

Berwick Hospital, Temporary Location Ward One

784-B089788-2

Transport Statement

Northumbria Healthcare Facilities Management Limited

September 2023



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1.0 INTRODUCTION

- 1.1 Tetra Tech (TT) have been engaged by Northumbria Healthcare Facilities Management Limited (NHFM) to produce a Transport Statement (TS) in support of their planning application to secure permission from Northumberland County Council (NCC) to temporarily relocate Ward One from the Main Site to share the nearby site currently occupied by the Maternity Unit & Physiotherapy Department off High Greens. TT understand from NHFM this would be for a period of 18 months before returning to the Main Site post-construction of the new hospital. For that period Ward One would replace the existing car parking on the site.
- 1.2 This TS has been produced having due regard for the advice contained in:
- National Planning Policy Framework (NPPF) published by Department for Communities & Local Government (DCLG).
 - DCLG's Transport Assessment and Travel Plan guidelines set out in Planning Practice Guidance.
 - Department for Transport's (DfT's) Manual for Streets (MfS) and MfS 2.
- 1.3 The main purposes of the report are to review the accessibility of the site for pedestrians, cyclists or users of public transport, consider the impacts of traffic generated by the proposed development, and assess its highway impacts on the local road network.
- 1.4 This TS has been prepared solely in connection with the proposed development. Whilst every reasonable effort has been made to ensure its accuracy use of the information contained in the report by a third party for any other purpose is entirely at their own risk.

2.0 EXISTING SITUATION

THE SITE

- 2.1 The application site is located in Berwick currently occupied by the Maternity Unit & Physiotherapy Department and associated car parking, cycle parking and servicing area. Vehicles enter and exit the site via an existing access onto High Greens which at its west end connects with the A1167. The surrounding area is predominantly residential although Berwick Hospital Main Site is located east of the application site. The location of the application site is shown at Figure 1 in Appendix A.

LOCAL ROAD NETWORK

- 2.2 High Greens runs in a broadly east to west alignment from Low Greens in the east to its mini-roundabout junction with the A1167 in the west. High Greens is a street-lit residential street with a typical carriageway width of between 5.5m although for much of its length the through carriageway is reduced to one-way working as a result of residents permit parking bays along one side of the road. Where there are no parking bays there are No Waiting At Any Time (NWAAT) double yellow line restrictions. The road also serves Holy Trinity C of E Primary School alongside which there are School Keep Clear road markings. High Greens has footway on both sides. Opposite Bell Tower Place, which serves the school, there is a pedestrian route which connects High Greens with Castlegate. High Greens is subject to a 30mph speed limit.
- 2.3 Brucegate runs in a general north to south alignment from its junction with High Greens to its junction with Scotts Place. At the north end of Brucegate the typical carriageway width is approximately 6.0m although, like High Greens, for much of its length the through carriageway is reduced to one-way working as a result of residents permit parking bays along one side of the road. Where there are no parking bays there are NWAAT double yellow line restrictions. Brucegate has footway on both sides from High Greens to the access which serves Berwick Methodist Church. South of there for a 25m section the footway continues along the east side, but not the west side, until after a pinch point in Brucegate which narrows the carriageway to around 2.8m just north of Well Close Medical Group. South of the Medical Group there is a 40m section where people walk on the carriageway. Thereafter, as either Ivy Place or Well Close Square, there is footway along at least one side.
- 2.4 The A1167 runs in a broadly north to south alignment through Berwick and provides access north towards the A1. The road has footway on both sides and pedestrian crossing facilities along its length. At the mini-roundabout junction with High Greens and Railway Street there are dropped kerbs and a pedestrian island to facilitate movement across the A1167.

WALKING AND CYCLING

- 2.5 High Greens and Brucegate are narrower, lightly trafficked residential streets along which vehicles move slowly therefore pedestrians do not require assistance to cross. The A1167 is wider, more trafficked and vehicles move more quickly hence it has a series of pedestrian islands along its length as well as a signal-controlled crossing just north of the access to Castlegate Car Park.

- 2.6 There is a network of footpaths which run along the River Tweed and there are pedestrian connections to it from the A1167 via a footway running adjacent to Megs Mount and a footway off Tweed Street. The footway adjacent to Megs Mount also links to a footpath at Banks Hill which connects to the shared foot/ cycle way along the Royal Tweed Bridge. Figure 2 in Appendix A shows the footpaths and bridleways in the surrounds of the site and their connections to residential areas in and around Berwick.
- 2.7 The shared foot/ cycle way crossing the Royal Tweed Bridge forms the traffic-free section of National Cycle Network (NCN) Route 1. NCN 1 provides connections to residential areas in Tweedmouth, Spittal and areas to the south of Berwick town centre.
- 2.8 Further north NCN Route 76 can be accessed at the B6461 which follows the coast towards Edinburgh.
- 2.9 The accessibility of the site on foot or by bike has been considered in more detail at Chapter 3.0 below.

