS) have been submitted for both phases. This report only considers that for the local care centre.
- 3.2 The PMS covers issues relating to parking & access, parking rights, essential car user parking, staff car parking permits, the various types of parking provision on site, access control and the general management of the car park. Its development has been undertaken in consultation with the Council’s Transport Planning officers.
- 3.3 The PMS proposes the following:
- Parking and access; the main car access will be from Kingston Road with a service vehicle only access from watery lane in line with the original consent. 68 parking spaces will be provided with 41 for essential user and staff parking and 27 for visitors. Space will also be provided for ambulance service vehicles. The applicants made a Section 106 contribution of £30,000 towards a CPZ consultation and implementation if required. However following a round of initial consultations it appears that the majority of residents who expressed an interest did not support the creation of a new CPZ in the area and consequently it is currently considered unlikely that one will be adopted.
 - Essential user parking; A scheme for prioritising the issue of non-essential staff parking permits has been formulated and the issue of essential user

permits will be subject to criteria approved by the Nelson Health Centre Project Board and managed on a daily basis by a Centre Manager. Staff that are issued with permits will need to display them and this will be scrutinised by porter/security staff to ensure full compliance and no staff parking in patient bays. Staff access will be via a swipe card system.

- Disabled parking; Five blue badge bays will be provided and supervised by portering and security staff.
- 27 Patient/visitor bays will be provided and would be subject to a fee charging structure with entrance to the car park being by ticket with a pay on exit system. A patient drop off zone will be provided on site with a 20 minute grace period.
- Electric vehicle charging points will be provided for four vehicles.
- Parking facilities for 44 cycles will be provided on site, some of which will be secured and covered, others in view of overlooked locations.
- General management; The car parking arrangements will be reviewed after six months in order to ensure the best use is made of the on-site car parking. The site will be subject to a 5mph speed limit. The Centre manager will manage the issue of permits and the overall management of the car park will either be the responsibility of that person or contracted to a car park management company. Porters will ensure parking areas are well maintained and clear of litter. There will be a direct intercom link between the service access barrier and the staff member responsible to permit or deny access for servicing vehicles from Watery Lane.
- Parking charges will be in line with fees set by the Council and reviewed annually.
- The PMS will be reviewed in consultation with the Council.

4. PLANNING HISTORY RELEVANT TO THIS APPLICATION.

- 4.1 12/P0418. Planning permission granted by Planning Applications Committee in respect of the proposed redevelopment of the Nelson Hospital site, including the former nurses home and associated car parking area comprising the following: 1) Construction of a new two/ three storey (5600 sq m) Local Care Centre (LCC), (incorporating retention of three pavilion buildings) and new access route, with 68 car parking spaces to the rear. 2) Construction of a new part two/ part three storey Assisted Living Extra Care Development (51 units) with associated communal facilities, dedicated vehicle access and 21 car parking spaces, involving demolition of all existing buildings on this part of the site; 3) Alterations, including new landscaping to The Rush, Blakesley Walk and Kingston Road.
- 4.2 The Committee resolved that the discharge of condition 24 attached to this consent be brought before the committee for discharge.
- 4.3 12/P0483. Conservation Area Consent granted in connection with the demolition of buildings on Site 1.
- 4.4 13/P0402 Application for discharge of conditions 5 (hard surfacing), 7 (site levels), 8 (recycling and waste), 13 (landscaping), 18 (vehicle access), 22 (cycle parking), 46 (access arrangements), 48 (passing bay) and 49 (public realm improvements) attached to LBM planning application 12/P0418 dated

18/12/2012 in relation to site 1 - local care centre and site 3a the rush and Kingston Road of the redevelopment of the nelson hospital site, (including former nurses home and associated car parking area) comprising:- site 1) construction of a new two/three storey (5600m2) local care centre, (incorporating retention of three pavilion buildings) and alterations to access route with 68 car parking spaces to the rear, ("LCC"). Conditions discharged.

