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Hillingdon Council

Lobster Pot Car Park,
Cricket Field Road, Uxbridge

Parking Management Plan

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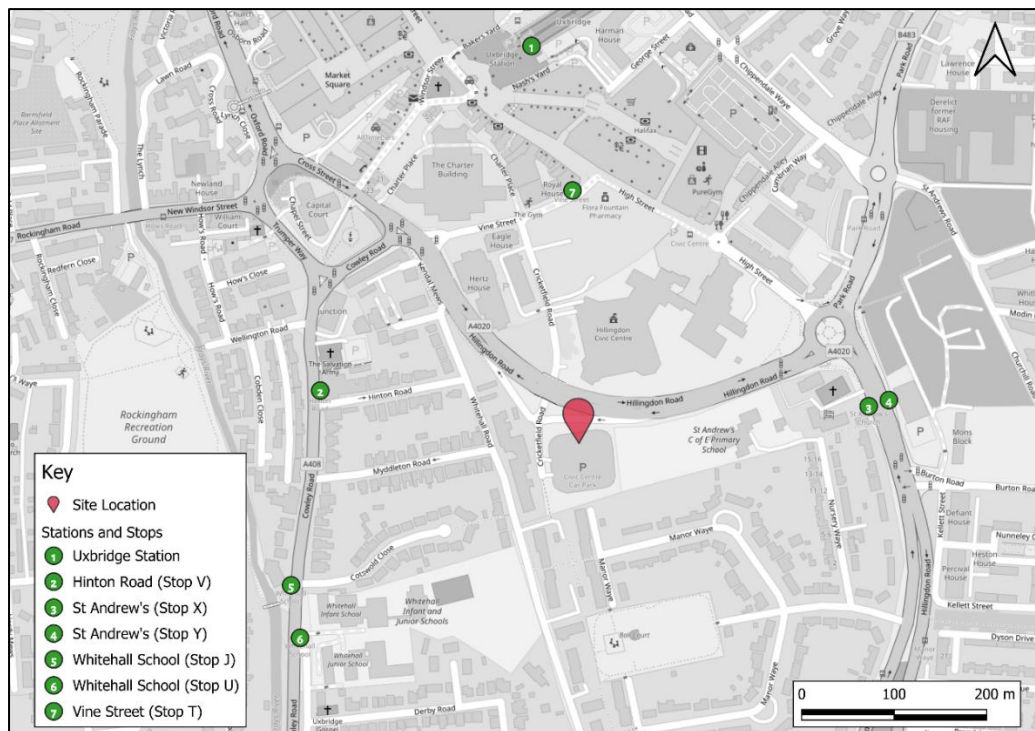
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1 INTRODUCTION

- 1.1 This Parking Management Plan has been prepared by TTP Consulting on behalf of the applicant, Hillingdon Council, to accompany a planning application for a new 160-bed residential care home on the Hillingdon Civic Centre Car Park site, on Cricket Field Road, locally known as the 'Lobster Pot', located in Uxbridge UB8. The site location is shown on the plan in Figure 1.1.

Figure 1.1 – Site Location Plan



- 1.2 The site is currently occupied by a three-storey multi-level car park providing 373 spaces, primarily for Civic Centre staff and visitors during weekdays, and open to the public on Saturdays. The proposed development comprises a specialist residential care home providing accommodation for up to 160 residents requiring 24 hour nursing, dementia and complex care support (Use Class C2). Car parking will be provided in accordance with local standards, as well as cycle parking and refuse storage facilities.

Scope

- 1.3 This document sets out how car and cycle parking will be managed and will be updated as and when necessary. The on-site Management Team will be responsible for implementing this plan.