PUBLIC TRANSPORT

- 2.10 The nearest bus stops to the site are on the A1167. The northbound and southbound stops are approximately 250m from the centre of the proposed development. Both have a shelter with seating and timetable information.
- 2.11 Berwick Rail Station is approximately 400m from the centre of the site. It has over 130 car parking spaces, including 5 accessible bays, 8 covered cycle parking spaces, sheltered seating areas and ticket machines.
- 2.12 The location of the A1167 bus stops and Berwick Rail Station in relation to the site are shown at Figure 3 in Appendix A.
- 2.13 The accessibility of the site to useful destinations by bus or by train are considered in more detail at Chapter 3.0 below.

3.0 ACCESSIBILITY

- 3.1 NPPF was updated and revised in February 2019, replacing the 2012 version of the Framework, then updated again in July 2021. At Paragraph 104 c) NPPF identifies “opportunities to promote walking, cycling and public transport use are identified and pursued” for development proposals and at Paragraph 105 it indicates “opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making”. The accessibility of the proposed development has been considered based on the guidance in NPPF.

WALKING

- 3.2 Walking offers the greatest potential to replace car trips less than 2km. A 2km catchment is supported by data published in Local Transport Today (October 2017) which advised, based on information extracted from the 2010, 2011 and 2012 National Travel Survey (NTS), the average distance people walk is 1.15km and the 85th percentile distance is 1.95km.
- 3.3 For this review an acceptable maximum walk distance of 1.95km has been adopted, i.e. approximately a 24-minute walk (at a typical walk speed of 1.3m/s) from the centre of the site. Figure 4 in Appendix A refers. The existing and proposed pedestrian connections discussed above have been used in this assessment.
- 3.4 Berwick town centre can be reached within a 10-minute walk from the centre of the proposed development. From the site there is footway along both sides of High Greens west to the A1167 and on Brucegate for walk trips south or to connect with the Main Site. There are several crossing opportunities along the A1167 at pedestrian islands and there is a signal-controlled crossing just north of the access to Castlegate Car Park. In Berwick town centre there are many shops and restaurants which staff can visit on lunch breaks or after work and all can be reached within a 20-minute walk.
- 3.5 Berwick Rail Station can be reached within a 5-minute walk of the site. To reach the station there is footway along both sides of High Greens, a pedestrian route to Castlegate then a pedestrian island to cross the A1167.
- 3.6 There are many residential dwellings accessible from the A1167 to the north. Windsor Crescent, Castle Drive, Westfield Road and up to Magdalene Drive can be accessed within a 1.2km (15-minute) walk meaning staff who live in those areas would be able to walk to and from work at the proposed development.
- 3.7 The entirety of Newfields can be reached within a 1.95km (24-minute) walk and residents of this area can use footways along Crispin Road, to access North Road, before heading further south and crossing Northumberland Avenue via a pedestrian crossing and joining High Greens.
- 3.8 Figure 4 shows the numerous residential areas around Berwick town centre, Tweedmouth and Highfields which are within an accessible walk of the site.
- 3.9 At the extents of a 1.95km walk there are Morrisons, Aldi and Costa Coffee located at Loaning Meadows. There is a Travelodge located here where hospital visitors may stay.

- 3.10 On lunch breaks staff can walk along the river accessed by going through Coronation Park. The Public Right of Way (PRoW) footpath along the river is used to head into the centre of Berwick to the south or to the west of Berwick.
- 3.11 There are many residential dwellings to the west along the A6105. The furthest homes located at Duns Road can be reached within a 1.4km (17-minute) walk along footway on the north side of the road before crossing over the train bridge and using pedestrian crossings to reach High Greens.
- 3.12 To the south as far as Osborne Crescent can be reached by crossing the A1167 over the River Tweed, where there are footways along each side, and can be accessed via Bank Hill.
- 3.13 The proposed development is accessible on foot from surrounding residential areas and is suitably located for staff to walk to a range of nearby amenities for meal breaks. Overall the accessibility of the site for pedestrians is good.

CYCLING

- 3.14 TT have analysed cycling for all purposes as the main mode of travel (from home) by interrogating data collected through the 2010, 2011 and 2012 NTS to calculate the average and 85th percentile distances travelled. The survey data was collected from 7,700 households covering over 18,000 individuals. The analysis revealed the average distance people cycle is 4.5km and the 85th percentile distance is 7.2km. The NTS data is available on request.
- 3.15 At a typical cycle speed of 200m per minute a 4.5km cycle ride takes 20 to 25 minutes and a 7.2km ride takes just over 35 minutes. Figure 5 in Appendix A shows the areas which can be reached within a 7.2km distance.
- 3.16 The whole of Berwick is within a 15 to 20-minute cycle ride of the proposed development.
- 3.17 The outlying villages of Paxton, Scremerston, Murton, Foulden and Lamberton all can be reached from the site via an accessible cycle ride.
- 3.18 The proposed development has a good level of accessibility by bike from local residential areas and to local facilities.

PUBLIC TRANSPORT

- 3.19 The bus stops on the A1167 nearest the site are served by several routes. These are summarised at Table 1 below.

