



Whiston Hospital Car Park

Transport Statement

Report



Whiston Hospital Car Park

Transport Statement

Report

JMP Consultants Limited
Blackfriars House
Parsonage
Manchester
M3 2JA

T 0161 831 5600
F 0161 831 5601
E manchester@jmp.co.uk

www.jmp.co.uk

Job No. NW90957

Report No. 1

Prepared by Sam Denby

Verified Michael Raynor

Approved by Sam Denby

Status FINAL

Issue No. 1

Date 17 March 2014



Whiston Hospital Car Park

Transport Statement

Report

Contents Amendments Record

This document has been issued and amended as follows:

Status/Revision	Revision description	Issue Number	Approved By	Date
DRAFT		1	Sam Denby	23/12/2013
DRAFT		1	Sam Denby	13/02/2014
DRAFT		1	Sam Denby	17/02/2014
FINAL		1	Sam Denby	20/02/2014
FINAL		1	Sam Denby	17/03/2014

Contents

1	INTRODUCTION	1
	Overview	1
	Report Structure	1
2	POLICY CONTEXT	3
	Overview	3
	National Policy	3
	Local Policy	4
	Summary	5
3	EXISTING SITE CONTEXT	6
	Background	6
	Staffing, Volunteer & Delegate Levels	6
	Current Car Parking Levels	8
4	THE PROPOSED DEVELOPMENT	10
	Overview	10
	Parking Numbers	10
	Proposed Car Park Layout	11
5	CONCLUSION	12

Tables and Figures

Graph 3.1	Employed Staffing Levels	6
Graph 3.2	Volunteer Group Levels	7
Table 3.3	Employed Staffing Levels 2013	7
Table 3.4	Volunteer Group 2013	8
Table 4.1	Proposed Parking Levels – Whiston Hospital	10

Figure 1.1 Site Location

Figure 4.1 Vehicle Tracking

Figure 4.2 Vehicle Tracking

Figure 4.3 Vehicle Tracking

1 Introduction

Overview

- 1.1 JMP Consultants have been commissioned by Vinci Construction to provide transport consultancy services to support a planning application for an extension to an existing car park at Whiston Hospital, located in the Metropolitan Borough of Knowsley on Merseyside.
- 1.2 The proposals are to provide an additional 237 car parking spaces for staff and volunteers.
- 1.3 The location of the hospital is significant in terms of the modal choices adopted by users of the facility as it is located within a very suburban area, with a relatively poor provision of public transport services relative to the nature of the development.
- 1.4 Whiston Hospital supports the primary maternity department for the Knowsley and St Helens boroughs, alongside a regional Burns and Plastic Surgery Unit serving North West England, North Wales and the Isle of Man development.
- 1.5 A site location plan is provided at **Figure 1.1**. As can be noted from the figure that the proposed additional hospital car parking is to be located off Warrington Road [A57], near to the junction with Delph Lane [B5201].
- 1.6 Access into the car park extension is proposed to be via the existing access road of the multi-storey off Delph Lane. It is proposed that the site will be brought forward in two phases.
 - Phase one will deliver the northern section of the car park by mid 2014; and
 - Phase two will deliver the southern section by early 2016.
- 1.7 An exit with left turn only will be formed on Warrington Road at the current location of an all movements junction.
- 1.8 A copy of the site masterplan can be located in **Appendix A** of this report.
- 1.9 Prior to the application being submitted pre-application discussions have taken place with Knowsley MBC; this document sets out the development proposals as well as the pertinent issues associated with the site for Knowsley MBC's consideration.
- 1.10 In summary the pertinent issues have been classified as follows:
 - Significant increase in hospital staff, volunteers and delegates numbers;
 - Swept Path Analysis; and
 - Details of Mitigation Measures.

Report Structure

- 1.11 This report has been set out in the following five sections including this introduction.



- 1.12 Section 2 considers the national and local policy context within which this development is being brought forward.
- 1.13 The context of the site's existing conditions and demands on parking are considered in section 3.
- 1.14 Section 4 examines the proposed development.
- 1.15 Section 5 summarises this TS and provides recommendations.

