Hydrock

Edward Street Hospital, West Bromwich

Transport Statement

For Vinci Construction

Date: *16 March 2022*

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1. INTRODUCTION

1.1 Overview

1.1.1 Hydrock have been instructed by Vinci Construction to prepare a Transport Assessment [TA] in support of a planning application for the remodelling of Edward Street Hospital [ESH] on its existing site in West Bromwich to provide a building that eradicates dormitory accommodation in the two existing older adult mental health wards - Chance and Salter wards.

1.1.2 The hospital currently accommodates 42 dormitory style inpatients beds, within three storeys accessed internally via the main hospital building. Though throughout the pandemic this bed number has been significantly reduced owing to the social distancing requirements of the dormitories.

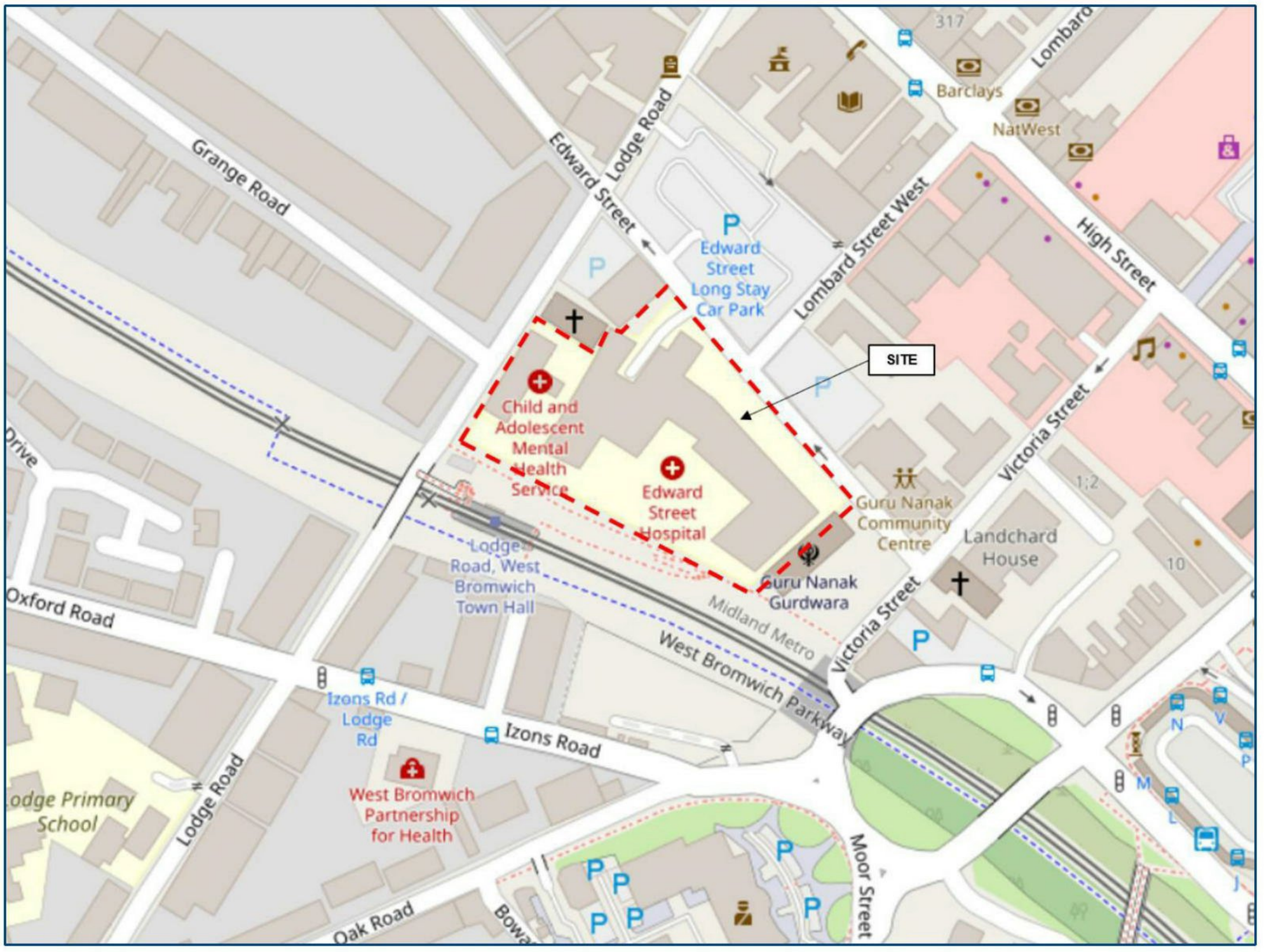
1.1.3 It is proposed that the redevelopment will comprise of the following:

- Two-storey hospital wing replacement and extension comprising two 15no.bed wards (30no. beds in total) of individual c.14sqm en-suite rooms (which represents a reduction in beds from the existing). The rooms will wrap around the perimeter of the new build extension, with appropriate circulation points for access and fire escape;
- Areas for patient day/ dining, and staff facilities;
- Internal courtyard at ground floor, and first floor terrace garden overlooking the main courtyard garden; and
- Retention of the existing entrance through the Lighthouse, with a discrete access to the new build to allow for ambulance and private entrances for patients to access the wards.

1.2 Site Location

1.2.1 The site is located on Edward Street in West Bromwich, approximately 500m from West Bromwich Town Centre. The location of the site is presented in **Figure 1.1**.

Figure 1.1 Site Location



1.2.2 This TA has been developed in accordance with the now superseded DfT document "Guidance on Transport Assessment" [GoTA] (2007) and gives due regard to the NPPG "Transport Evidence in Plan Making" document. It sets out the transport matters relating to the development site and provides details of the development proposals, including an assessment of the predicted traffic flows, the corresponding impact on the surrounding highway network and matters associated with accessibility and connectivity.

1.2.3 The report seeks to conclude that the proposed development can be accommodated without detriment to the operational capacity or safety of the local highway network and that it can be suitably accessed on foot, by cycle and by local public transport services.

1.3 Scoping Discussions

1.3.1 Scoping Discussions were undertaken with Sandwell Council in February 2022, the correspondence is presented in **Appendix A**.

1.4 Structure of the Report

1.4.1 This structure of the report is as follows:

- **Section 2** offers a site description and review of existing conditions;
- **Section 3** considers the national and local transport policy;
- **Section 4** assesses the sustainable accessibility of the site;
- **Section 5** outlines the development proposals;
- **Section 6** presents the trip generation associated with the development;
- **Section 7** presents the traffic impact methodology;
- **Section 8** sets out the junction capacity assessments; and
- **Section 9** presents the summary and conclusions

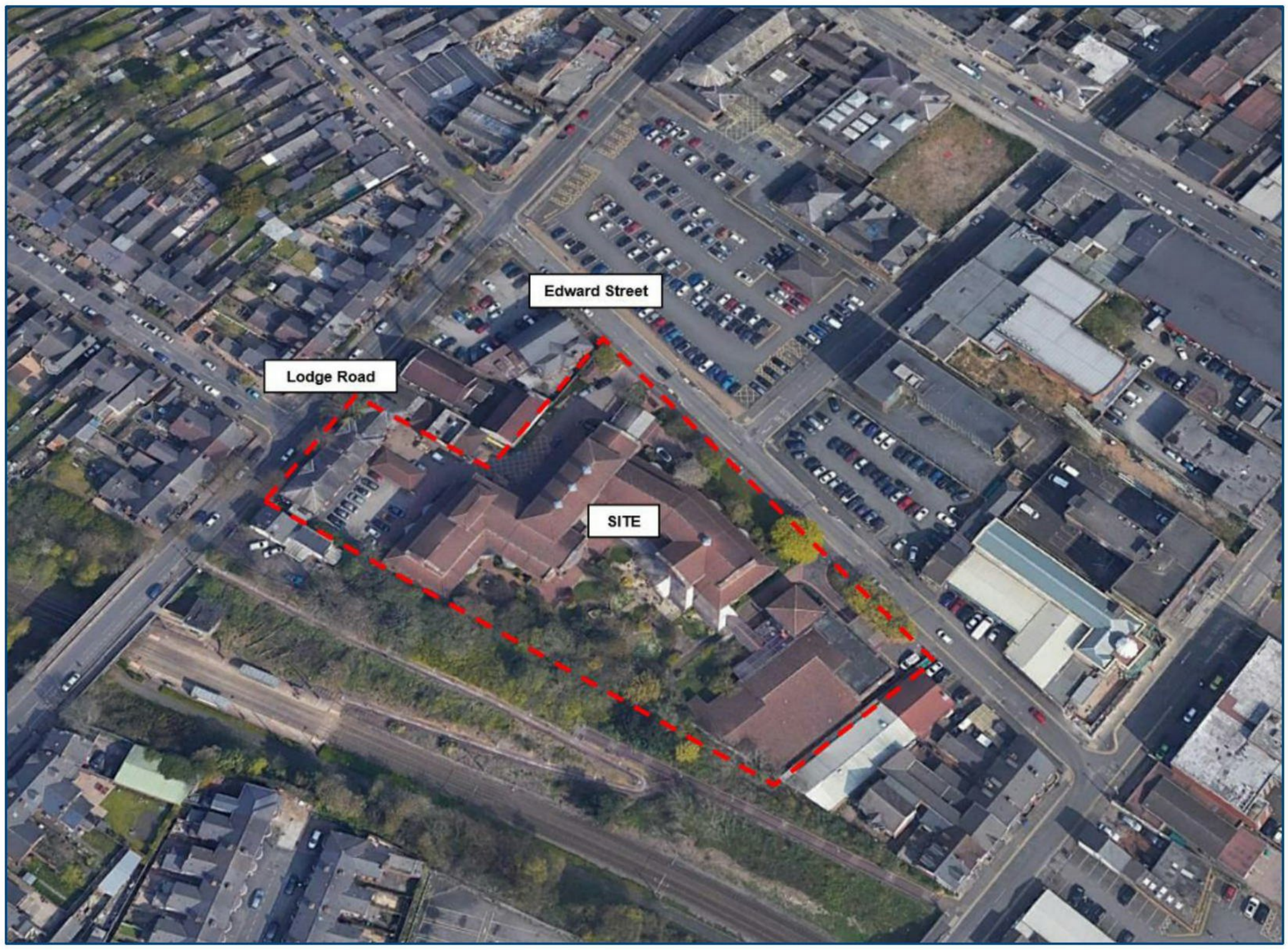
2. EXISTING CONDITIONS

2.1 Site Description

2.1.1 As presented in the aforementioned **Figure 1.1**, the site is located approximately 500m west of West Bromwich Town Centre. The site is bounded by Lodge Road to the north, Edward Street to the east, the Guru Nanak Gurdwara Centre to the south and the West Midlands Metro Line to the west.