Table 1: Bus Routes, A1167

Route No.	Route Description	Monday to Saturday		Sunday
		Daytime	Evening	Daytime
Travelsure 32	Paxton – Swinton – Tweedmouth Via Tweedmouth, Berwick, Newfields, Paxton, Hutton, Fishwick, Whitsome, Swinton.	3 services per day	No service	No service

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Travelsure 34	Tweedmouth - Duns Via Berwick, Burnmouth, Ayton, Eyemouth, Coldingham, Reston, Auchencrow, Preston, Duns.	4 services per day	No service	No service
Borders Buses 60	Galashiels - Berwick Via Galashiels, Borders General Hospital, Newstead, Greenlaw, Duns, Chirnside, Eyemouth, Berwick.	1 service every 2 hours until 16:27	No service	4 services per day
Borders Buses 67	Berwick - Galashiels Via Berwick, Horncliffe, Norham, Cornhill, Coldstream, Kelso, Melrose, Tweedbank, Galashiels.	1 service every 2 hours until 17:10	No service	3 services per day
Borders Buses 235	Berwick - St Abbs Via Berwick, Ayton Old Town, Burnmouth, Eyemouth, Coldingham, St Abbs.	8 services per day until 17:30	No service	5 services per day
Travelsure 236	Eyemouth - Berwick Via Eyemouth, Berwick, Lamberton, Burnmouth, Ayton.	3 services per day	1 service at 17:05	No service
Borders Buses 267	Wooler - Ramparts Business Park Via Ramparts, Berwick, Shoresdean, Duddo, Ford Village, Crookham, Branxton, Wooler.	3 services per day	Last service at 20:00	No service
Travelsure 260	Tweedmouth - Duns Via Tweedmouth, Berwick, Foulden, Chirnside, Allaton Inn, Duns.	4 services per day	Last service at 16:30	No service
Borders Buses 464	Wooler - Ramparts Business Park Via Ramparts Business Park, Newfields, Berwick, Tweedmouth, Scremerston, Ancroft, Lowick, Doddington, Wooler Bus Station, High Flair.	Every 2 hours	Until 19:40	No service
Borders Buses B1	Berwick - Tweed Town Service Via Ramparts Estate, Loaning Meadows Retail Park, Seaview, Castlegate, Berwick Golden Square.	Every half hour	Until 17:39	Hourly
Arriva X15	Newcastle - Berwick Via Newcastle Haymarket, Gosforth, Morpeth, Felton, Shilbottle, Alnwick Bus Station, Warenford, Belford, Beal, Haggerston, Scremerston, Tweedmouth, Berwick.	Every 2 hours	Until 17:07	No service

Arriva X18	Berwick – Alnwick – Newcastle Via Berwick, Scremerston, Beal, Belford, Bamburgh, North Sunderland, Seahouses, Beadnell, High Newton by the sea, Embleton, Craster, Howick, Longhoughton, Denwick, Alnwick, Alnmouth, Warkworth, Amble, Acklington, Widdrington, Pegswood, Morpeth, Gosforth, Newcastle.	3 services per day	Until 18:25	3 services per day
Woodys Taxis Hoppa	Berwick (Circular) Via Ramparts, Morrisons, Newfields, Elizabethan, Castegate, Golden Square, Tesco, Asda, Homebase, Spittal, Highcliffe, Prior Park.	No service	Evening service starting from 18:10	No service
Woodys Taxis WT1	Ramparts Business Park (Circular) Via Ramparts Business Park, Newfields, Berwick, Tweedside Trading Estate, Tweedmouth, Spittal, Highcliffe Sea View, Prior Park.	3 services per day	Until 20:10	No service

3.20 Table 1 demonstrates staff and visitors can access the proposed development from further afield locations such as Alnwick, Duns, Newcastle and more.

CONCLUSION

3.21 The proposed development is in an accessible location for pedestrians, cyclists and public transport users. There is a good network of footways and cycle routes around the site. There are local residential areas within reasonable walk and cycle distances where staff and visitors may live. Buses are available which provide regular and frequent services to several residential areas and Berwick Rail Station provides access to routes further away.

4.0 PROPOSED DEVELOPMENT

- 4.1 The proposed development involves temporarily relocating Ward One from the Main Site to share the nearby site currently occupied by the Maternity Unit & Physiotherapy Department off High Greens. TT understand from NHFM this would be for a period of 18 months. For that period Ward One would replace the existing car parking on the application site.

ACCESS

- 4.2 Vehicles enter and exit the site via an existing access onto High Greens. An internal access road runs north to south from that access, past the Maternity Unit & Physiotherapy Department to Ward One.
- 4.3 It is expected the majority of vehicles to/ from the site would be from/ to the A1167. TT Drawing 784-A089788/ 0001/ P01 in Appendix B shows an estate car on High Greens turning into the site access, driving down the internal access road and turning around in front of Ward One to drop off before exiting back to High Greens in a forward gear.
- 4.4 TT Drawing 784-A089788/ 0002/ P01 also in Appendix B shows an ambulance doing the same manoeuvres.
- 4.5 On foot or by bike there are two existing accesses. The access onto High Greens and a pedestrian/ cyclist link off Brucegate which also provides a convenient connection on foot or by bike to the Main Site.
- 4.6 In the case of an emergency a fire tender needs to access Ward One. TT Drawing 784-A089788/ 0003/ P01 in Appendix B shows the vehicle on High Greens can turn into the site access and drive down the internal access road to tend to the emergency then exits the site by reversing back to High Greens. This would be under supervision.