2 Policy Context

Overview

- 2.1 This section presents a review of policy and guidance related to the TS. It is important that the transport statement is produced in accordance with such guidance and that the objectives and targets are consistent with and support local and national policies.

National Policy

National Planning Policy Framework

- 2.2 The recently published National Planning Policy Framework [NPPF], published in March 2012, supersedes the previous Planning Policy Guidance documents including PPS1: Sustainability and PPG13: Transport. The framework sets out the planning system for England, providing a framework within which local people and their respective councils can produce their own local and neighbourhood plans, which reflect the needs and priorities of their local communities.
- 2.3 The policy identifies that the purpose of the planning system is to contribute towards sustainable development. Sustainable development is defined in terms of economic, environmental and social sustainability, each of which is mutually dependent.
- 2.4 In relation to transport, the policy outlines that new development should contribute towards sustainability and health objectives by promoting development in sustainable locations. The transport system needs to be balanced in favour of sustainable transport modes, giving users a real choice about how they travel. Smarter use of technology can also be used to reduce the need to travel.
- 2.5 Development will be prioritised in locations which reduce greenhouse gas emissions and reduce congestion by facilitating the use of sustainable modes of transport. Developments should be located in areas where the need for travel can be minimised and the use of sustainable transport modes can be maximised. Locations with easy access to key facilities such as employment, school and local retail facilities will be given priority for development.
- 2.6 In setting local parking standards for residential and non-residential developments, local planning authorities should take into account the accessibility of the development; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.
- 2.7 It is also noted within the framework that:
- “Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”***
- 2.8 This Transport Statement will demonstrate that the impacts of the proposed development are not severe and therefore fall within the NPPF policy.

Local Policy

The Local Transport Plan for Merseyside 2011-2016

- 2.9 The Local Transport Plan for Merseyside 2011-2016 [LTP3] was published in April 2011. It establishes a long-term transport strategy for Merseyside and an implementation plan for the next five years. The vision of the LTP3 is a fully integrated transport network for Merseyside which supports economic and social regeneration and ensures good access for all, and which is operated to the highest standards to protect the environment and ensure quality of life.
- 2.10 The five year plan has a number of goals including:
- Help create the right conditions for sustainable economic growth by supporting the priorities of the Liverpool City Region, the Local Enterprise Partnership and the Local Strategic Partnerships;
 - Provide and promote a clean, low emission transport system which is resilient to changes to climate and oil availability;
 - Ensure the transport system promotes and enables improved health and wellbeing and road safety;
 - Ensure equality of travel opportunity for all, through a transport system that allows people to connect easily with employment, education, healthcare, other essential services and leisure and recreational opportunities;
 - Ensure the transport network supports the economic success of the city region by the efficient movement of people and goods; and
 - Maintain our assets to a high standard.

Ensuring a Choice of Travel Supplementary Planning Document Knowsley Borough Council

- 2.11 The Council published the guidance 'Ensuring a Choice of Travel' as a Supplementary Planning Document [SPD] to show how development can satisfy the requirements of accessibility policies contained within Knowsley's Development Plan. It aims to assist developers in ensuring that their proposals are accessible, promote sustainable travel patterns and minimise the congestion and pollution caused by vehicles.
- 2.12 This SPD covers the Knowsley Borough. It has, however, been developed in close partnership with the other districts on Merseyside and Merseytravel.
- 2.13 With regards to parking the documents states that:
- Car parking should be in an accessible and secure location with natural surveillance, for example, close to the building entrance;
 - Access from the public highway must be safe with good visibility for pedestrians and cyclists as well as vehicles leaving and entering the parking area; and
 - Adequate area must also be given over to manoeuvring and turning within the site as well as parking.

Summary

- 2.14 The above policy review identifies that the proposed development site is compliant with the main objectives and policies outlined within both national and local transport policies.
- 2.15 The proposed development satisfies the key objectives within The Local Transport Plan for Merseyside i.e. would help ensure equality of travel opportunity for all, through a transport system to allows people to connect easily with employment and healthcare services.