2.1.2 A detailed location plan of the site and the surrounding area is illustrated in **Figure 2.1**.

Figure 2.1 Local Highway Network



2.2 Local Highway Network

2.2.1 The following subsections offer a full description of the local highway network, including infrastructure characteristics and local highway traffic conditions.

2.3 Edward Street

2.3.1 Edward Street links Victoria Street to the south to Lodge Road to the north and forms the primary access road to Edward Street Hospital and is subject to a 20mph speed restriction.

2.3.2 Edward Street is one way in a north bound direction Edward Street is governed by no waiting at any time Traffic Regulation Orders [TROs] in the form of double yellow lines, pay and display bays and accessible parking bays are also present intermittently along Edward Street.

2.3.3 Footways measuring 2.0m are present on either side of the carriageway, with dropped kerbs and tactile paving present at crossing points. Street lighting is also present along Edward Street.

2.3.4 Edward Street is presented in **Figure 2.2**.

Figure 2.2 Edward Street

2.4 Lodge Road

2.4.1 Lodge Road links Oak Road to the south west to High Street to the north east and is subject to a 20mph speed restriction. Lodge Road is governed by no waiting at any time TROs and resident parking permit bays are present along the route.

2.4.2 Footways in excess of 2.0m are present on either side of the carriageway with dropped kerbs present at crossing points. Street lighting columns are also present along Lodge Road.

2.4.3 Lodge Road is presented in **Figure 2.3**.

Figure 2.3 Lodge Road

2.5 Accident Analysis

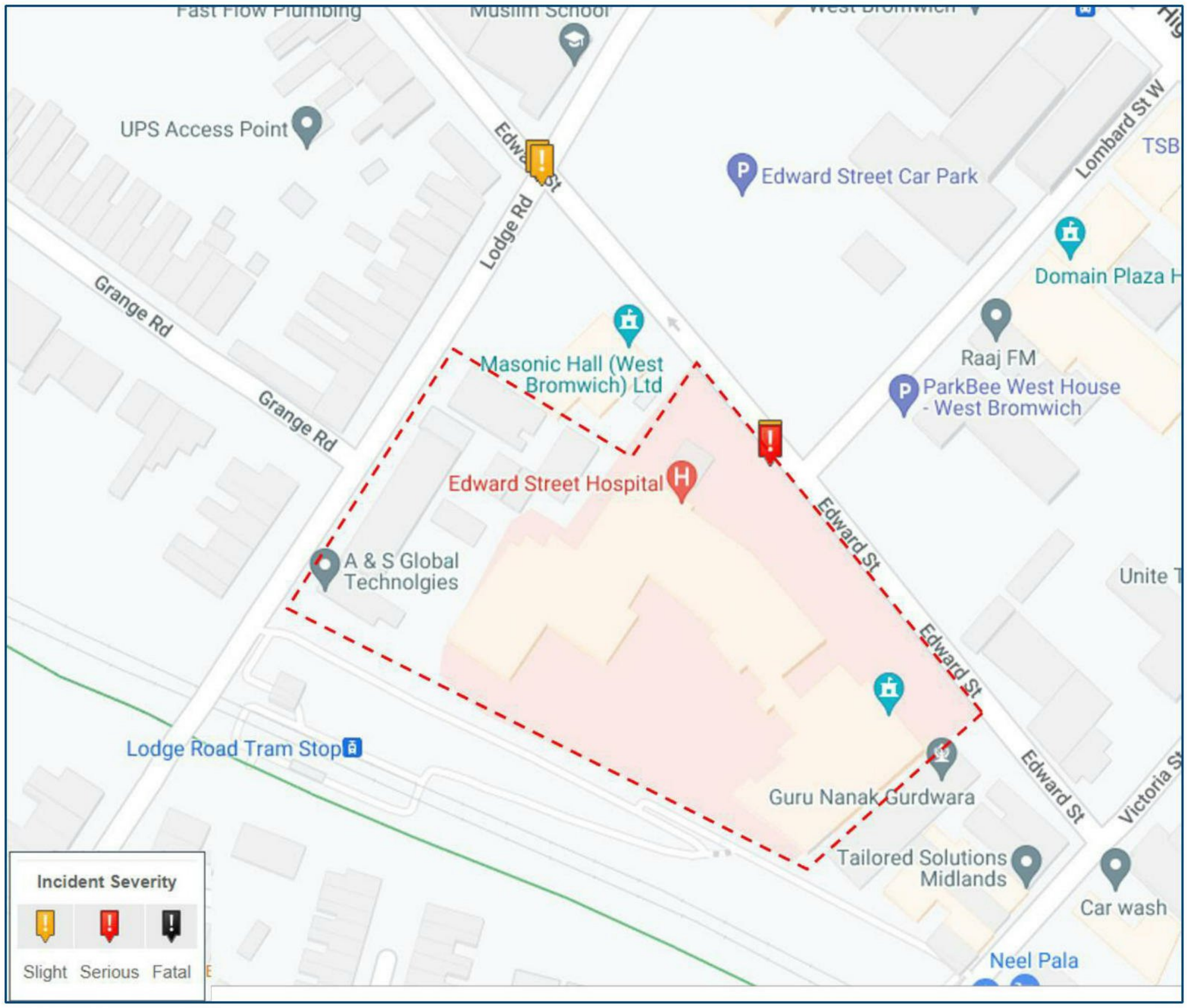
2.5.1 The DfT document "Guidance on Transport Assessment" states that:

2.5.2 "Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems".

2.5.3 A review of the Personal-Injury Accidents [PIAs] recorded within the study area has been undertaken using the most recently available five-year data (1st January 2016-31st December 2020) available from the DfT. Examination of the PIA data revealed that 4 accidents have occurred on Edward Street within the most recent five-year period.

2.5.4 **Figure 2.4** illustrated the accident plot for the study area for the most recent five-year period, as obtained from the DfT.

Figure 2.4 Personal Injury Accident Data Plot



2.5.5 The figure illustrates a low volume of accidents in the area, with a total of four accidents recorded within proximity to the site. The yearly summary is presented in **Table 2.1.**

Table 2.1 Personal Injury Accident Data

Severity	2016	2017	2018	2019	2020	Total
Slight	0	0	2	0	1	3
Serious	0	0	0	1	0	1
Fatal	0	0	0	0	0	0
TOTAL	**0**	**0**	**2**	**1**	**1**	**4**

2.5.6 Three accidents were recorded as a slight severity one as serious and no accidents were recorded as being fatal. Whilst all accidents are unfortunate it is Hydrock's view that the accidents can be attributed to random fluctuations, circumstantial factors and driver behaviour, and not as a result of the existing highways design. Therefore, the existing highway does not give rise to any material concern.

3. TRANSPORT POLICY CONTEXT

3.1 Preamble

3.1.1 In order to assess the proposals and develop a transport access strategy for the proposed development, it is necessary to review national, regional and local transport policy guidance.

3.1.2 The following sections outline the relevant policy and guidance documents in respect of the proposed developments.

3.2 National Planning Policy Framework

3.2.1 The NPPF sets out the Government's policies for delivering sustainable development through the planning system. Local authorities are required to take these policies into account when formulating local development plans and when determining planning applications.

3.2.2 The most recent NPPF report was published in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a significant material consideration in plan making and decision taking.

3.2.3 Paragraph 104 seeks to encourage opportunities to promote walking, cycling and public transport use. This is supplemented by paragraph 105 which states that development should be focused in sustainable locations and offer a genuine choice of transport modes.

3.2.4 Development proposals should also give priority to pedestrian and cycle movements and facilitate access to high quality public transport. The needs of people with disabilities and reduced mobility should also be addressed (paragraph 112).

3.2.5 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

3.2.6 Priority should be given to walking, cycling and public transport movements; conflicts between vehicles and vulnerable road users should be minimised through effective layout design.

3.2.7 Having regard to the above objectives, the proposed site access strategy includes measures to connect the site with the adjacent community and sustainable travel network, including existing public transport services. This TA considers the accessibility of the site by all modes and proposes a layout and access strategy that seeks to maximise the use of sustainable modes.