- 4.5 13/P0403 Application for the discharge of conditions 2 (phasing details), 6 (boundary treatments), 15 (tree works protection), 23 (construction method), 34 (noise report) 39 (noise report for sub-station) and 44 (surface water drainage) attached to LBM planning 12/P0418 dated 18/12/2012 relating to site 1 i.e. the local care centre and site 3a the rush and Kingston Road of the redevelopment of the nelson hospital site, (including former nurses home and associated car parking area) comprising:- site 1) construction of a new two/three storey (5600m2) local care centre, (incorporating retention of three pavilion buildings) and alterations to access route with 68 car parking spaces to the rear, ("LCC"). Conditions discharged.
- 4.6 13/P0447 Application for discharge of condition 4 (external materials) attached to LBM planning application 12/P0418 dated 18/12/2012 relating to the redevelopment of the nelson hospital site, (including former nurses home and associated car parking area) comprising:- site 1) construction of a new two/three storey (5600m2) local care centre, (incorporating retention of three pavilion buildings) and alterations to access route with 68 car parking spaces to the rear, ("LCC").
- 4.7 13/P0855 Application granted for non-material amendments to planning application 12/P0418 in respect of changes to conditions 18, 46 & 49 so that they are not required to be discharged prior to commencement of development.
- 4.8 14/P4189 Application for discharge of conditions 18 (vehicular access), 46 (access signage) & 49 (public realm improvements) attached to LBM planning application 12/p0418 dated 18/12/2012 relating to the proposed redevelopment of the nelson hospital site, including former nurses home and associated car parking area comprising:- site 1) construction of a new two/three storey (5600m2) local care centre, (incorporating retention of three pavilion buildings) and alterations to access route with 68 car parking spaces to the rear, ("LCC").site 2) construction of a new two/three storey assisted living extra care development (51 residential units) with associated communal facilities, dedicated vehicle access and 21 car parking spaces, involving demolition of all existing buildings on this part of the site, ("ALEC"). site 3a) alterations, including new landscaping to the rush and Kingston Road and site 3b) alterations, including new landscaping to Blakesley Walk and Kingston Road. Conditions discharged.

5. CONSULTATION

- 5.1 The parking management strategy has been considered and revised in consultation with the Council's Transport Planning Manager and Highways section and consider the details acceptable.

6. POLICY CONTEXT.

The London Plan [July 2011].

- 6.1 The relevant policies in the London Plan [July 2011] are 6.13 [Parking].

Merton LDF Core Planning Strategy [July 2011]

- 6.2 The relevant policies within the Council's Adopted Core Strategy [July 2011] are CS.18 [Active Transport] and CS. 20 [Parking servicing and delivery].

Merton Sites and Policies Plan [adopted July 2014]

- 6.3 The relevant policies within the Sites and Policies Plan are as follows: DM T1 [Support for sustainable transport and active travel], DM T2 [Transport impacts of development] and DM T3 [Car parking and servicing standards].

National Planning Policy Framework [March 2012]

- 6.4 The National Planning Policy Framework [NPPF] was published on the 27 March 2012 and replaces previous guidance contained in Planning Policy Guidance Notes and Planning Policy Statements. This document is a key part of central government reforms 'to make the planning system less complex and more accessible, and to promote sustainable growth'.
- 6.5 The NPPF supports the plan led system stating that development that accords with an up to date plan should be approved and proposed development that conflicts should be refused. The framework also states that the primary objective of development management should be to foster the delivery of sustainable development, and not to hinder or prevent development. Paragraph 32 states that 'development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'

7. PLANNING CONSIDERATIONS

- 7.1 The planning considerations relate to an assessment of the acceptability of the parking management strategies in terms of their ability to minimise the impact of parking from these developments on the safe and efficient operation of the local road network and the convenience of local residents and businesses in the local area.
- 7.2 Core Strategy Policy CS 20 and Sites and Policies Plan policies DM T2 and DM.T3 seek to ensure that the level of residential and non-residential parking and servicing provided is suitable for its location and managed to minimise its impact on local amenity and the road network. It is considered by officers that the proposed PMS will adequately address these policy requirements by providing a satisfactory number of designated and strictly controlled parking spaces within the site for longer term parking whilst the drop off grace periods will allow for access to the site for dropping off and collecting patients, visitors and staff without the need to find suitable spaces in on-street spaces.

- 7.3 London Plan policy 6.13, Core Strategy policy CS 18 and Sites and Policies Plan policy DM T1 all promote the use of sustainable transport modes. Phase 1 will provide four electric charging points, which whilst not meeting the London Plan requirement for 1 in 5 i.e. 13 spaces, is considered adequate for this development and the PMS is subject to further future review which could result in the addition of more bays if demand dictates.
- 7.4 Phase 1 will provide 44 cycle spaces with a London Plan requirement of 1 per 5 staff and 1 per 10 visitors. The planning application estimated around 164 staff generating a requirement of 33 cycle spaces. Percentages of staff cycling to work were previously recorded at around 10% in the applicant's transport assessment and allowing for this percentage to double would still ensure adequate provision of additional cycle parking for visitors. The provision of 5 Blue Badge spaces will exceed the 6% requirement in the London Plan.