3 Existing Site Context

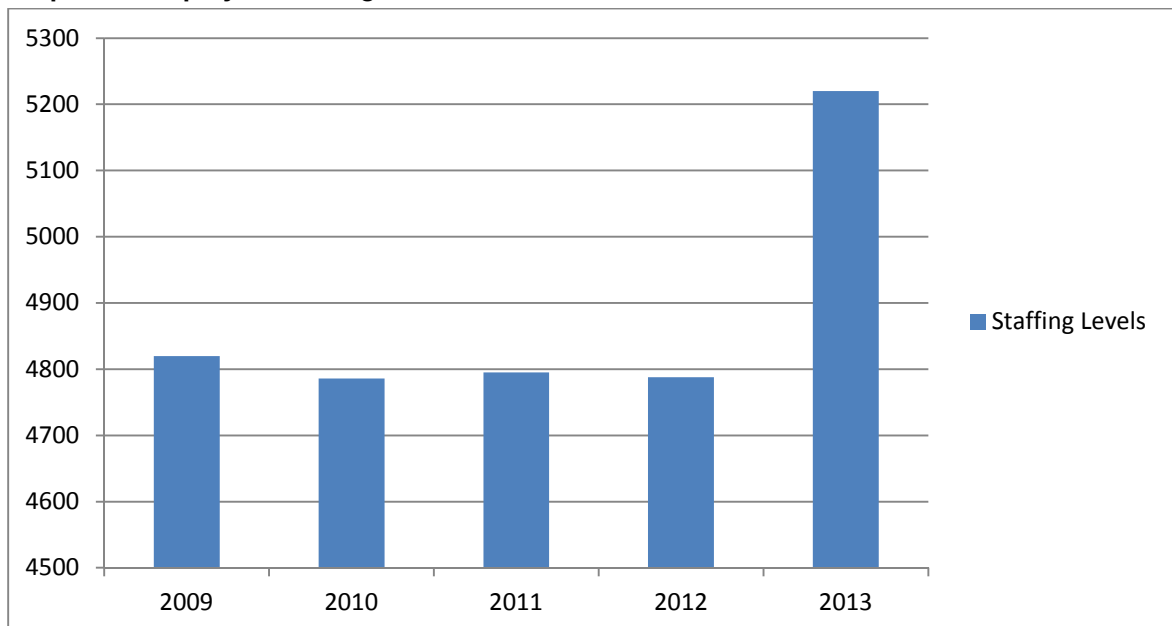
Background

- 3.1 The hospital is located within a residential urban area and Traffic Regulation Orders [TROs] prohibit parking directly outside the hospital on Warrington Road.
- 3.2 Given the pressures on the existing car parks as set out in paragraph 1.10 there is competition between the local residents and hospital staff, visitors and patients for use of the kerbside space available.
- 3.3 This situation is very unpopular with local residents who often find it difficult to park outside their properties. Indeed the Trust has received correspondence to this affect in recent times.
- 3.4 This is also an area of concern for patients and their visitors with whom the stress and anxiety of trying to find car parking spaces is an undesirable situation, especially given the context of many of the reasons requiring patients/visitors to attend a hospital.