3.3 Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Making

3.3.1 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT], released advice on when transport assessments and transport statements are required and what they should contain, which is intended to assist stakeholders in determining whether an assessment may be required. If an assessment is required, the level and scope of that assessment is then outlined within the document.

3.3.2 The advice reflects current Government policy, promoting a shift from the 'predict and provide' approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.

3.4 Manual for Streets

3.4.1 Manual for Streets (March 2007 and September 2010) supersedes Places Streets & Movement and Design Bulletin 32. Manual for Streets should now be used where 85th percentile monitored traffic speeds are less than 37mph.

3.4.2 The Manual deals with first principles in respect of what a street is for. It outlines five principal functions, namely:

- Place;
- Movement;
- Access;
- Parking; and
- Drainage and utilities.

3.4.3 A sense of place encompasses a number of characteristics, namely, local distinctiveness, visual quality and human interaction. Of the five functions, place and movement are the most important in determining the character of streets and should be considered together, as opposed to in isolation.

3.4.4 In new developments, Manual for Streets highlights that locations with a relatively high place function would be those where people are likely to gather and interact with each other, such as the town centre.

3.4.5 In section 3 of the document, the design process highlights that the design of a scheme should follow the user hierarchy shown in **Table 3.1**:

Table 3.1: User Hierarchy (taken from Table 3.2 of MfS, March 2007)

Consider First	Pedestrians
	Cyclists
	Public Transport Users
	Specialist service vehicles (e.g. emergency services, waste etc.)
Consider Last	Other motor vehicles

3.5 Guidelines for Providing for Journeys on Foot

3.5.1 Various walking distances are quoted in the Chartered Institution of Highways and Transportation's (CIHT's) "Guidelines for Providing for Journeys on Foot". **Table 3.2** (taken from Table 3.2 of the document) sets out the acceptable walking distances in various contexts:

Table 3.2: Acceptable Walking Distances

Criteria	Town Centre (m)	School/Commuters (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

3.6 Black Country Core Strategy (Adopted February 2011)

3.6.1 The Black Country Core Strategy sets out how the Black Country should look in 2026 and establishes clear directions for change in order to achieve this transformation. The Black Country comprises the Boroughs of Dudley, Sandwell, Walsall and the City of Wolverhampton. The relevant transport policies are presented below:

TRAN2 - Managing Transport Impacts of New Development

"*Planning permission will not be granted for development proposals that are likely to have significant transport implications unless applications are accompanied by proposals to provide an acceptable level of accessibility and safety by all modes of transport to and from all parts of a development including, in particular, access by walking, cycling, public transport and car sharing. These proposals should be in accordance with an agreed Transport Assessment, where required, and include implementation of measures to promote and improve such sustainable transport facilities through agreed Travel Plans and similar measures.*"

TRAN5- Influencing the Demand for Travel and Travel Choices

- The Black Country Local Authorities are committed to considering all aspects of traffic management in the centres and wider area in accordance with the Traffic Management Act 2004

3.6.2 The priorities for traffic management in the Black Country are:

a. Promoting and implementing Smarter Choices measures that will help to reduce the need to travel and facilitate a shift towards using sustainable modes of transport (walking, cycling, public transport, car sharing);
b. Working together with the rest of the region to manage region-wide traffic flows through the West Midlands Metropolitan Area Urban Traffic Control (UTC) scheme and further joint working;
c. Identifying appropriate strategic and local Park and Ride sites on current public transport routes to ease traffic flows into centres;
d. Identifying appropriate strategic and local Park and Ride sites on current public transport routes to ease traffic flows into centres;
e. The type of parking – ensuring that where appropriate long stay parking is removed near to town centres to support parking for leisure and retail customers and encourage commuters to use more sustainable means and reduce peak hour traffic flows.

3.7 Summary

3.7.1 The above policy review summaries both local and national transport policies relevant to the proposed development site. The proposed development is compliant with the main objectives and policies outlined within both national and local transport policy. The design for the proposed development will be designed to satisfy the key objectives within NPPF by being able to promote more sustainable transport choices and reduce reliance on travel by private car.

3.7.2 Access on foot, cycle and public transport is discussed in the following section of this report.

4. SUSTAINABLE ACCESSABILITY

4.1 Access on Foot

4.1.1 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. The guidance on the preferred maximum walking distances to amenities is given in the Chartered Institution of Highways and Transportation [CIHT] document 'Providing for Journeys on Foot' (2000).

4.1.2 In terms of commuting journeys by foot, the desirable distance is 500m, the acceptable distance is 1km and the preferred maximum is 2km. However, the distance that people are prepared to walk depends upon many factors; there are obvious physical factors such as age, health and disabilities, along with factors concerning the quality of the route and the environment.

4.1.3 In relation to shorter trips in particular, the CIHT publication Planning for Walking (section 2.1) states that "across Britain about 80% of journeys shorter than 1 mile are made wholly on foot."

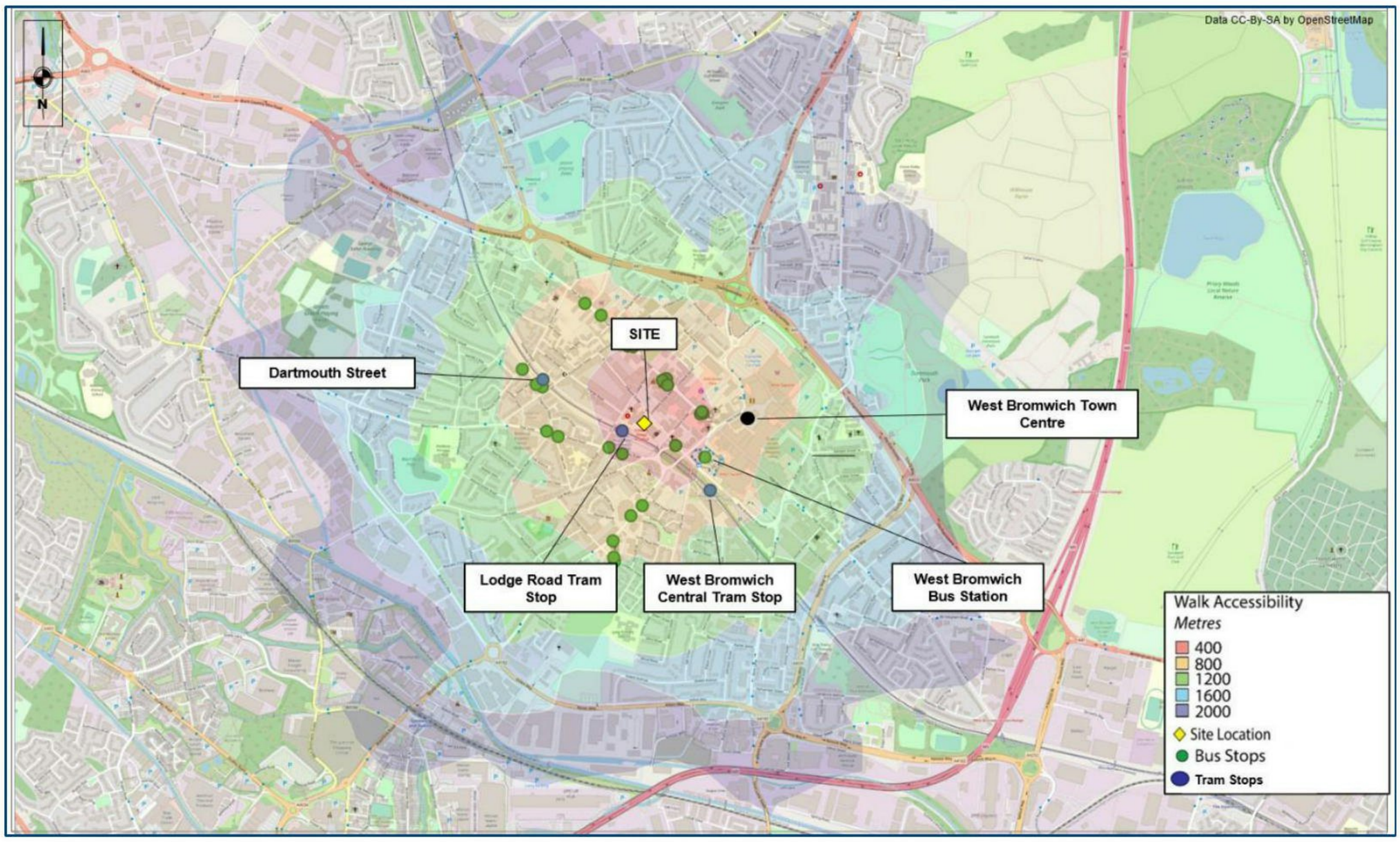
4.1.4 Manual for Streets [MfS] emphasises this advice, stating that "walkable neighbourhoods should have a range of facilities available within 800m." However, this distance is not regarded as the upper limit for walking journeys, and MfS uses the principle that walking offers the greatest potential to replace short car trips, particularly those under 2km in length.

4.1.5 Pedestrian movements are aided through the provision of footways in the vicinity of the site. The location of development is within reach of the public transport network, this is particularly important in terms of encouraging travel by this mode and supporting the viability of public transport services.

4.1.6 Pedestrian access to the site will be taken via the existing main entrance to the hospital building on Edward Street.

