
Secretariat memorandum

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Agenda item : 7

AT019

Final Draft : 11.06.10

Actions taken

1 Purpose of report

- 1.1. To record matters dealt with by the Chair, Deputy Chair, Chief Executive and/or the secretariat since the last meeting.

2 Recommendation

- 2.1. That the report is received for information.

3 Information

- 3.1. NHS Car Parking Consultation

On 2 February 2010 the Streets and Surface Transport Policy Officer sent a response to the NHS Car Parking consultation. A copy is enclosed in the Annex to this report.

- 3.2. On-line Bus Maps

On 15 February 2010 the Streets and Surface Transport Policy Officer and two members of the committee, Kevin Davis and Sophia Lambert, attended a demonstration of Transport for London's new on-line bus maps at Windsor House.

- 3.3. London Transport Community Safety Partnership

The Chair of the Committee and the Streets and Surface Transport Policy Officer attended the London Transport Community Safety Partnership on 9 June 2010. The partnership will meet regularly and oversee joint action by London's police forces, Transport for London and the Train Operating Companies to improve safety on London's public transport system and roads. Its remit will include an oversight of the implementation of the Mayor's Community Transport Safety Strategy.

4 Equalities and inclusion implications

- 4.1. In accordance with London TravelWatch's duties under the Disability Discrimination Act (DDA) and other legislation, account is taken when responding to consultations on

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proposals from external bodies of their particular impact (if any) on the needs of people whose access to transport may be restricted by reason of disability or social exclusion.

5 Financial implications

- 5.1. No specific financial implications for London TravelWatch arise from this report.

6 Legal powers

- 6.1. Section 248 of the Greater London Authority Act 1999 places upon London TravelWatch (as the London Transport Users Committee) a duty to consider - and where it appears to the Committee to be desirable, to make recommendations with respect to - any matter affecting the functions of the Greater London Authority or Transport for London which relate to transport (other than of freight). Section 252A of the same Act (as amended by Schedule 6 of the Railways Act 2005) places a similar duty upon the Committee to keep under review matters affecting the interests of the public in relation to railway passenger and station services provided wholly or partly within the London railway area, and to make representations about them to such persons as it thinks appropriate.

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NHS Car Parking Consultation
Gateway Review and Estates & Facilities Division (GREFD)
Department of Health
3N13
Quarry House
Quarry Hill
Leeds
LS2 7UE

2 February 2010

Dear Sirs

NHS Car Parking Consultation

London Travel Watch is the statutory watchdog representing transport users in London.

Clearly accessing hospitals is an important issue for patients, visitors and staff. London TravelWatch and its predecessor bodies have been concerned with access to hospitals for over twenty five years. We have recently taken a particular interest in this issue and met, together, ministers from both the Department of Transport (Ben Bradshaw MP) and the Department of Health (Rosie Winterton MP). We have contributed to two health services reconfiguration processes and sat on two 'Integrated Impact Assessment Steering Groups' looking at the reconfiguration of health services (i) trauma and stroke service reconfiguration in London, ii) the reconfiguration of hospitals in North East London). We have surveyed several hospital sites in London and analysed many London hospital travel plans.

Car parking is only one element of access to hospitals. In London there are hospitals which do not provide parking at all. We would welcome a more holistic consultation looking at all aspects of access to hospitals, not just that of car users – bus and train travel to hospital for patients and visitors can also be costly and in many cases will limit visits more than the cost of parking.

Private car travel to hospitals also impacts more widely than the hospital grounds itself. Many hospitals, particularly in urban areas attract more vehicles than there is parking available and so drivers resort to parking in the surrounding streets causing nuisance to local residents, local congestion and, where bus routes are involved, delays for bus services and their passengers.

We understand that the health service is not a transport provider, however it has to have regard as to how staff, visitors and patients access hospitals. Our main concern regarding access to hospitals and the related issues of car parking provision and cost is the lamentable priority the health service has given to the issue of how patients, visitors and staff access hospitals. Despite both the Departments of Transport and Health's encouragement over many years hospital authorities have taken too little interest in this important issue. The hospital travel plans we have analysed are almost universally poor staff travel plans. None consider the needs of patients or visitors, despite these groups being responsible for the overwhelming number of trips to a hospital.

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The provision, pricing, prioritisation and management of staff, patient and visitor parking is an important issue at many hospitals. We have surveyed many London hospitals and almost all have full to overflowing car parks. Managing many of London's hospital car parks without permits and pricing will not be possible. The provision, pricing, prioritisation and management of staff, patient and visitor parking has to be in the context of a quality travel plan.

Only when hospitals have properly engaged in travel planning can policies for car parking at hospitals then be developed at a local level based on national guidance.

Additionally members have considered the way in which drivers pay for hospital parking. Most hospitals rely on pay-and-display systems. Whilst this may be cost effective in many circumstances, the particular issue of hospital visits for patients and visitors, i.e uncertainty regarding length of stay, mean this method of payment is inappropriate for hospital car parks. Payment systems that do not penalise those that overstay through no fault of their own should be adopted at hospitals. Payment should be on exiting the car park.

Yours sincerely

Vincent Stops
Streets and Surface Transport Policy Officer