Staffing, Volunteer & Delegate Levels

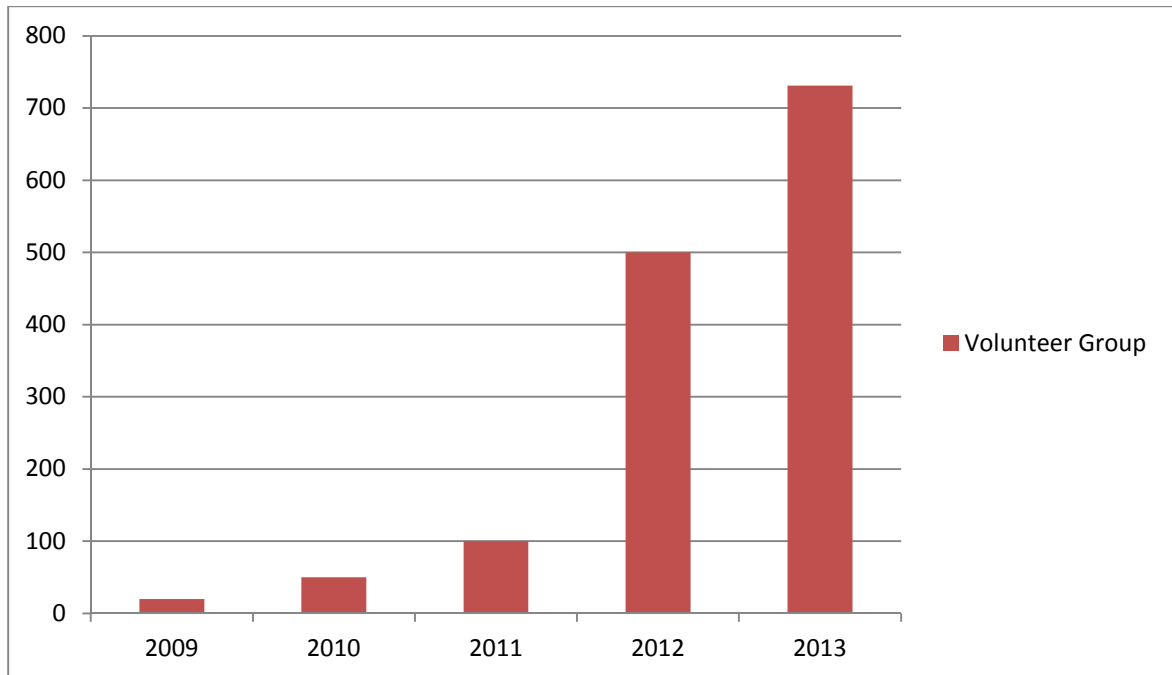
- 3.5 The current Whiston Hospital Travel Plan drafted in 2009 but currently in the process of being updated, states that the hospital is situated in a suburban area within the Borough of Knowsley on Merseyside with circa 5,200 staff members.
- 3.6 2013 has seen a significant increase of over 400 staff across the Trust. In addition to this figure, there are 143 extra Junior Doctors, also other departments have increased their staffing levels, and these include Physios/OTs, Dieticians, Social Workers, 5 Boroughs Staff in the Knowsley Resource Centre, Vinci FM Staff, MEDIREST Team Leaders/Managers, New Hospitals Staff and Locum/Agency Staff. The increase staffing numbers from 2009 is presented in graph 3.1.

Graph 3.1 Employed Staffing Levels



- 3.7 2013 has also seen a large scale expansion of the hospital volunteer group who attend daily to support the hospital. All volunteers are permitted to park in the staff car parking areas free of charge. Graph 3.2 below sets out the current volunteer numbers. From this table it can be identified there are approximately 700 additional volunteers in 2013 in comparison to those present at the Trust in 2009.