8. CONCLUSION

- 8.1 The proposed details set out in the Parking Management Strategy have been amended and clarified in conjunction with advice from the Council's Transport Planning Manager and are considered to satisfactorily address the policy demands that were behind the need for a strategy to be approved so that the Council and members can be assured as fully as possible that the parking arrangements both in terms of the physical provision and the management of that provision will result in minimal disruption to the road network and the convenience and amenity to local residents and businesses.

RECOMMENDATION

Approve the Parking Management Strategy for Site 1 in order to partially discharge Condition 24.



Key

■ Site Boundary

Please refer to drawing '00_010 Existing Site Plan' for additional notes

Notes

Rev. A - 02/11/11
 Planning submission (preliminary).
 Rev. B - 21/11/11
 Issued for planning.
 Rev. C - 24/11/11
 Rev. D - 11/02/15
 Revised to show site plan



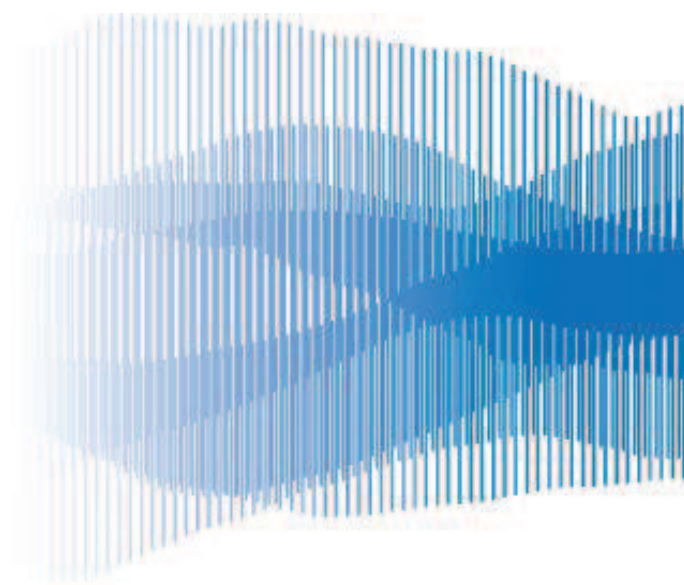
INFORMATION

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**Nelson Health
Centre
Kingston Road
Merton
SW20 8DB**

**Parking
Management
Strategy**

February 2015



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Nelson Health Centre - Parking Management Strategy

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1 Introduction

- 1.1 This Parking Management Strategy should be read in conjunction with the 'Nelson Health Centre Travel Plan' which was prepared in November 2014 for South London Health Partnerships by Transport Planning Consultants Limited (TPC) to support the discharge of planning conditions 24, 25 and 47 of Planning Application/Permission ref: 12/P0418 for the redevelopment of the former Nelson Hospital site in the London Borough of Merton. This planning condition (24) is required to be implemented and maintained for the duration of the planning use to ensure the provision of an appropriate level of car parking and comply with policy CS20 of the Adopted Merton Core Planning Strategy 2011.
- 1.2 The Nelson Health Centre (NHC) will provide accommodation for a range of clinical services, these include:
- The Cannon Hill Lane GP Practice;
 - Church Lane GP Practice
 - Diagnostics
 - Retinal Screening
 - Endoscopy and minor procedures
 - Mental Health Services
 - Outpatient services
 - OPARS
 - Therapy services
 - Physiotherapy
 - Phlebotomy

Location Overview

- 1.3 The NLCC is located approximately 1.5km south of Wimbledon, 2.75km south of Wimbledon Common, approximately 2.5km west of Colliers Wood and approximately 4km north of Sutton.
- The site is bounded by Kingston Road to the North, Watery Lane to the east, Blakesley Walk to the west and residential developments to the west and the south, including properties on Manor Gardens.
- 1.4 The area surrounding the site is primarily residential in nature. Other land uses in close proximity to the site include Rutlish School and associated sports facilities located south of Watery Lane, John Innes Park also located south of Watery Lane and retail units at the northerly end of Watery Lane. Further west of the site along Kingston Road there are further retail units and professional services adjacent to Wimbledon Chase station including a co-operative store and a pharmacy. The McCarthy and Stone Assisted, Living Extra Care Centre development is located on the Kingston Road on the opposite side of Blakesley Walk to the Nelson LCC.