4.1.7 **Figure 4.1** below provides an extract of the indicative walk catchment plan using GIS software - Basemap's Visography (TRACC) program which provides sustainable travel mapping. A copy of the full plan is provided at **Figure 1** within **Appendix B.**

Figure 4.1: 2km Walking Catchment



4.1.8 As demonstrated within **Figure 4.1**, the site benefits from a number of bus stops within 800m of the site. Lodge Road Tram Stop is less than 50m from the site. The proximity to local bus and tram services provides opportunities to travel further afield.

4.1.9 The site is located within a short walking distance to a number of residential areas surrounding Edward Street Hospital.

4.1.10 In summary the site is highly accessible on foot, this will reduce the requirements for employees to make short car journeys to the site.

4.2 Access by Cycle

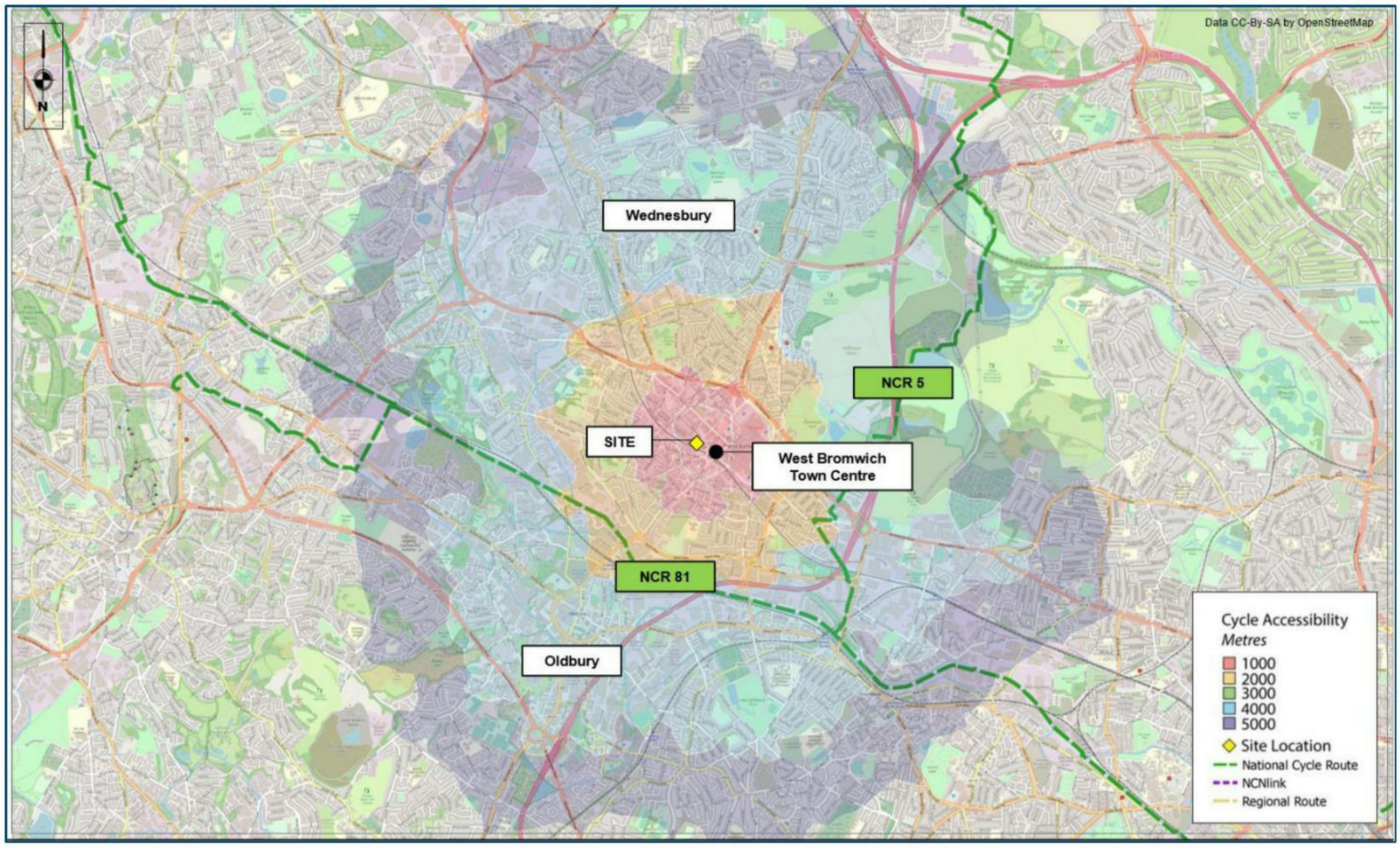
4.2.1 It is widely recognised that cycling can act as a substitute for short car journeys, particularly those up to 5km in length. This is consistent with the statement in LTN 1/20 Cycle Infrastructure Design (paragraph 2.2.2) that states:

"two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."

4.2.2 A round trip on a waymarked leisure route could easily involve distances of 20 to 30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose.'

4.2.3 **Figure 4.2** below presents an extract of the 5km cycling catchment from the site. A copy of the cycling catchment is provided at **Figure 2** within **Appendix B**.

Figure 4.2: 5km Cycling Catchment



4.2.4 The figure demonstrates that a number of residential areas local to West Bromwich such as Wednesbury and Oldbury are within cycling distance.

4.2.5 National Cycle Routes 5 and 81 provide connections to other towns and boroughs outside of Sandwell District's boundary providing opportunities to travel further afield.

4.2.6 Cycling would therefore be a viable mode of transport for employees.

4.3 Access by Bus

4.3.1 The site benefits from a number of bus stops within 800m of the site. The closest bus stops to the site are located on High Street approximately 150m from the site in addition to West Bromwich Bus Station approximately 250m to the south of the site.

4.3.2 High frequency services are provided to locations such a Birmingham City Centre, Wolverhampton, Dudley, Wednesbury, and Sutton Coldfield. These services link the site to a number of residential areas. There is the potential for these residential areas to provide a significant percentage of the development's workforce and, as such, be a strong factor in encouraging bus to travel to and from work.

4.3.3 Based on the above, it is therefore concluded that the site benefits from good access by bus, offering an attractive mode of transport and a viable alternative to single occupancy car journeys. Given the frequency of the services available, this has the potential to provide a significant alternative to single occupancy car journeys.

4.4 Access by Tram

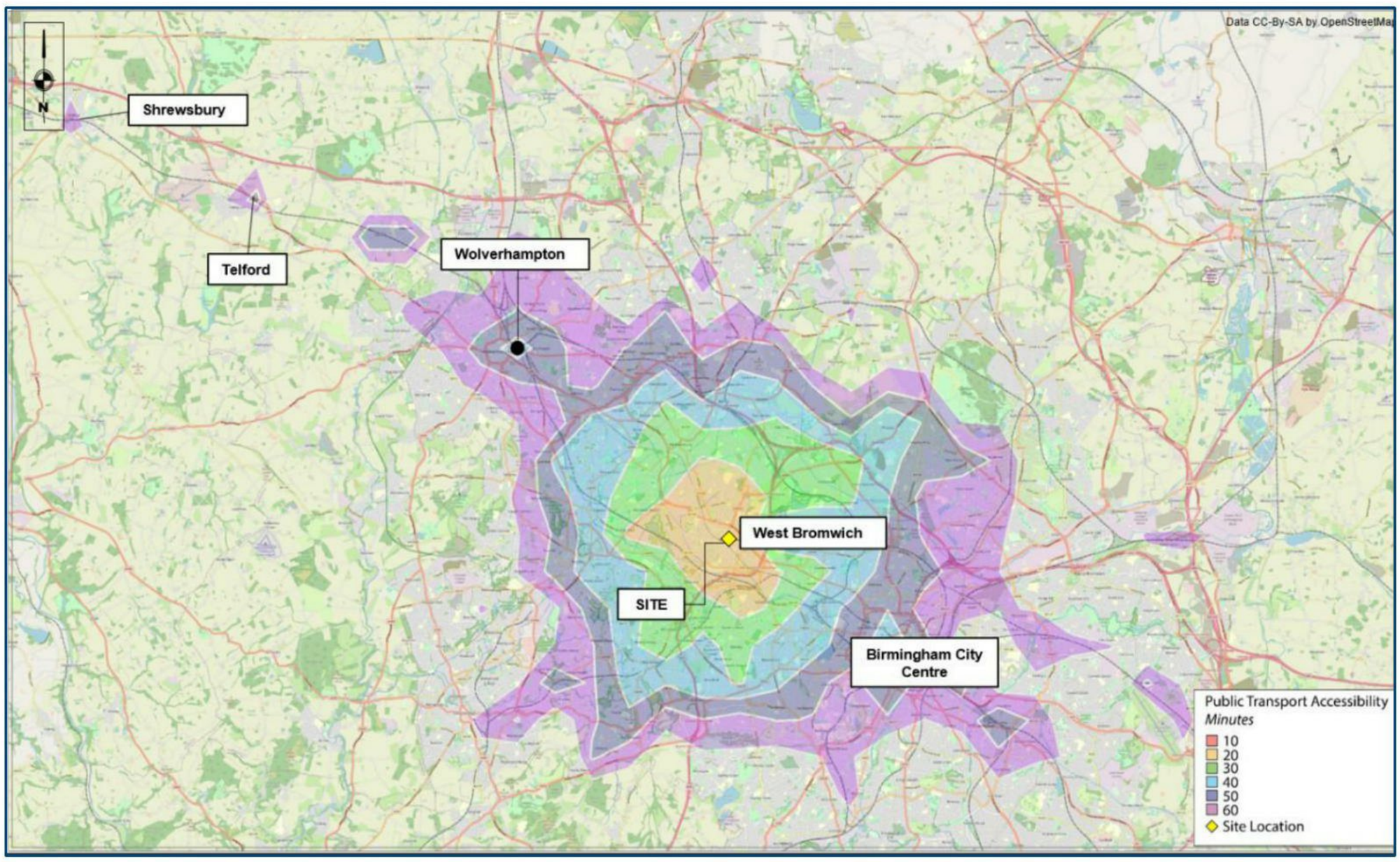
4.4.1 The Lodge Road Tram stop is adjacent to the Edward Street Hospital Site. The West Midlands Metro provides high frequency services between Wolverhampton and Birmingham City Centre.