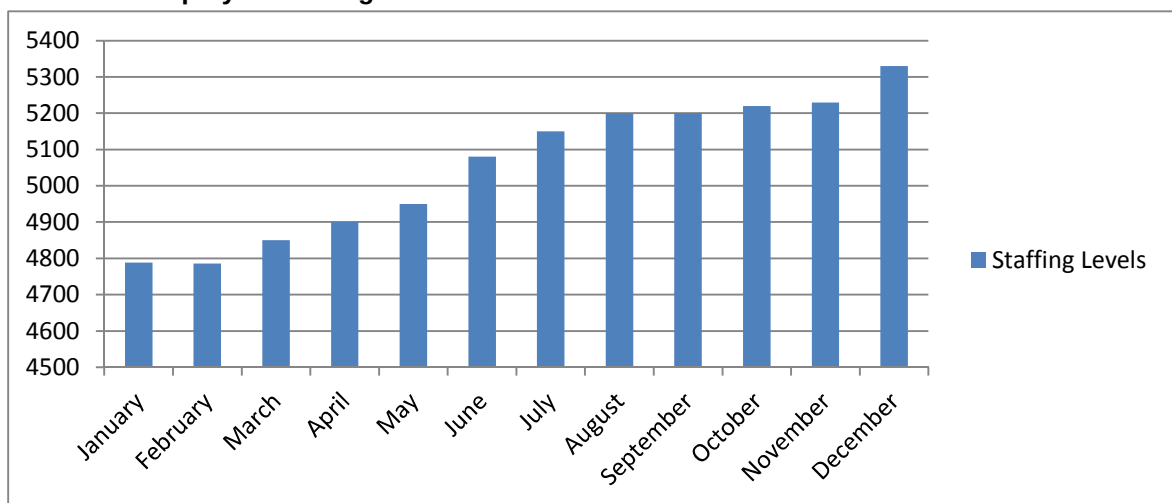
Graph 3.2 Volunteer Group Levels



- 3.8 While the above tables provide an overview of the yearly intensification of the hospital's 'population' the following sections will illustrate that there has also been a significant spike in the numbers within the second half last year. Graph 3.3 provides an overall illustration of the increased hospital activity in 2013 on a month by month basis.

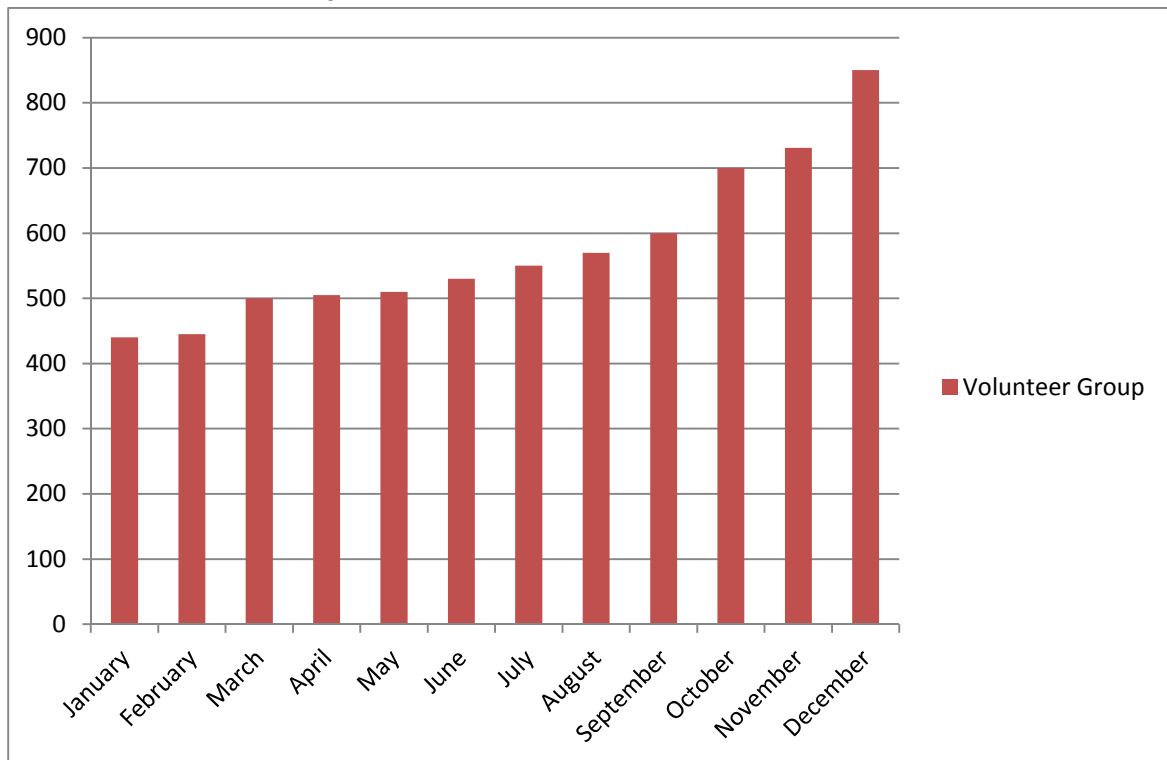
- 3.9 Table 3.3 below provides a more detailed breakdown on the employed staffing levels.

Table 3.3 Employed Staffing Levels 2013



3.10 Through 2013 the volunteer numbers almost doubled, as shown in graph 3.4 below.

Table 3.4 Volunteer Group 2013



3.11 All of the above demands create a substantial requirement for car parking throughout the day across the Whiston Hospital Site.