2 Parking & Access

- 2.1 The main access to the site for cars will be from Kingston Road with a service vehicle only access provided from Watery Lane, both as required by the planning approval granted for the Nelson Health Centre development. All vehicles will exit the site via the main barrier controlled vehicle entrance onto Kingston Road. Payment for car parking will be 'pay on exit' from within the reception area or from a conveniently located pay machine.
- 2.2 As a part of the development 68 parking spaces were permitted and will be provided, on the basis that 41 spaces will be allocated for essential user/staff parking with 27 spaces for visitors. Of the 68 spaces provided 5 spaces are allocated to disabled parking and are located adjacent to the building entrance and 4 spaces are available with electric charging points. Dedicated cycle parking for 44 cycles is also provided.
- 2.3 A parking space/layby has also been provided at the entrance to the site from Kingston Road for ambulance service vehicles. This will enable vehicles that are required to stay within the site for short periods, the facility to wait without taking parking or servicing space or block the drop-off area in the car park.
- 2.4 A Section 106 contribution of £30,000 has been made to London Borough of Merton as part of the planning approval "towards the CPZ (controlled parking zone) consultation and implementation (if required) of a CPZ and/or traffic management measures within the vicinity of the property". It is likely that a CPZ will need to be implemented by the Council in order reduce the incidence of patient/staff parking on-street adjacent to the Nelson Health Centre but this process is outside the remit of the Parking Management Strategy.

3 Parking Rights

- 3.1 There are a number of different parking space user types, these include Essential User, Staff Parking, Disabled and patient and visitor, detailed below there are proposals on the definition of these types (where appropriate) and whether charging for the use of the parking space will be required.

Essential Car User Parking

- 3.2 It is proposed that essential user parking permits are issued to "Essential Car Users", these being defined as "*staff who are normally based at the Nelson Health Centre and have to travel between the NHC site and either patient homes or other clinical locations as a part of their daily or on-call duties*". In other words essential community services staff. These permits are issued free of any charge. Where staff are holders of Essential Car User permits they will be required to display their permits in their windscreen when on site or may be required to pay for their parking on that occasion.
- 3.3 The total number of parking permits will need to be shared between 41 car spaces. It is likely that essential permits will be a specified allocation within that total but staff parking permits (non essential permits) may be issued on a first come first served basis once the number of essential users has been fixed.

3.4 The criteria for the issue of Essential User Permits will be agreed with the tenants, approved by the Nelson Health Centre Project Board and will then become a core operational policy for the management of the site. In establishing the criteria for issue of the Essential User Permits we will consider:

- The daily traffic movements that are essential in order that the user can carry out their contracted duties;
- Immediate access to a vehicle to respond to urgent/emergency patient incidents. This may be on a departmental rather than an individual basis e.g. pool car; and
- Any personal disabilities that make car travel the essential mode of transport.

The Merton Clinical Commissioning Group has funded the post of the Nelson Centre Manger to ensure that all agreed operational policies for the site are enforced including those relating to transport and car parking issues. The Centre Manager will be responsible for the issue of Essential User Permits and will maintain a register of all permits issued, the registration number of the vehicle to be used and the date that the permit is withdrawn.

4 Staff Car Parking Permits (non-essential car users)

4.1 Staff based at the NHC who do not satisfy the criteria for 'Essential Car Users' but wish to park on site may be able to apply for Staff Parking Permits (if the essential allocation has permits remaining) which will be charged a monthly or annual charge, similar to that which a resident permit is charged in the London Borough of Merton-yet to be decided). They will be permitted to park in the allocated staff parking spaces and if these are full will have to find alternative off-site parking to ensure that the parking allocated for patient parking is available for patients.

4.2 The Centre Manager will be responsible for managing the issue of parking permits for both Essential Car Users and non essential Staff. Parking spaces, which will used by both Essential Car Users and staff with Parking Permits, will be identified by a notice indicating that the parking bay is designated for staff parking only.