2 MANAGEMENT OF CAR PARKING SPACES

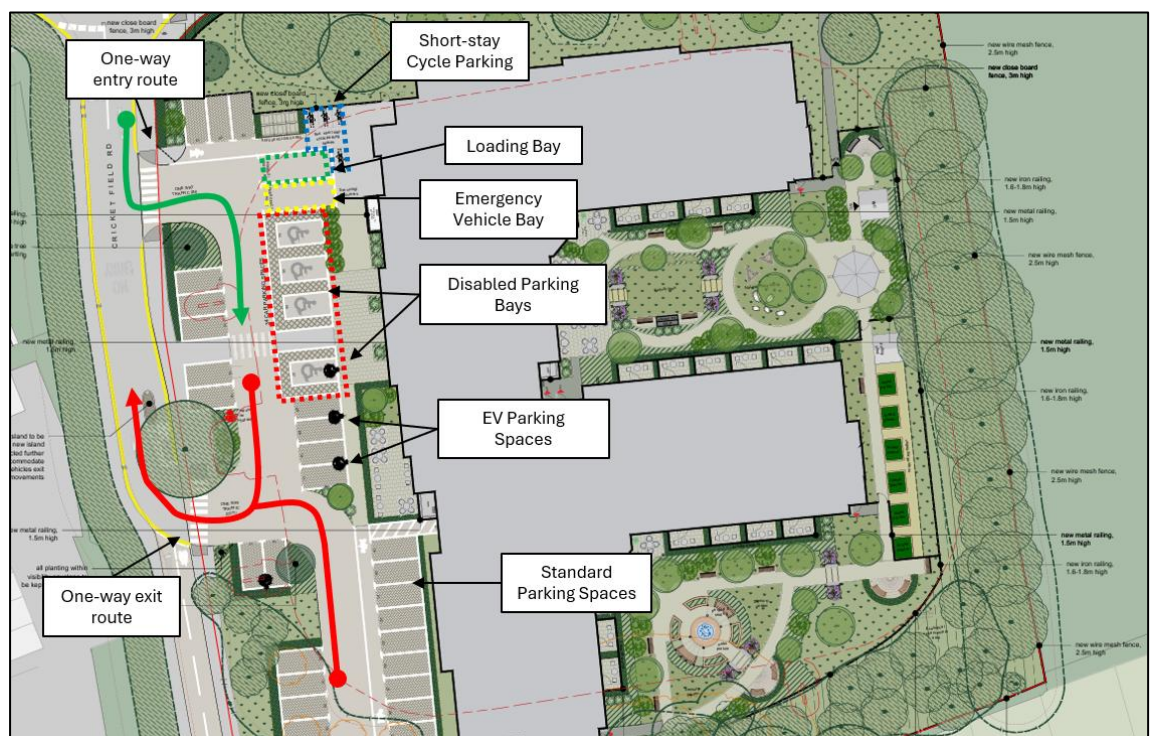
Car Parking Policy Context

- 2.1 Car parking provision has been assessed against the adopted standards. The Hillingdon Local Plan Part 2 sets out the parking standards for care homes for both vehicles and cycles. The standard requires 1 space per 4 dwelling units, minimum 2 spaces, plus 1 space for warden. The proposed development would require a maximum of 40 car parking spaces. There will be 34 parking spaces in total including 30 standard bays and 4 disabled bays. This is considered appropriate provision and is below the maximum provision set out in Hillingdon's parking standards, which will help to promote sustainable travel.

Location of Car Parking Spaces

- 2.2 A site layout plan is provided at Figure 2.1 which shows the locations of disabled car parking spaces, standard car parking spaces, and short-stay cycle parking. There are a total of 34 spaces provided, including 4 disabled parking spaces which are situated close to the building's main entrance. An emergency vehicle bay and loading bay is also provided within the car park. A one-way route will be implemented around the car park.

Figure 2.1 – Site Layout Plan



Allocation of Car Parking Spaces

2.3 Parking spaces will be allocated as follows:

- The parking spaces are only to be used for the parking of cars.
- Staff or visitors with Blue Badges will be eligible to use a disabled parking space.
- Failure to display a Blue Badge will result in a notice being issued.
- Priority spaces may be allocated to night shift staff close to the building entrance if appropriate.
- EV charge bays will be for use by those with electric vehicles only.
- The loading bay must only be used for loading purposes and not for long-stay parking purposes. Any vehicles using the loading bay for parking will be removed.
- The ambulance bay must only be used by ambulances and in emergencies. Any vehicles using the ambulance bay for parking will be removed.

Access to Car Park

2.4 Access to the car park is provided from Cricket Field Road. A one-way entry and exit route will be adopted within the car park.

Terms for Use

2.5 Drivers should:

- Not exceed 10mph when navigating the car park.
- Give way to pedestrians and cyclists.
- Not play loud music.
- Park in an allocated bay (If applicable).
- Not undertake any mechanical work on the vehicle.
- Switch off the engine when parked.

Cycle Parking Policy Context

- 2.6 Cycle parking provision has been assessed against Hillingdon Council's standards. Whilst there will be 120 members of staff employed at the care home, shift patterns will see approximately 40 staff members on site at any one time. The standard requires a maximum of 1 space per 3 staff which equates to 13 cycle parking spaces.

Location of Cycle Parking Spaces

- 2.7 There will be a store inside the building for 9 bicycles provided through a row of 4 double stacked racks and 1 wide Sheffield stand, and a storage area outside the building for 8 bicycles, provided through 4 Sheffield stands. In total, provision is made for 17 cycle parking spaces which is in excess of the maximum standard.
- 2.8 The store inside the building also has space for residents buggies and there is flexibility to provide a different mix of buggy and cycle parking spaces depending on requirements once the building is operational.

3 MONITORING AND REVIEW

Monitoring

3.1 The on-site Management Team will be responsible for monitoring the Plan which will include but not be limited to the following:

- The demand for cycle parking.
- The condition of the cycle parking, both long and short stay spaces.
- The demand for Blue Badge parking.
- The demand for EV spaces.
- Carry out ongoing maintenance.

Ongoing Maintenance

3.2 As part of the ongoing maintenance of the car park the on-site Management Team will:

- Monitor the ongoing use of the car park and make changes to this document as necessary.
- Regularly inspect the car park to ensure it is in good working order.
- Ensure the car park markings are clear and repaint should they begin to fade.
- Ensure all external lighting is operating, particularly during winter months.
- Issue notices to those who continually park or access the site inappropriately.
- Should the monitoring of cycle parking show the need for more then additional spaces will be provided either inside or outside the building.
- Should the monitoring of Blue Badge parking show the need for more then changes will be made to remark the car park.
- Should move EV spaces be required then additional facilities will be provided.

Review

3.3 The Car Park Management Plan will allow for flexibility to review and adjust processes as the care home embeds, reflecting the changing needs of the site over time.