4.5 Journey Times by Public Transport

4.5.1 A calculation has been undertaken using GIS software and Basemaps' Visography (TRACC) programme, to illustrate the distance that can be travelled within 60 minutes by public transport to and from the proposed development site. The time includes the walk to bus stops and railway stations and demonstrates that key areas such as Birmingham City Centre and Wolverhampton and intermediate residential areas are all within a 60-minute public transport journey.

4.5.2 **Figure 4.3** below provides an extract of the public transport 60minute catchment area. A copy of the full plan is provided within **Figure 3** at **Appendix B**.

Table 4.3: 60-minute Public Transport Catchment



4.6 Conclusions

4.6.1 In summary, the proposed development site is located within a sustainable location within West Bromwich and is well located to make use of the existing and proposed transport links in addition to pedestrian and cycle routes.

5. DEVELOPMENT PROPOSALS

5.1 Introduction

5.1.1 The scheme is for the remodelling of ESH on its existing site in West Bromwich to provide a building that eradicates dormitory accommodation in the two existing older adult mental health wards - Chance and Salter wards.

5.1.2 The hospital currently accommodates 42 dormitory style inpatients beds, within three storeys accessed internally via the main hospital building. Though throughout the pandemic this bed number has been significantly reduced owing to the social distancing requirements of the dormitories.

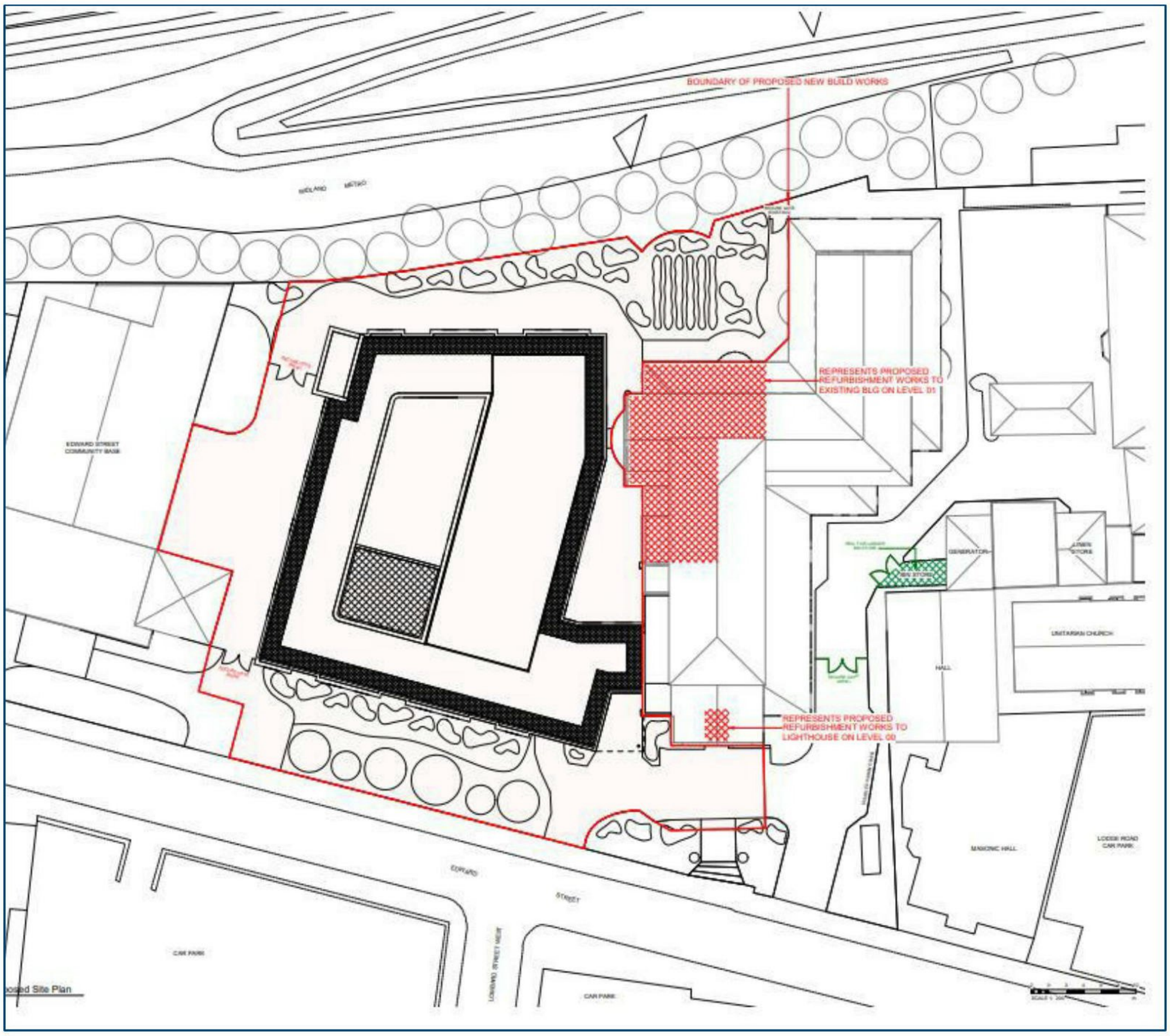
5.1.3 It is proposed that the redevelopment will comprise the following:

- Two-storey hospital wing replacement and extension comprising two 15no.bed wards (30no. beds in total) of individual c.14sqm en-suite rooms. The rooms will wrap around the perimeter of the new build extension, with appropriate circulation points for access and fire escape;
- Areas for patient day/ dining, and staff facilities;
- Internal courtyard at ground floor, and first floor terrace garden overlooking the main courtyard garden; and
- Retention of the existing entrance through the Lighthouse, with a discrete access to the new build to allow for ambulance and private entrances for patients to access the wards.

5.2 Proposed Site Layout

5.2.1 The proposed site layout is presented in **Figure 5.1** and **Appendix B**.

Figure 5.1: Site Layout



5.3 Proposed Site Access Arrangement

Vehicular Access

5.3.1 Vehicular access to the site will remain unchanged from Edward Street.

Pedestrian and Cycle Access

5.3.2 Pedestrian and cycle access will continue to be taken from the existing entrance to the main hospital building.

5.3.3 A new discrete entrance will be provided into the building in proximity to the existing main entrance.

5.4 Parking

Car Parking

5.4.1 The proposed development will not impact upon the current car parking arrangements for Edward Street Hospital Site which currently has 14 standard car parking spaces and 3 accessible spaces within the site curtilage.

5.4.2 Edward Street Car Park to the east of the site provides 158 car parking spaces for use by hospital staff, visitors and the general public.

Cycle Parking

5.4.3 Secure and covered cycle parking is provided throughout the hospital estate.

5.5 Servicing

5.5.1 The servicing arrangements for the proposed development remain unchanged

6. TRIP GENERATION

6.1 Introduction

6.1.1 This section of the report considered the trip generation levels associated with the proposed and extant development and the impact it will have on the local highway network.

6.2 Extant Use

6.2.1 The remodelling of the Edward Street Hospital requires the demolition of two existing mental health wards, Chance and Salter wards. The wards currently house 42 patients.

6.3 Trip Generation First Principles Approach

6.3.1 The proposed remodelling of the Edward Street Hospital will result in the reduction in the number of patients from 42 to 30, staffing levels will remain unchanged.

6.3.2 As such, it is not considered that the proposed remodelling of the Edward Street hospital will have a detrimental impact upon the local highway network.

6.4 Summary

6.4.1 In summary, the remodelling of the Edward Street Hospital will result in a reduction in patient numbers, whilst the number of staff currently employed at the site will remain unchanged. The site is located in a sustainable location within West Bromwich.

6.4.2 As such, it is not considered that the remodelling of the Edward Street Hospital will have a detrimental impact on the local highway network.

7. SUMMARY AND CONCLUSIONS

7.1 Summary

7.1.1 Hydrock have been instructed by Vinci Construction to prepare a Transport Statement in support of a planning application for the remodelling of the Edward Street Hospital to provide a building that eradicates dormitory accommodation in the two existing older adult mental health wards - Chance and Salter wards. The new building will represent a reduction in patient numbers from 42 to 30 patients whilst the number of staff remains unchanged.

7.1.2 The sustainability assessment shows that the site is accessible by non-car modes. The ability to readily access wider destinations by walking, cycling, bus or rail provides a key advantage in providing a real alternative to car travel (e.g. for journeys to work) and as such promotes the aim of reducing car travel.

7.1.3 It is evident that the accident record within the vicinity of the site is minor. There have been no fatal accidents within the study network during the analysed period. Three accidents were recorded as a slight severity and one as serious, whilst all accidents are unfortunate it is Hydrock's view that the accidents can be attributed to random fluctuations, circumstantial factors and driver behaviour, and not as a result of the existing highways design. Therefore, the existing highway does not give rise to any material concern.