3.12 It is also evident that during 2013 the Trust experienced a significant upsurge in population across all the main workers and visitors to the site. This has therefore had a significant impact on the level of demand for car parking.

3.13 Focusing on the Tables 3.3 and 3.4 it is evident that from July 2013 there has been an increase of circa:

- 175 Employed Staff; and
- 300 Volunteers.

3.14 This provides a total figure of 475 for staff car parking (remembering that volunteers can use staff parking spaces for free).

Current Car Parking Levels

3.15 The current car parking regime is presented in table 3.5 below

Table 3.5 Current Parking Levels – Whiston Hospital

Access	Car Park	Ambulance	Van / Hearse	P+C	Maternity	Disabled General	Visitor	Disabled Staff	Staff	Sub Total
Delph Lane	Surface Car Park	0	0	0	0	0	0	0	182	182
Delph Lane	MSCP	0	0	0	0	34	462	0	96	592
Warrington Road	Main	6	0	0	8	28	0	16	157	215
Stoney Lane (East)	Staff cp & Bereavement	0	2	0	0	0	3	2	145	152
Stoney Lane (West)	Paediatrics	0	0	9	0	5	24	6	189	233
Stoney Lane (West)	Sherdley Unit	1	0	0	0	4	0	4	108	117
Dragon Lane	A&E	12	0	6	0	4	48	0	0	70
Cornwall/Warwick	Staff Surface Car Park	0	0	0	0	0	0	0	30	30
Total		19	2	15	8	75	537	28	907	1,591

- 3.16 Based on the above figures the proportion of disabled parking across the site is 6% (103 disabled / 1,591 total).

Multi-storey Car Park

- 3.17 Driven by the previously less onerous staffing numbers the multi-storey car park accessed via Delph Lane was constructed to provide additional parking space. The multi-storey car park provides 592 standard spaces of which 34 are designated disabled and 96 spaces or set aside for staff.
- 3.18 The car park operates a Pay on Foot system, this means a ticket will be issued on arrival and visitors will need to go to the payment machine to pay the amount required and have their ticket validated for exit before leaving. To depart the car park visitors will need to place their tickets in the terminal by the exit barrier.
- 3.19 Following discussions with the Council it has been confirmed that as part of the update of the travel plan significant number of comments have been received which state that the multi-storey car parking is often full.

Current Site Use

- 3.20 Currently on the proposed development site there is informal car and contractor parking taking place. This amounts to circa 170 vehicles in total being parked in this location.

4 The Proposed Development

Overview

- 4.1 Given the issues discussed previously within this Transport Statement i.e.:
- Since 2009 significant increased levels of staff/volunteers numbers; and
 - Levels of car parking use.
- 4.2 This has resulted in competition between the local residents and hospital staff, visitors and patients for use of the kerbside space available. This issue is not acceptable and leads to strains on the provision which the hospital is looking to proactively address.

Parking Numbers

- 4.3 The proposals are to provide an additional 237 staff car parking spaces. The additional parking provision would therefore amend the hospital parking to the levels presented in table 4.1 below.

Table 4.1 Proposed Parking Levels – Whiston Hospital

Access		Ambulance	Van / Hearse	P+C	Maternity	Disabled General	Visitor	Disabled Staff	Staff	Sub Total
Delph Lane	Surface Car Park	0	0	0	0	0	0	0	182	182
Delph Lane	MSCP	0	0	0	0	34	462	0	96	592
Delph Lane	Proposed	0	0	0	0	0	0	0	237	237
Warrington Road	Main	6	0	0	8	28	0	16	157	215
Stoney Lane (East)	Staff cp & Bereavement	0	2	0	0	0	3	2	145	152
Stoney Lane (West)	Paediatrics	0	0	9	0	5	24	6	189	233
Stoney Lane (West)	Sherdley Unit	1	0	0	0	4	0	4	108	117
Dragon Lane	A&E	12	0	6	0	4	48	0	0	70
Cornwall/Warwick	Staff Surface Car Park	0	0	0	0	0	0	0	30	30
Total		19	2	15	8	75	300	28	1,144	1,828

- 4.4 Based on the above figures the proportion of disabled parking across the site is 6% (103 disabled / 1,828 total) and accords with the aims of the local SPD.
- 4.5 Based on the levels of disabled parking provided elsewhere within the hospital complex it is not proposed as part of this application to provide additional disabled car parking.