PARKING

- 4.7 The existing car parking on site would be replaced by Ward One for a temporary period of 18 months.
- 4.8 During that period staff, patients and visitors in a car at Ward One, or at the Maternity Unit & Physiotherapy Department, would either drop off on site and the driver goes elsewhere or park up either on the Main Site off Well Close Square or in Castlegate Car Park and walk over to Ward One. From Well Close Square the walk route is via contiguous footway west along Well Close Square and north along Brucegate, other than the 40m section south of Well Close Medical Group, while from Castlegate Car Park it is the same route having exited the car park via the steps up to Well Close Square.
- 4.9 The existing cycle shelter on site would be relocated during the temporary period.
- 4.10 At the time of writing the precise location of the replacement covered parking has not yet been finalised but for indication it could be to the east of Ward One near the pedestrian/ cyclist link off Brucegate.

SERVICING

- 4.11 NHFM have advised TT the larger deliveries and waste collection at Ward One, or the Maternity Unit & Physiotherapy Department, would continue as existing which is from/ to the service area near the Minor Injuries Unit on the Main Site. The load is trolleyed between the site and the service area across Brucegate where the vehicle parks up.

5.0 TRIP GENERATION AND TRAFFIC IMPACTS

TRIP GENERATION

- 5.1 NHFM have provided TT with information on how they expect Ward One to operate after its opening on the application site. Excluding occasional staff there would be a total of 40 staff at the proposed development but not all on site at the same time.
- 5.2 There would be 35 nurses/ bank staff. These are split over 5 shifts so TT have assumed, on average, 7 nurses/ bank staff per shift. The shifts are as follows with those either starting or ending during either the weekday AM peak period or the weekday PM peak period highlighted in red:
- 07:45 til 15:45.
 - 07:45 til 13:15.
 - 12:45 til 20:45.
 - 15:15 til 20:45.
 - 20:30 til 08:00.
- 5.3 On the above bases in the weekday AM peak there would be 14 nurses/ bank staff arriving and 7 nurses/ bank staff departing. In the weekday PM peak there would be zero arriving and 7 departing.
- 5.4 There would be 2 physios who it has been assumed both arrive during the weekday AM peak period and both depart during the weekday PM peak period. The same has been assumed for the 2 admin staff and the 1 consultant which all combined equate to 5 arriving in the weekday AM peak and 5 departing in the weekday PM peak.
- 5.5 There are 10 beds proposed at Ward One on the application site. Once in Ward One patients remain there unless or until they need to be transferred by staff to the Main Site. On that basis it has been assumed patients would generate little or no trips.
- 5.6 Visitors are by appointment only during the period 10:00 til 19:00 each day. The 10 patients at Ward One are spread across 4 areas and only 1 set of visitors is permitted per area at any one time. On that basis, assuming visitors arrive together and stay 1 hour, there would be zero arriving and departing during the weekday AM peak period while 4 arriving and 4 departing in the weekday PM peak.
- 5.7 Summation of the nurses/ bank staff, physios, admin staff, consultant, patients and visitors mean the following numbers of trips to and from Ward One.
- Weekday AM Peak Period. 19 inbound and 7 outbound.
 - Weekday PM Peak Period. 4 inbound and 16 outbound.

TRAFFIC IMPACTS

- 5.8 It is not unreasonable to assume two-thirds of these trips would be made as a car driver while the other one-third would be as either a car passenger, public transport user, cyclist or pedestrian. On that basis the following are numbers of car trips to and from Ward One.

- Weekday AM Peak Period. 13 inbound and 5 outbound.
- Weekday PM Peak Period. 3 inbound and 11 outbound.

- 5.9 Those numbers of car trips are very low and it must be noted they are on the local road network already, to and from the existing Ward One on the Main Site, and only result in a re-routing of existing trips either to drop off at Ward One on the application site or to park up on the Main Site off Well Close Square or in Castlegate Car Park and walk over to Ward One.
- 5.10 The traffic impacts of the proposed development on the local road network are very low and no further consideration of highway capacity is required.

6.0 HIGHWAY SAFETY

- 6.1 Road traffic accident records have been analysed across the study area comprising High Greens from the A1167, including its mini-roundabout junction with the A1167, past the site access to Brucegate for the most recent 5-year period available from January 2018 to 31st to July 2023. The data is in Appendix C.
- 6.2 The search revealed during the 5-year period there were no reported accidents along High Greens and only two incidents at the A1167 mini-roundabout.
- Accident Reference 0320113 occurred in 2018 at the A1167/ High Greens mini-roundabout in daylight and dry conditions. A pedal cycle was travelling southbound on the A1167. Having entered the mini-roundabout a car entered from High Greens and collided with the pedal cycle causing the rider to fall off. The accident has been classed as slight.
 - Accident Reference 0975415 occurred in 2020 also at the A1167/ High Greens mini-roundabout in daylight and wet/ damp conditions. A pedal cycle was travelling northbound on the A1167. Having entered the mini-roundabout a car also entered and tried to overtake the pedal cycle but collided with the pedal cycle being too close causing the rider to fall into the metal railings. The accident has been classed as serious.
- 6.3 High Greens operates in a safe manner. The number of reported accidents at the A1167 mini-roundabout is very low, i.e. just 2 incidents over the 5-year period, and while each involved a cyclist they were travelling in opposite directions and both were the result of poor driver behaviour. The A1167 in the vicinity of the application site operates in a safe manner. No further consideration of highway safety is required.

