



an independent force for a better Bristol

October 2019

Appeal reference APPLICANT/Z0116/W/19/3237244
Appeal by University Hospitals Bristol NHS Foundation Trust
Site Trust Headquarters Marlborough Street Bristol BS2 8CC

Outline planning application to consider access and scale for the erection of a hospital transport hub.

The Bristol Civic Society makes this statement in the appeal in which we would like the opportunity to appear and to speak.

This statement is supplementary to the full response that the Society made in the refused planning application 18/04977/P. For ease of reference we attach a copy of that statement.

Although sympathetic to the Hospital Trust's wish to improve patient access, the Society supports the Council reasons for refusal set out in the notice dated the 18th March 2019. These reasons include the impact of another major multi-storey car park on the traffic congestion and air quality of the local roads and the substantial loss invaluable, affordable city centre homes but, a critical factor for the Society is that the proposal does not deliver the patient benefits that the Trust claims.

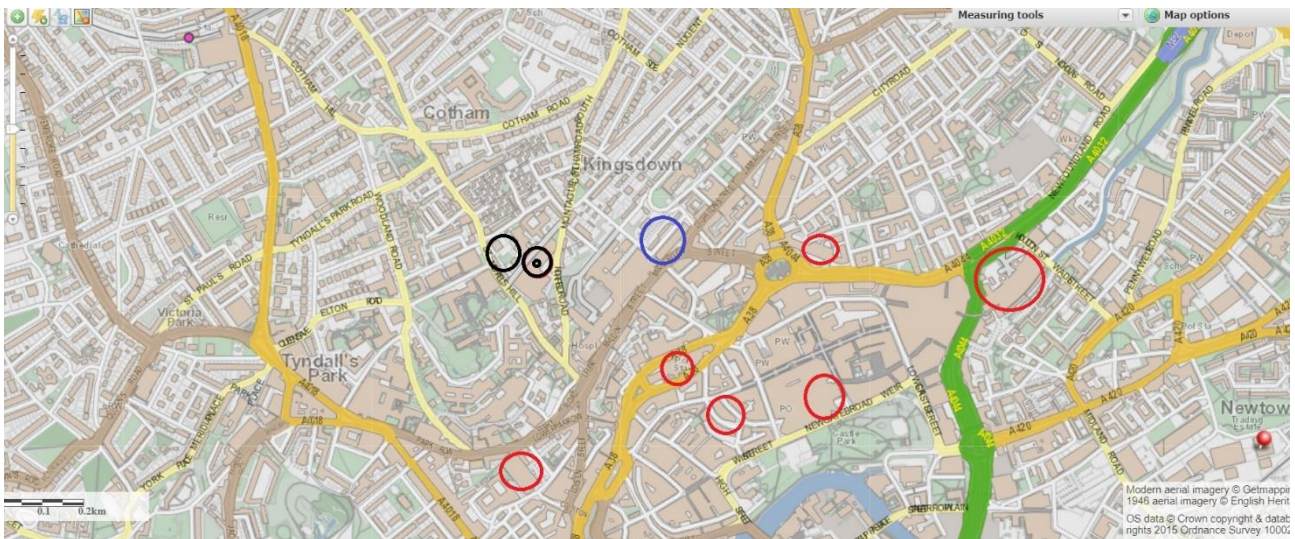


Image credit Bristol City Council – 'Know your place'.

- Black rings St. Michael's Hospital car parks
- Red rings Central area public multi-storey car parks
- Blue ring Proposed hospital hub

The Society assumes that Inspector will inspect the six hospital sites that the proposed transport hub would serve. These are the Dental and Eye Hospitals in Lower Maudlin Street, the BRI Queen Elizabeth Building and the Children Hospital in Upper Maudlin Street, the Oncology Unit in Horfield Road and St. Michael's Hospital on St. Michael's Hill. We ask the Inspector to note that St. Michael's Hospital has two adjacent car parks (black rings) that UHB proposes to maintain. There is, a surface car park and a covered car park. Both car parks have access from Southwell Street. The Hospital Shuttle Bus service serves this hospital.

As to be expected, the Inspector will see that all the hospitals have a clearly marked drop-off point for patients arriving as an emergency or who have impaired mobility. The Society invites the Inspector to consider these possibilities for patients arriving by car:

Patient with impaired mobility or an emergency patient, as a car passenger

It is unlikely that there will be a change in the current practice of delivering these patients directly to the drop-off point at one of the hospitals' main entrances (BRI, Children's, Dental, Oncology or St. Michael's Hospital). If the driver needs to park and wait, the map shows the ring of the city centre multi-storey car parks. The proposed Hub car park (pay) would add to the existing public car parks (pay). A driver who wishes to re-join the passenger/patient would have to walk from a car park to the relevant hospital entrance. The Society invites the Inspector to compare the distances shown on the map with the distances encountered in many suburban hospitals with large surface car parks. Trenchard Street multi-storey car park (red ring furthest left) is closer to the BRI, the Children Hospital and Oncology main entrances than the Hub would be. The hospital Shuttle Bus service (free) stops at the Cabot Circus car park marked by the ring on the right of the map.

Patient with impaired mobility as a car driver

As described in the report to the committee, transfer from the Hub car park to any of the hospitals' main entrance would prove difficult for this group of patients; the Hospital Shuttle Bus service would be a necessity. The Shuttle Bus service operates from the Cabot Circus car park to all the hospitals, free of charge. There would be no advantage to use the Hub car park because the Shuttle Bus route stops at Cabot Circus car park before it would arrive at the Hub bus stop. The proposal would merely add another multi-storey car park to the bus's existing itinerary. Cabot Circus has substantially easier access from arterial roads than the proposed Hub.

Patient without mobility problems and hospital visitors

The Hub (pay) would add to the choice of numerous public car parks (pay) near to the hospitals. Trenchard Street multi-storey car park (red ring furthest left) is closer to the BRI, the Children Hospital and Oncology main entrances than the Hub would be and has fewer hazards for the pedestrian.

Conclusion

The Society is not persuaded that another multi-storey car park could improve patient and visitor access even if the Trust could overcome the Eugene Street shared space access problems for pedestrians. Any marginal benefit would be and outweighed by the considerable harms described in the reasons for refusal. The Trust has other choices to improve patient access. Other city centre hospitals (for example, Exeter and Winchester) have chosen to promote policy compliant bespoke hospital park and ride access. The Trust could reassess the Shuttle Bus service and extend it to other nearby car parks. Another choice could be contract parking with a city centre car park where the cost could be recoverable. The Society submits that the Inspector should dismiss the appeal and uphold the local planning authority's reasons for refusal of the planning application.