7.1.4 A first principles approach has been undertaken for the site, given the reduction in patient numbers and no change in staffing numbers the proposed development will represent a negligible impact on the local highway network across peak hour periods.

7.1.5 It should also be noted that the NPPF states that:

- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

7.2 Conclusions

7.2.1 Having undertaken a comprehensive analysis of the development site and after reviewing planning policies, it has been demonstrated by this TS that the proposed development accords with highway access design recommendations and sustainable values and hence there is no basis for highway and transportation objections to the proposals.

Appendix A Scoping

Chris Peachey

From: [redacted]
Sent: 24 February 2022 11:25
To: [redacted]
Subject: RE: Highways Scoping Request - Edward Street Hospital - West Bromwich

CAUTION: This email originated from outside of Hydrock. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Chris,

I am happy with the scope of the transport assessment as you have outlined.

I cannot think of any particular committed development that you need to be aware of, the DC officer should be able to confirm.

I would not approve the Travel Plan this would be a colleague in Transportation Planning, again best to check with the DC officer who would deal with this application. I will of course expect to see reference to the TP in the TA, and will check general principles etc.

Regards,

Debbie

From: [redacted]
Sent: 18 February 2022 10:22
To: [redacted]
Cc: [redacted]
Subject: Highways Scoping Request - Edward Street Hospital - West Bromwich

CAUTION: **This email originated from outside of the Council / Children's Trust. Do not click links or open attachme**

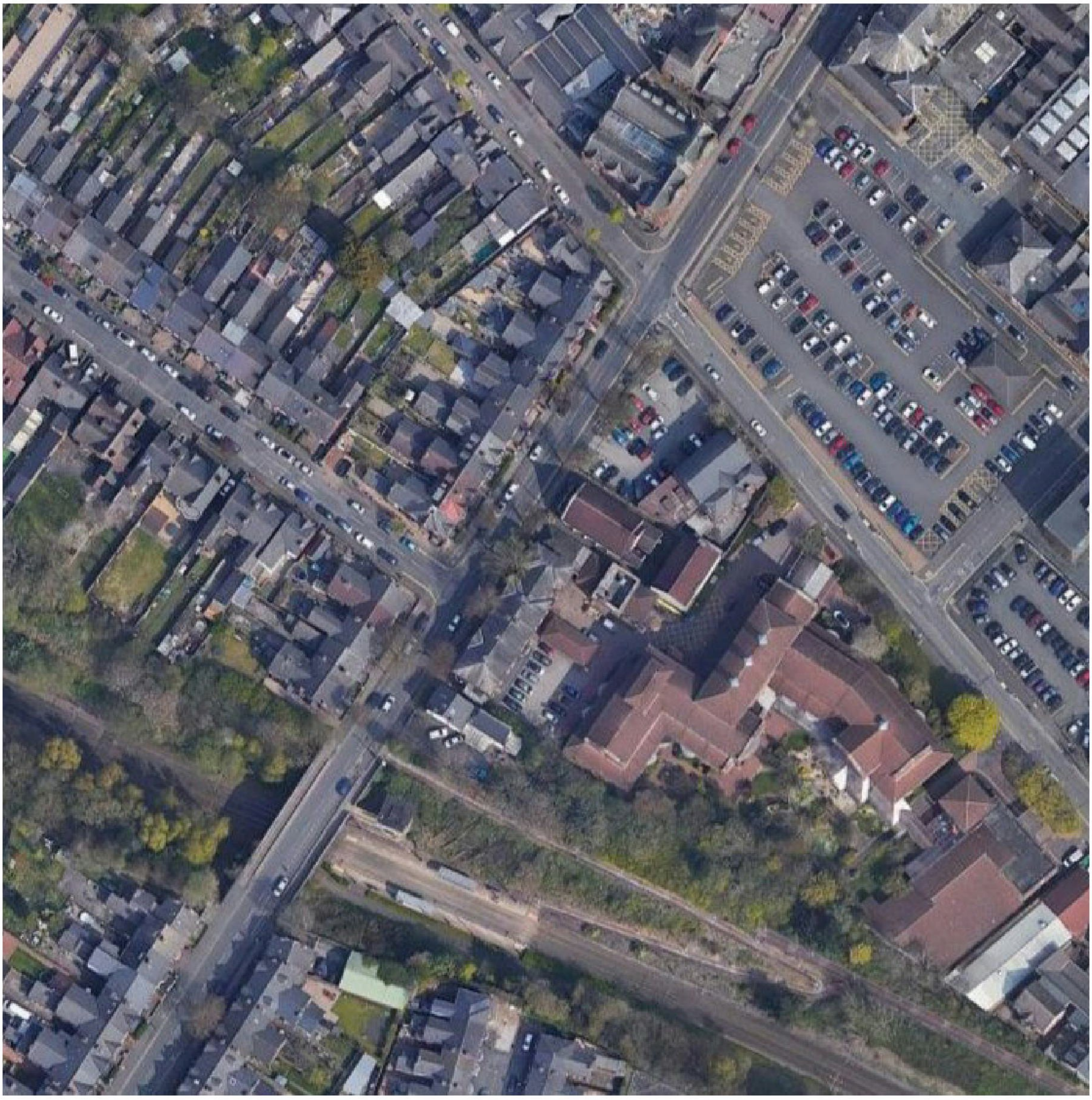
Dear Debbie,

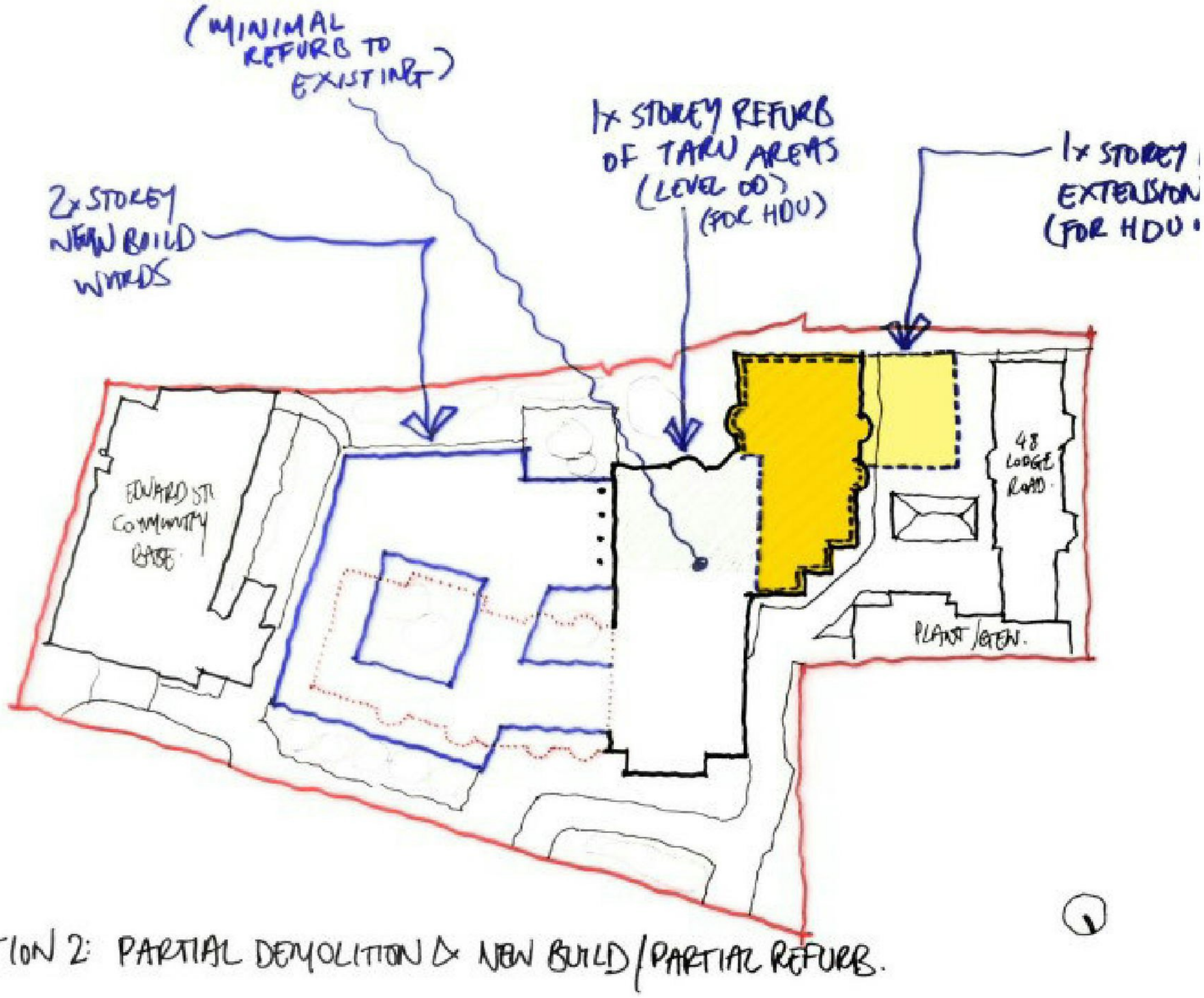
Hope you are well.

I am writing to you regarding a proposed extension of the Edward Street Hospital, West Bromwich.