4.3 In response to a suggestion by Merton Planning Department, Nelson LCC will give priority to the issue of non-essential staff parking permits to staff who have agreed to be part of the car sharing scheme and will also give consideration to prioritising permits for staff who have the longest journeys, staff who are holders of Blue badges will be given priority to staff parking permits and should no staff parking spaces be available they will be entitled to park in the Blue Badge bays

5 Types of parking provision

Disabled Parking

5.1 Five spaces are provided adjacent to the entrance, and will be identified as for disabled "Blue Badge Holders only". Should these bays be full Blue Badge holders may be entitled to park free in other parking bays (either staff or patient),

only at the discretion and knowledge of reception staff. They will be required to display their Blue Badge. Failure to display the Blue Badge may result in the user being required to pay for their parking.

Patient/visitor parking

- 5.2 This will be in bays that are not identified as Staff Parking or Blue Badge holders only. Persons parking in these bays will be required to pay the charges provisionally identified at the end of this document unless otherwise arranged and/or authorised by reception staff.

Electric Vehicle Charging points

- 5.3 Four parking spaces are provided with electric charging points, these may be reserved for electric vehicles but a decision is yet to be made in respect of these being staff and/or visitor spaces. Until a demand for such a facility is established no reservation can be guaranteed but this can be reviewed on a regular basis.
- 5.4 Those using the electric charging points will be charged for parking and the electricity charged at the appropriate rate, although time in these spaces will be limited to a maximum time and/or the minimum required to maintain the vehicle mobility (yet to be decided).
- 5.5 GP practices are currently investigating whether the provision of electric pool cars may be provided to be used by staff undertaking on call duties,

Allocated Car Spaces

- 5.5 GP's are to be allocated a share of the 41 staff parking spaces as Essential Car Users and permits for GP staff that satisfy the essential user criteria will be issued by the Centre Manager. Staff with Essential Car User permits will have priority to park in staff parking designated bays, staff with Staff Parking Permits will only be allowed to park in staff designated parking bays where they are available. Staff with parking permits shall **not** park in patient designated areas.
- 5.6 Car Sharing Scheme - Staff members that join an approved car share will be given priority to obtain staff parking permits.

Patient/Visitor Spaces

- 5.7 There will be 27 unallocated spaces available for patient/visitor parking on a first come first served basis. Entry to the car park will be by a ticket and a pay on exit system. Parking pay machine(s) will be located in the reception area and patients will be required to pay for their parking prior to exit from the car park.
- 5.8 Where patients are dropping off samples or where they are being 'dropped off' or picked for their appointment, a period of 20 minutes will be allowed for free access and egress to the site via the barrier access.

- 5.9 Staff issued with a parking permit will be required to undertake not to park in patient parking bays and will be required to display their parking permit while on site. Regular checks of the parking areas by the porter/security staff will be undertaken and a warning issued to staff parking in patient bays. CCTV can also be used to monitor the car park and will record when staff are parking in patient designated areas.

6 Access Control

- 6.1 Staff parking using either Essential Car User or Staff Parking permit will gain access to the car park using their normal access control/swipe card.
- 6.2 Staff will be required to display their permit while parking on site in designated parking bays. Porters will be checking the car park at intervals to check that permits are displayed and a record made of vehicles not displaying a permit.
- 6.3 Staff that park without a permit may be required to pay the appropriate fee for their parking at the discretion of the Centre Manager, subject to perhaps a 3 strikes and out policy.
- 6.4 Merton Council consider it very important that patients are dropped off and picked up via the car park rather than in an on-street location, due to the limitations of the surrounding highway network. This issue will be picked up in the Travel Plan work and included in travel information distributed to patients.
- 6.5 The Travel Plan will confirm the drop off area at the rear entrance to the Nelson Health Centre. It is also the intention to provide a “grace period” from car parking charges to allow for the drop off and collection of patients without incurring car parking charges.
- 6.6 Nelson LCC are developing a patient information leaflet that will be provided to all patients receiving an appointment at the Nelson Health Centre. Nelson LCC will undertake to ensure that the information about the drop off area and “grace period” is included within the leaflet. The patient information leaflet will also initially be distributed to all Merton residents via a mail-drop before the centre opens to patients and will be accessible on the Merton CCG website and the dedicated Nelson web page [www. http://www.mertonccg.nhs.uk/Nelson](http://www.mertonccg.nhs.uk/Nelson).

7 Disabled parking

- 7.1 Five disabled parking spaces are provided adjacent to the entrance. Blue Badges must be displayed when parking in these bays. When these spaces are full, parking in other bays will be allowed (see 5.1) and again the Blue Badge must be displayed.
- 7.2 A parking ticket will be required to access the car park and facilities will be available to ensure that no charge will be required to exit the car park either via the car parking machine or the main reception desk.