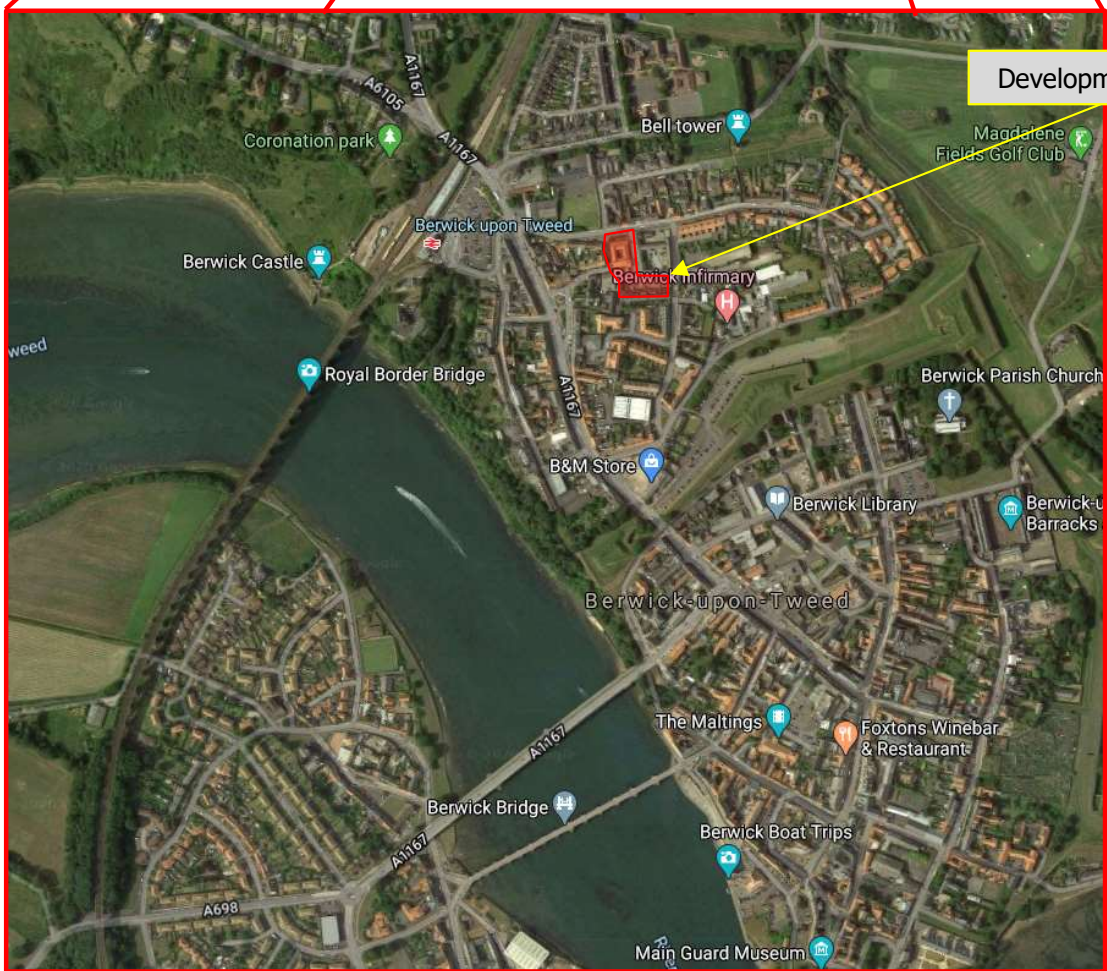
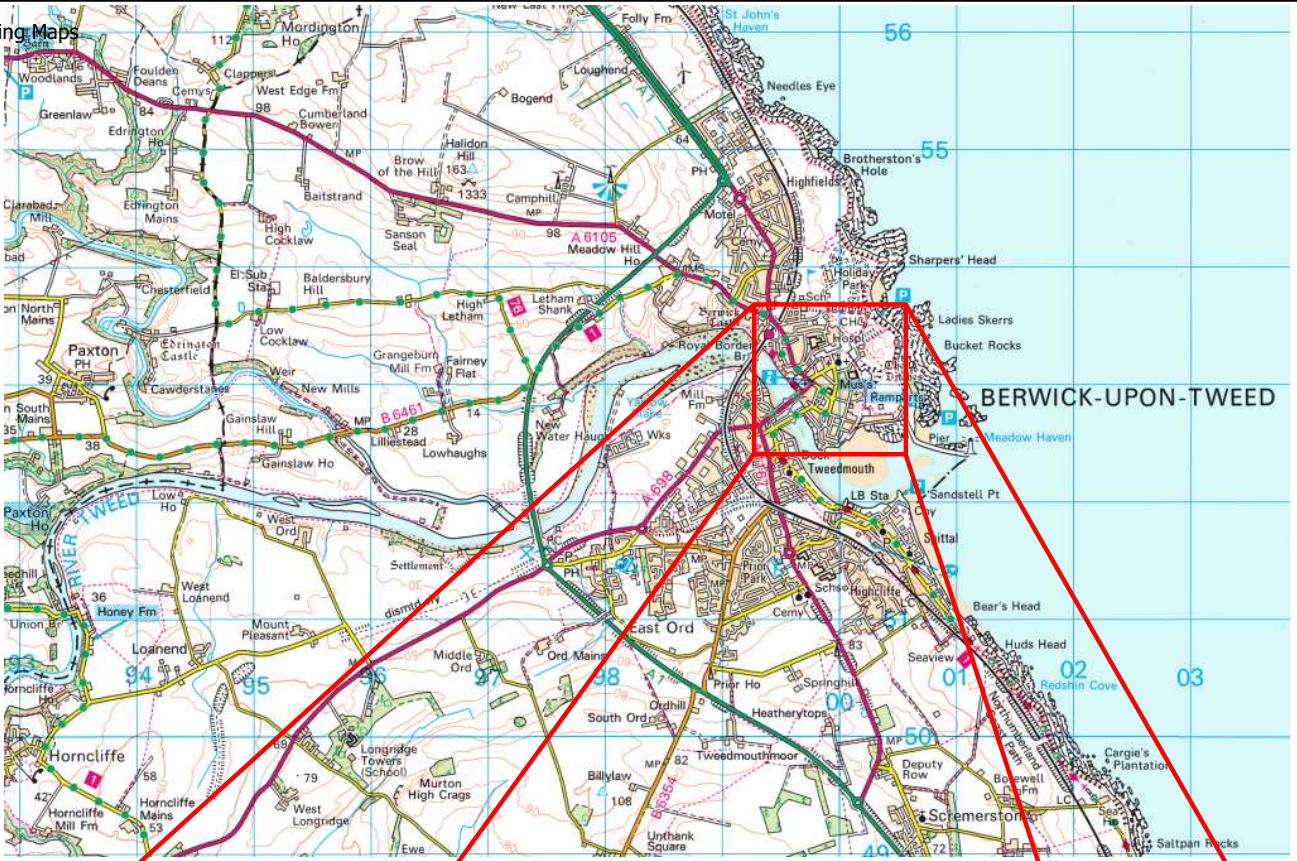
7.0 SUMMARY