Proposed Car Park Layout

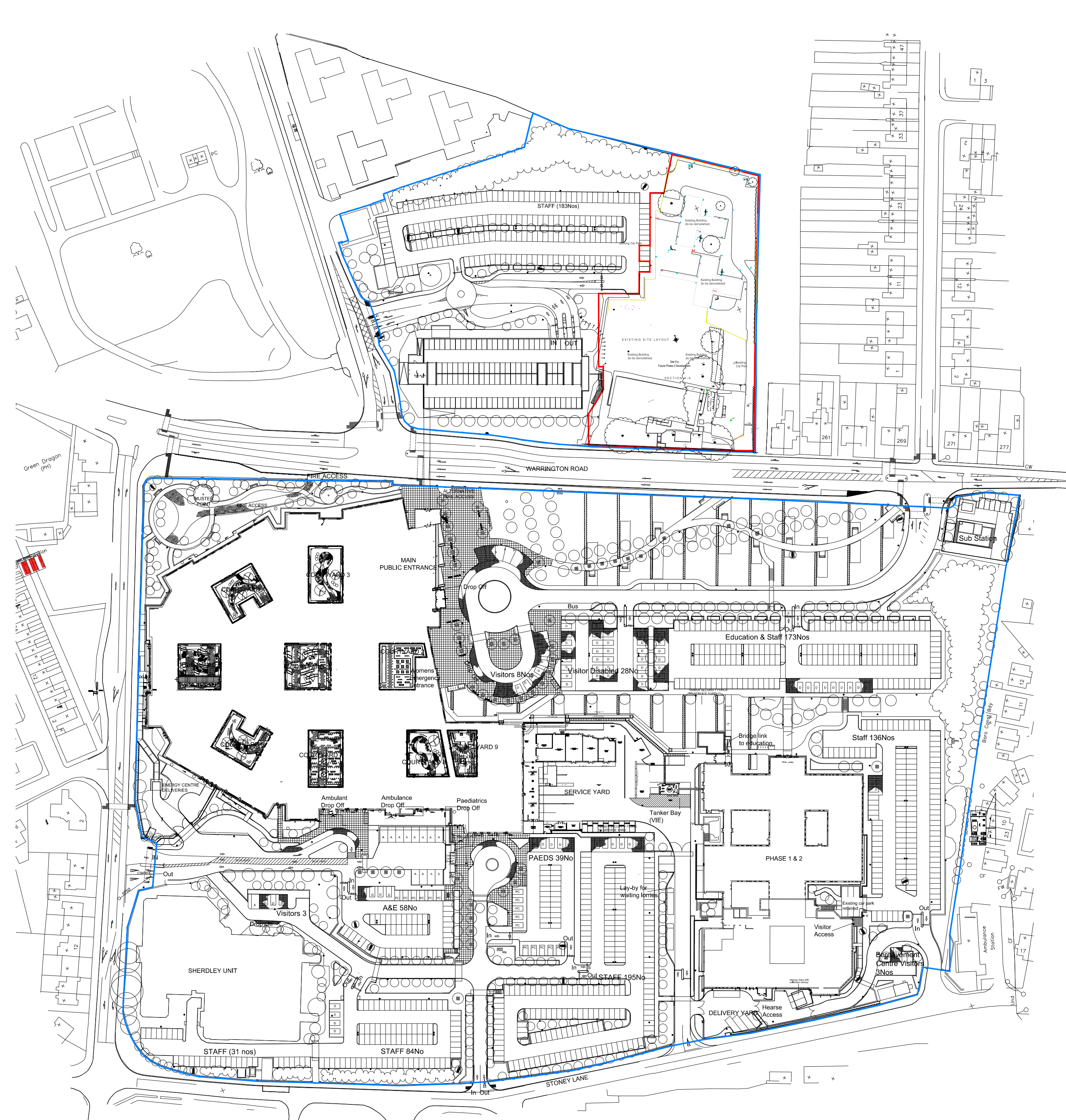
- 4.6 To provide the council with comfort that the proposed development can accommodate the vehicle swept paths of a large family vehicle **Figures 4.1 to 4.3** have been provided.
- 4.7 **Figure 4.1** demonstrates a large family vehicle entering the site from Delph Lane and navigating the entrance into the car park.
- 4.8 **Figure 4.2** further illustrates the car park exit arrangement (no right turn) onto Warrington Road.
- 4.9 **Figure 4.3** provides an illustration of the 'phase one' car park layout.
- 4.10 The above figures help to demonstrate that there are no issues which this type of vehicle using the car park and that car park design has been developed in accordance with best practice.
- 4.11 Given the development proposals it is JMP's view that the impacts of the proposed development is not severe and therefore accords with the NPPF policy.