This email is hoping to scope out a Transport Assessment and Travel Plan for a proposed re-model of the Edward Street Hospital. The proposed development seeks to demolish an existing building that currently provides 42 bed spaces to be replaced with a modernised offering providing 30 bed spaces, thus a reduction in patient numbers. Access will be maintained through the existing main entrance of the retained main hospital building.

The site location and a provisional site plan is presented below.



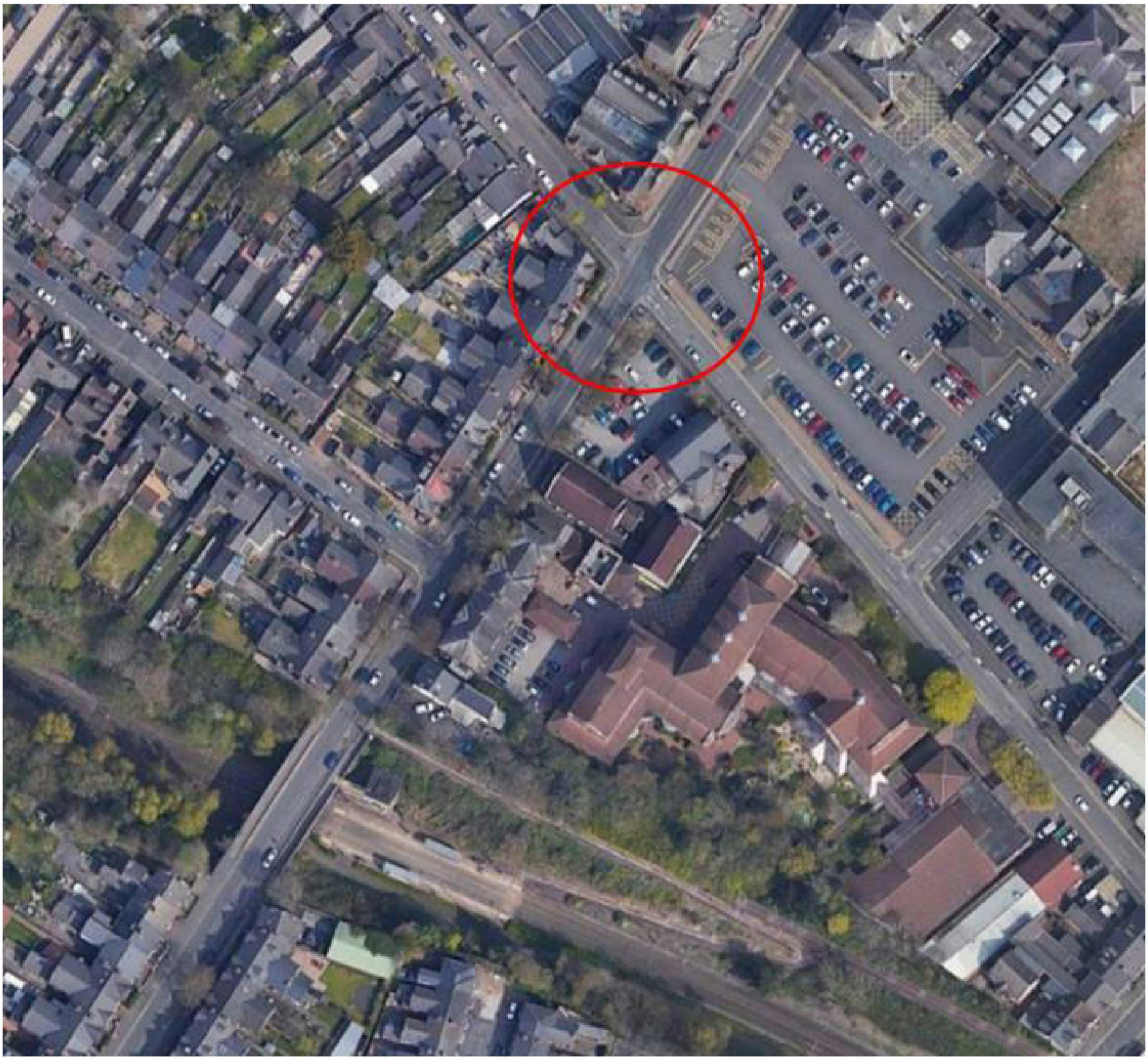


The following sets out our envisaged scope of assessment:

Transport Assessment [TA]

- Comment on the background/ history of the site;
- Provide a full description of the local highway network;
- Consider local and national transport-related policy documentation;
- Consider any committed development within the area; - **Would you be able to advise on any committed development you would like us to include?**
- Undertake accident analysis on the local highway network;
- Undertake an assessment of the accessibility of the site by sustainable modes, to include an assessment of the bus, rail, cycling and pedestrian facilities surrounding the site;
- Review applicable car parking standards;
- Provide details of the development proposals and undertake a trip generation analysis. Backed on the previous site use and any extant lawfully permitted and proposed land use(s), we will derive the trip generation associated with the site during the weekday morning/evening peak hours;
- A 'NET' exercise will then be performed based on the extant and proposed use to determine an acute representation of the number of vehicular trips generated by the proposed development;
- Undertake traffic counts at the Edward Street Lodge Road Junction and provide an assessment of the junction within Junctions9.
- Develop any site access drawings to illustrate the design of the access junction, including undertaking swept paths of service vehicles and visibility splays.
- Produce a comprehensive Transport Assessment report detailing the findings of the above.

Traffic counts will be undertaken at the Edward Street/ Lodge Road junction presented in the figure below.



The junction will be modelled within Junctions9 and the operational results presented within the TA.

Could you confirm you are happy with the scope of the Transport Assessment as outlined above?

Full Travel Plan

- Produce a site specific induction pack;
- Conduct Travel Surveys with staff and visitors
- Production of a technical note summarising the key survey findings that will include travel plan targets based on survey responses, final measures and a final budget.
- Based on the above, produce a Full Travel Plan for the site.

Could you confirm you are happy with the scope of the Travel Planning exercise as outlined above?

Thank you,

Chris.

Chris Peachey BA (Hons)
Senior Consultant | Transportation

***Make flexibility work**: Hydrock promotes flexible working; if you get an email from me outside normal hours it is because I am sending it at a time convenient to me. I do not expect you to read or reply until normal office hours.*

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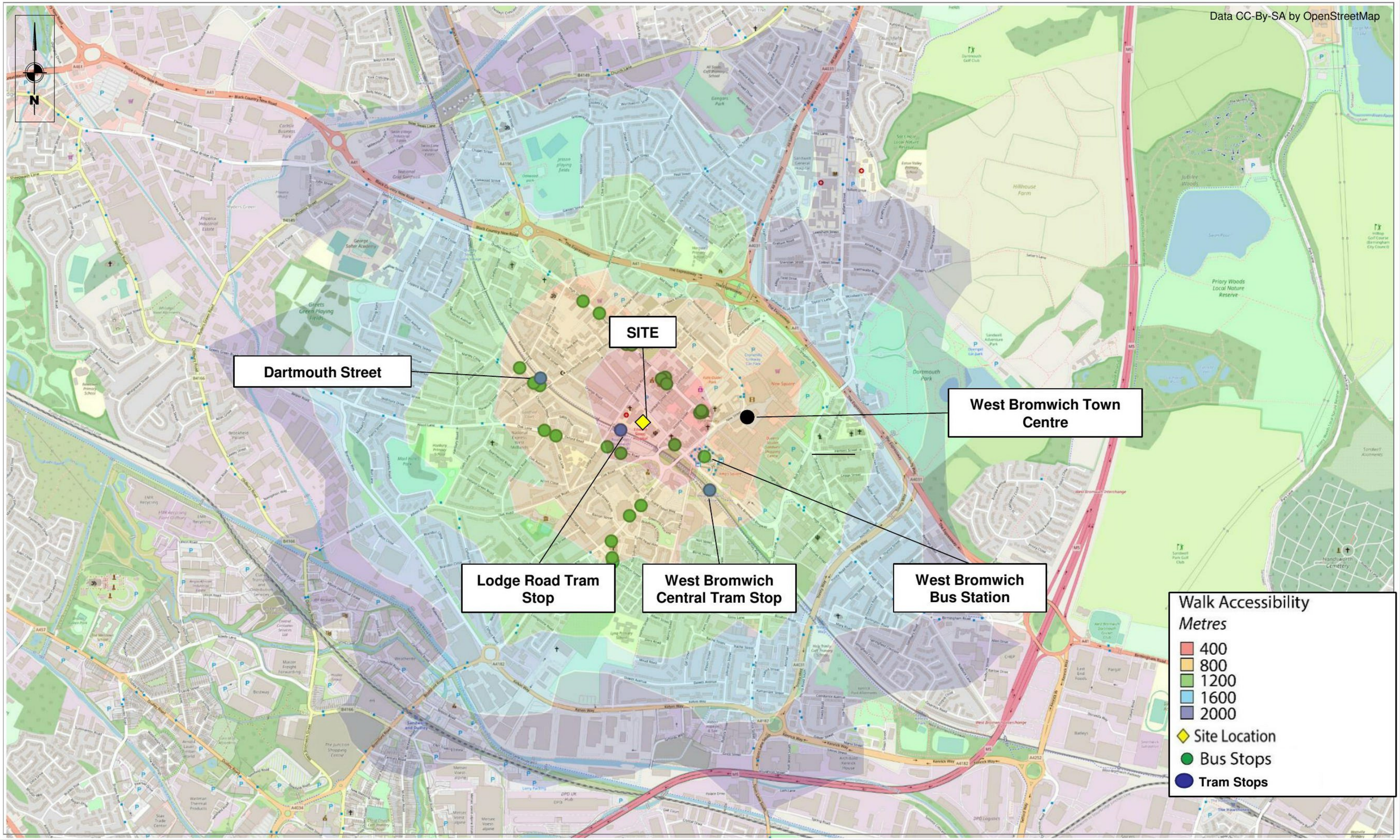
Appendix B Accessibility Plots