- 7.1 Tetra Tech (TT) have been engaged by Northumbria Healthcare Facilities Management Limited (NHFM) to produce this Transport Statement (TS) in support of their planning application to secure permission from Northumberland County Council (NCC) to temporarily relocate Ward One from the Main Site to share the nearby site currently occupied by the Maternity Unit & Physiotherapy Department off High Greens. TT understand from NHFM this would be for a period of 18 months before returning to the Main Site post-construction of the new hospital. For that period Ward One would replace the existing car parking on the application site.
- 7.2 Vehicles enter and exit the site via an existing access onto High Greens. An internal access road runs north to south from that access, past the Maternity Unit & Physiotherapy Department to Ward One. Swept path assessments have been carried out which demonstrate an estate car on High Greens can turn into the site access, drive down the internal access road and turn around in front of Ward One to drop off before exiting back to High Greens in a forward gear. An ambulance can do the same manoeuvres. In the case of an emergency a fire tender on High Greens would turn into the site access and drive down the internal access road to tend to the emergency then exit by reversing back to High Greens under supervision.
- 7.3 The existing car parking on site would be replaced by Ward One for a temporary period of 18 months. During that period staff, patients and visitors in a car at Ward One, or at the Maternity Unit & Physiotherapy Department, would either drop off on site and the driver goes elsewhere or park up either on the Main Site off Well Close Square or in Castlegate Car Park and walk over to Ward One. The existing cycle shelter on site would be relocated on site during the temporary period.
- 7.4 NHFM have advised TT the larger deliveries and waste collection at Ward One, or the Maternity Unit & Physiotherapy Department, would continue as existing which is from/ to the service area near the Minor Injuries Unit on the Main Site. The load is trolleyed between the site and the service area across Brucegate where the vehicle parks up.
- 7.5 On foot or by bike there are two existing accesses. The access onto High Greens and a pedestrian/cyclist link off Brucegate which also provides a convenient connection on foot or by bike to the Main Site.
- 7.6 The main purposes of the report are to review the accessibility of the site for pedestrians, cyclists or users of public transport, consider the impacts of traffic generated by the proposed development, and assess its highway impacts on the local road network.
- 7.7 The proposed development is in an accessible location for pedestrians, cyclists and public transport users. There is a good network of footways and cycle routes around the site. There are local residential areas within reasonable walk and cycle distances where staff and visitors may live. Buses are available which provide regular and frequent services to several residential areas and Berwick Rail Station provides access to routes further away.
- 7.8 The traffic impacts of the proposed development on the local road network are very low and no further consideration of highway capacity is required. High Greens operates in a safe manner. The A1167 in the vicinity of the application site also operates in a safe manner. No further consideration of highway safety is required.