8 Cycle parking

- 8.1 Parking facilities for 44 cycles will be provided on-site, some being both secure and covered, others being simple cycle stands located in full view of overlooked locations.
- 8.2 A cycle stand for 10 cycles will be located at the main patient entrance at The Rush, with 8 spaces being accommodated under cover within the former mortuary building, 16 cycle lockers and a further 10 spaces all accessed from within the site car park.

9 Site Surveys and Demand Analysis Analysis of Parking Provision

- 9.1 Detailed analysis was carried out of the potential usage of the patient parking at the Nelson Health Centre facility based on the number of appointments per service and the typical appointment length for the transport assessment at the planning application stage. This gave an indication of the parking demand which in turn resulted in the provision of 68 on-site parking spaces.
- 9.2 However, once the on-site baseline travel surveys have been carried out as part of the Travel Plan (anticipated after 6 months of operation) a fairly accurate view of the number of patients/visitors and staff parking habits will be possible. At that stage, the Nelson Health Centre will be able to review the number and allocation of parking spaces and the use of the various types provided on site.
- 9.3 In determining the parking demand during a typical day, across the opening hours/days of Monday to Friday between 0800–2000 hours and Saturday between 0800–1200 hours, it may also be possible to review the parking charges and costs for visitors/patients and staff permits.
- 9.4 The review of the parking arrangements will be undertaken by the hospital in collaboration with the council, the first survey to be undertaken at the timescales defined in the Travel Plan. Nelson LCC will liaise with the Council prior to arranging the baseline surveys.

10 General Management of the Car Park

- 10.1 A 5mph speed limit will be in operation throughout the site car park to assist with promoting a car park that is safe for all users.
- 10.2 The Car Park will be managed by either:

- The Centre Manager, supported by the porter staff who will undertake random patrols of all parking areas to ensure that safe traffic flow is maintained, record the registration numbers of vehicle parked in staff areas not displaying a permit and assist patients/visitors and staff if problems occur e.g. vehicle breakdown; ensure that the parking ticket machine is fully operational or call the maintenance company (contracted by SLHP); empty the parking ticket machine of cash and reconcile issues with income and forward to SLHP; (a cash handling process will be required) ensure that traffic barriers are fully operational and, if not, report to the Hard FM helpdesk for repair; record all failures to the barriers and parking ticket machine and advise SLHP :

OR

- CHP will contract with a Car Park Management Company to undertake the management of the car park and repair/maintenance of the car park ticket machine. It is expected that they will undertake random patrols to ensure that the parking is being effectively managed.
- 10.3 The porters will endeavour to ensure that all parking areas, footpaths and roadways within the site, are well maintained, well lit; reporting failures to the Hard FM Helpdesk for repair.
- 10.4 Porters will ensure that the car park and grounds are kept clear of litter and that security issues are addressed as far as reasonably practicable. CCTV cameras will be in operation.
- 10.5 On-going monitoring of the car park usage will be used to determine any changes required in the future management of parking controls and allocation of designated parking spaces.
- 10.6 The barrier controlling the service access will be connected by an intercom link to the relevant member of staff with responsibility to permit or deny access for servicing vehicles to the car park/servicing bay from Watery Lane.

11 Charges

- 11.1 Staff Parking Permits will be charged at [£90] per annum or [£57.50] for six months (both to be decided).
- 11.2 Visitor/patient parking will be charged at 55p minimum payment for 30 minutes then 55p per additional 30 minutes, up to 2 hours maximum stay. This is the same tariff as the nearby on-street pay and display parking.
- 11.3 These charges are therefore identical to the LB Merton parking charges and will be reviewed annually to ensure that a balance between fair charging and not encouraging the use of the private car is maintained. It is important that the charge is compatible with external on-street charging regime to avoid overspill or unwanted parking within the site car park.
- 11.4 All charges and conditions of parking for the public (visitors/patents) will be clearly displayed on signs at the car park entrance and adjacent to the pay machines, together with contact details for the management and control barriers.

12 Parking Management Strategy - Review

- 12.1 It is suggested that this Parking Management Strategy is initially reviewed after the on-site baseline travel surveys have taken place and then after one year of operation of the Nelson Health Centre when information on usage patterns and income has been established and then subsequently every two years.
- 12.2 Some other data in respect of the day to day car parking operation will be required to support the review of the Parking Management Strategy. This will be provided by the Centre Manager or the Car Parking Management Company (whichever solution is selected by SLHP).