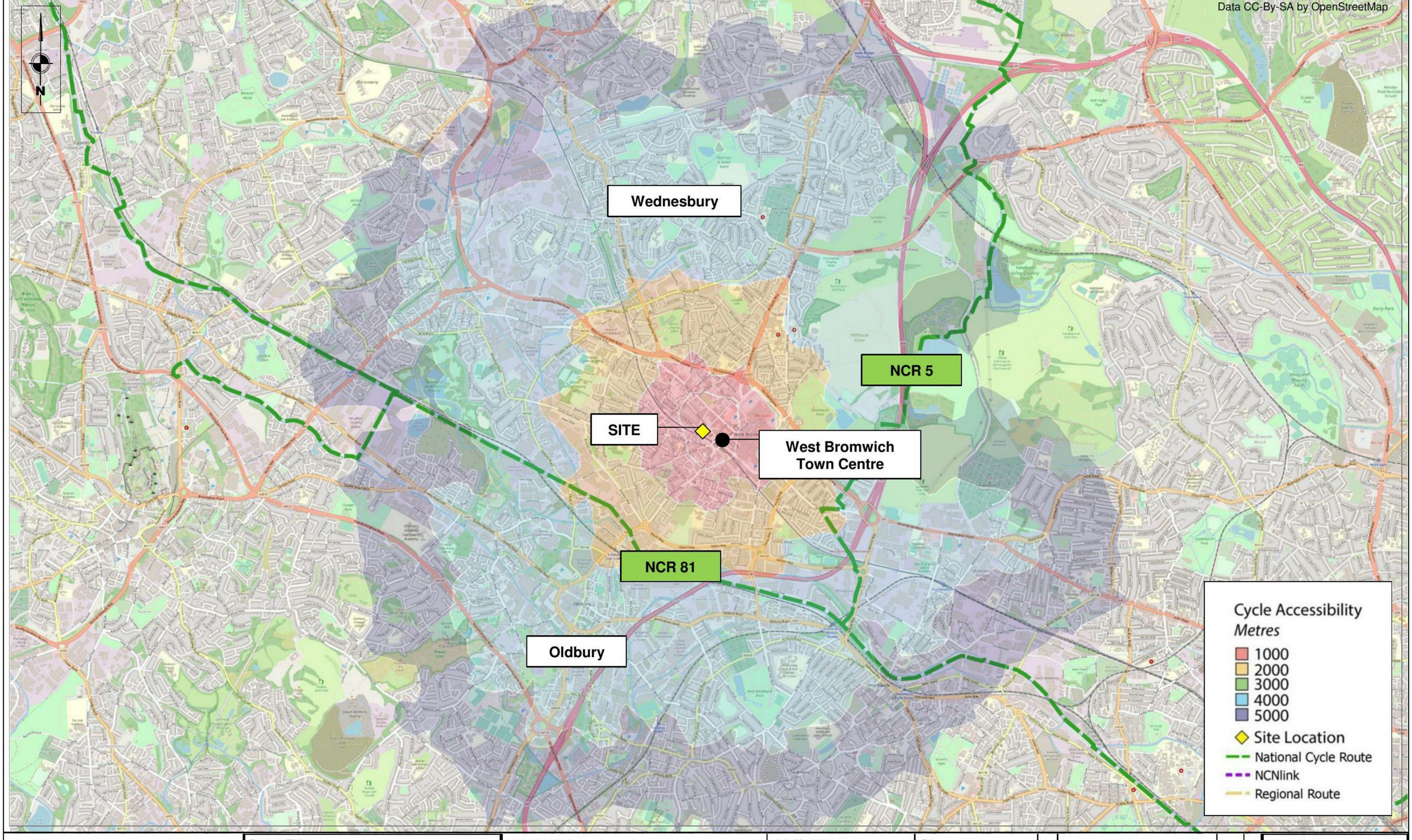


Hydrock

Project Title: Edward Street Hospital, West Bromwich	Drawing Title: Accessibility: 2km Walking Catchment	Job Number: 21651	By: CP	Rev	Description	Date	By
		Date: 04/03/2022	Checked: SD	-	-	-	-
		Scale: NTS	Status: -	-	-	-	-
				-	-	-	-
				-	-	-	-

Drawing No.: APPENDIX A

Figure: 1



Hydrock

Project Title: Edward Street Hospital, West Bromwich	Drawing Title: Accessibility: 5km Cycling Catchment	Job Number: 21651	By: CP	Rev	Description	Date	By
		Date: 04/03/2022	Checked: SD	-	-	-	-
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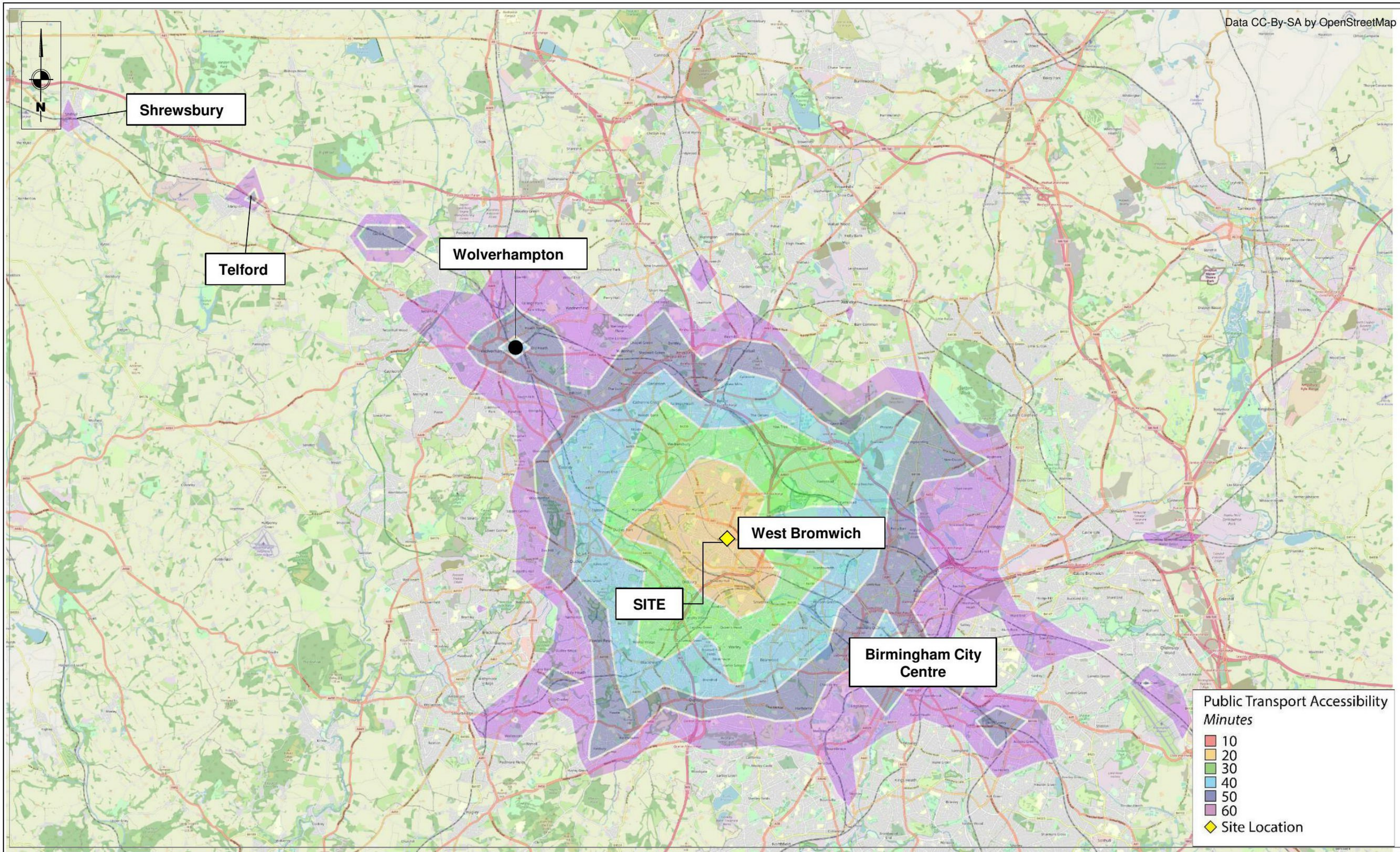
				-	-	-	-
				-	-	-	-

Drawing No.: APPENDIX A

Figure: 2



Hydrock	Project Title: Edward Street Hospital, West Bromwich	Drawing Title: Accessibility: 60minute Public Transport Catchment	Job Number: 21651	By: CP	Rev / Description / Date / By		Drawing No.: APPENDIX A
			Date: 04/03/2022	Checked: SD	- / - / - / -		
			Scale: NTS	Status: -	- / - / - / -		Figure: 3

Appendix C Site Layout

Design Concept Stage 2

Proposed Site Plan