- 7.9 The proposed development, located on the site currently occupied by the Maternity Unit & Physiotherapy Department, would be accessible for journeys on foot, by bike or by public transport and its traffic impacts on the local road network would be very low such that no further consideration of highway capacity or safety is required. On these bases there is no justifiable transportation or highway reason why permission for the temporary relocation of Ward One cannot be granted.

APPENDIX A: FIGURES

Source: Bing Maps



Source: Google Maps

Berwick Infirmary, Berwick

Site Location Plan

Figure 1



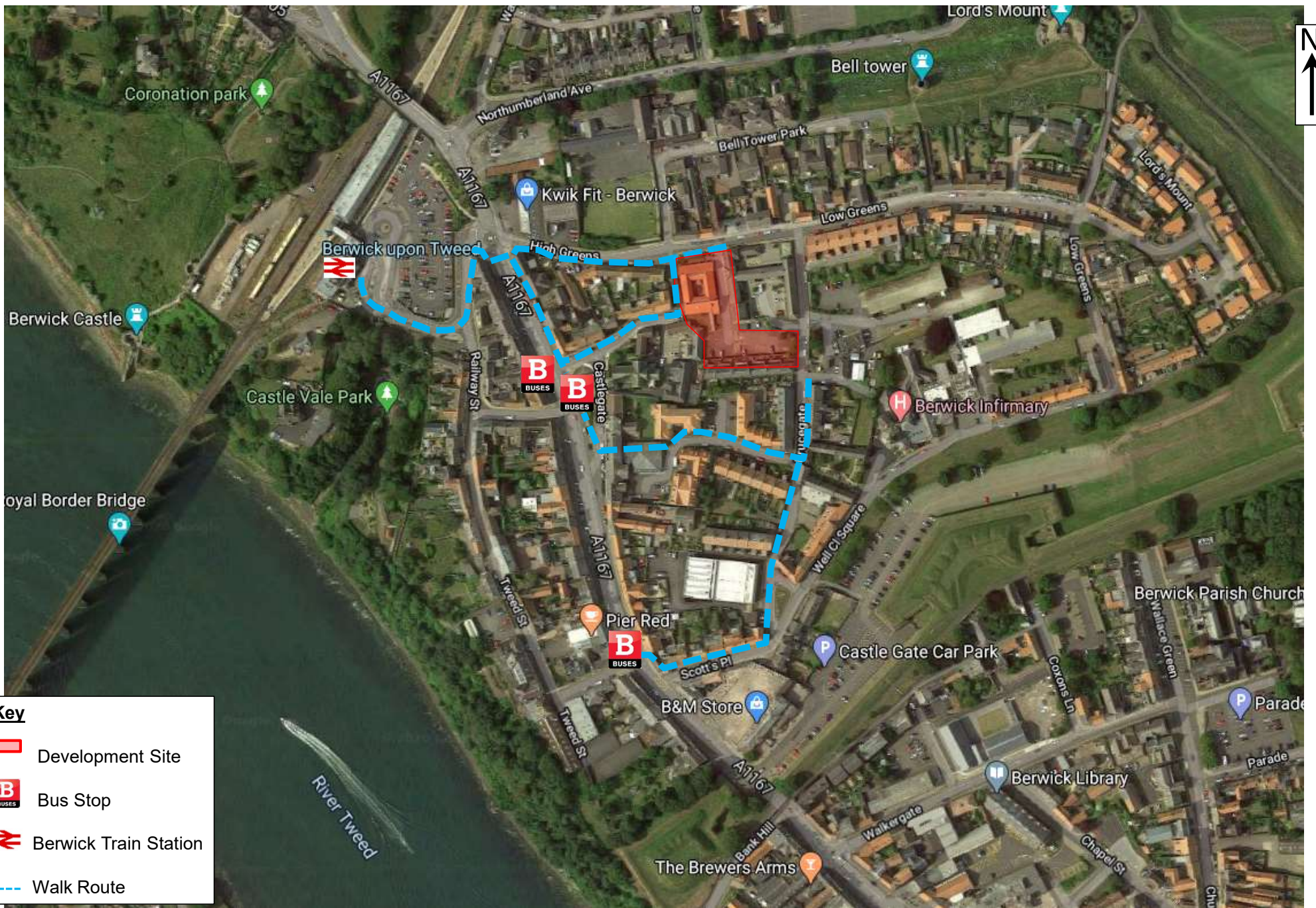


Source: Northumberland County Council Public Rights of Way Interactive Map

Berwick Infirmary, Berwick Public Rights of Way Plan

Figure 2





Key

-  Development Site
-  Bus Stop
-  Berwick Train Station
-  Walk Route

Berwick Infirmary, Berwick

Local Public Transport



Key

- Development Site
- 1.95km Walk Catchment Area

Source: Google Earth

Berwick Infirmary, Berwick Walking Catchment Plan

Figure 4



Key

- ★ Development Site
- 4.3km Cycling Catchment Area
- 7.25km Cycling Catchment Area