5 Conclusion

5.1 JMP Consultants have been commissioned by Vinci Construction to provide transport consultancy services to support a planning application for an extension to an existing car park at Whiston Hospital, located in the Metropolitan Borough of Knowsley on Merseyside. Based on the work undertaken as part of this transport statement it can be concluded that:

- The proposals are to provide an additional 237 staff car parking spaces;
- The location of the hospital is significant in terms of the modal choices adopted by users of the facility as it is located within a very suburban area, with a relatively poor provision of public transport services relative to the nature of the development;
- Access into the car park extension is proposed to be via the existing access road of the multi-storey off Delph Lane. It is proposed that the site will be brought forward in two phases;
- Phase one will deliver the northern section of the car park with Phase two delivering the southern section;
- In line with Council recommendations an exit with left turn only will be formed on Warrington Road at the current location of an all movements junction;
- It is evident that from July 2013 there has been an increase of circa:
 - o 175 Employed Staff; and
 - o 300 Volunteers.
- All of the above demands create a substantial requirement for car parking throughout the day and across the Whiston Hospital Site;
- Following discussions with the Council it has been confirmed that as part of the update of the travel plan a significant number of comments have been received which state that the multi-storey car parking often is often full; and
- Based on the tracking analysis undertaken it has been demonstrated that there are no issues with a large family vehicle entering and exiting the proposed car park layout.

5.2 From the work that has been undertaken it is JMP's view that the proposed development will provide additional parking provision which will help address the current parking pressures being experienced on site. Therefore on this basis JMP recommend that planning permission is not withheld on highway grounds.

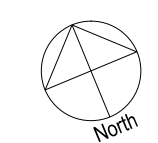


LEGEND

- RED LINE APPLICATION BOUNDARY (0.80 ha)
- ST. HELENS AND KNOWSLEY TEACHING HOSPITAL NHS TRUST OWNERSHIP BOUNDARY

- NOTES:
- 1) UNDER NO CIRCUMSTANCES SHOULD DIMENSIONS BE SCALED FROM THIS DRAWING "IF IN DOUBT ASK"
 - 2) THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS, ANY DISCREPANCIES, ERRORS OR OMISSIONS TO BE BROUGHT TO THE ATTENTION OF IBI TAYLORYOUNG.
 - 3) ALL DIMENSIONS TO BE CHECKED BEFORE COMMENCEMENT
 - 4) THIS DRAWING IS THE PROPERTY OF IBI TAYLORYOUNG AND MUST NOT BE COPIED OR REPRODUCED EITHER IN WHOLE OR IN PART WITHOUT WRITTEN PERMISSION

drawing originated by: BK		date: 12/12/13
revisions	drawn/reviewed	date
REV A	BR/GL	20/02/14
- ownership boundary updated		
- status change to PLANNING		
- north arrow added		



PLANNING

WHISTON HOSPITAL CAR PARK EXTENSION

Location Plan

Scale: 1:1250 @ A2
Reviewed by : BR

job	drawing	rev
6548	SH SP(90)01	A

IBI TaylorYoung

Chadsworth House
Wilmslow Road
Handforth
Cheshire
SK9 3HP

T: 01625 542 200
F: 01625 542 250
E: cosec@tayloryoung.co.uk

Want to find out more?
www.tayloryoung.co.uk

Member of the IBI Group.
www.ibigroup.com