Source: Google Earth

Berwick Infirmary, Berwick

Cycling Catchment Plan

Figure 5



APPENDIX B: DRAWINGS



27

31

Estate Car

Estate Car

HIGH GREENS

Entrance

Physiotherapy Department & Maternity Unit

1 to 11

Freemans Court

Estate car turning right, into site past estate cars

27

31

HIGH GREENS

Entrance

Physiotherapy Department & Maternity Unit

1 to 11

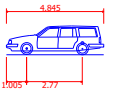
Freemans Court

653420

653400

653380

Estate car turning left, out of site past estate cars



Estate Car
 Overall Length 4.845m
 Overall Width 1.750m
 Overall Body Height 1.424m
 Min Body Ground Clearance 0.199m
 Max Track Width 1.655m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 4.950m

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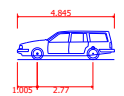
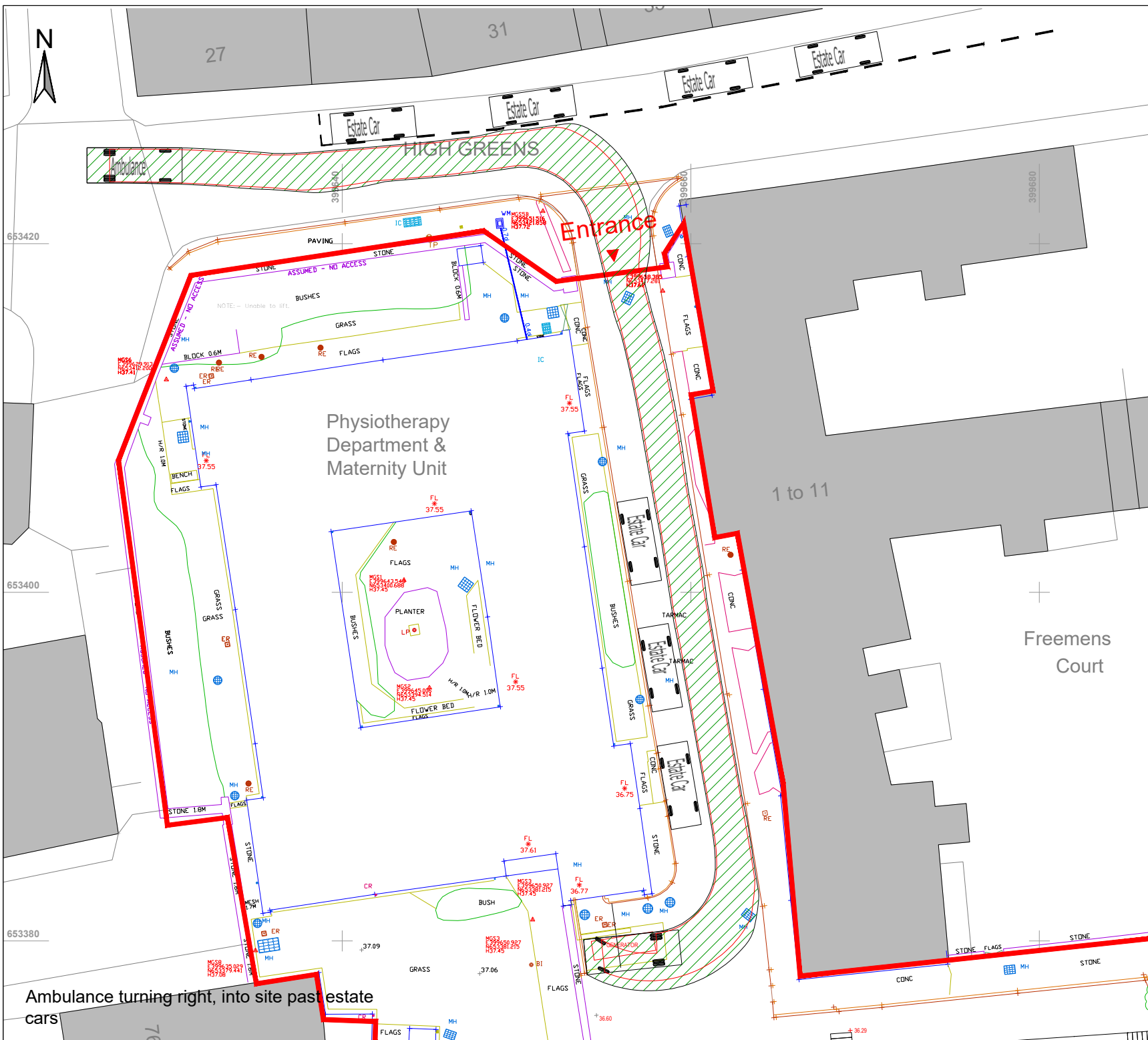
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BERWICK HOSPITAL TEMPORARY HOSPITAL WARD ONE

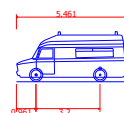
Sheet Title
VEHICLE TRACKING - ESTATE CAR IN AND OUT

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale	Suitability
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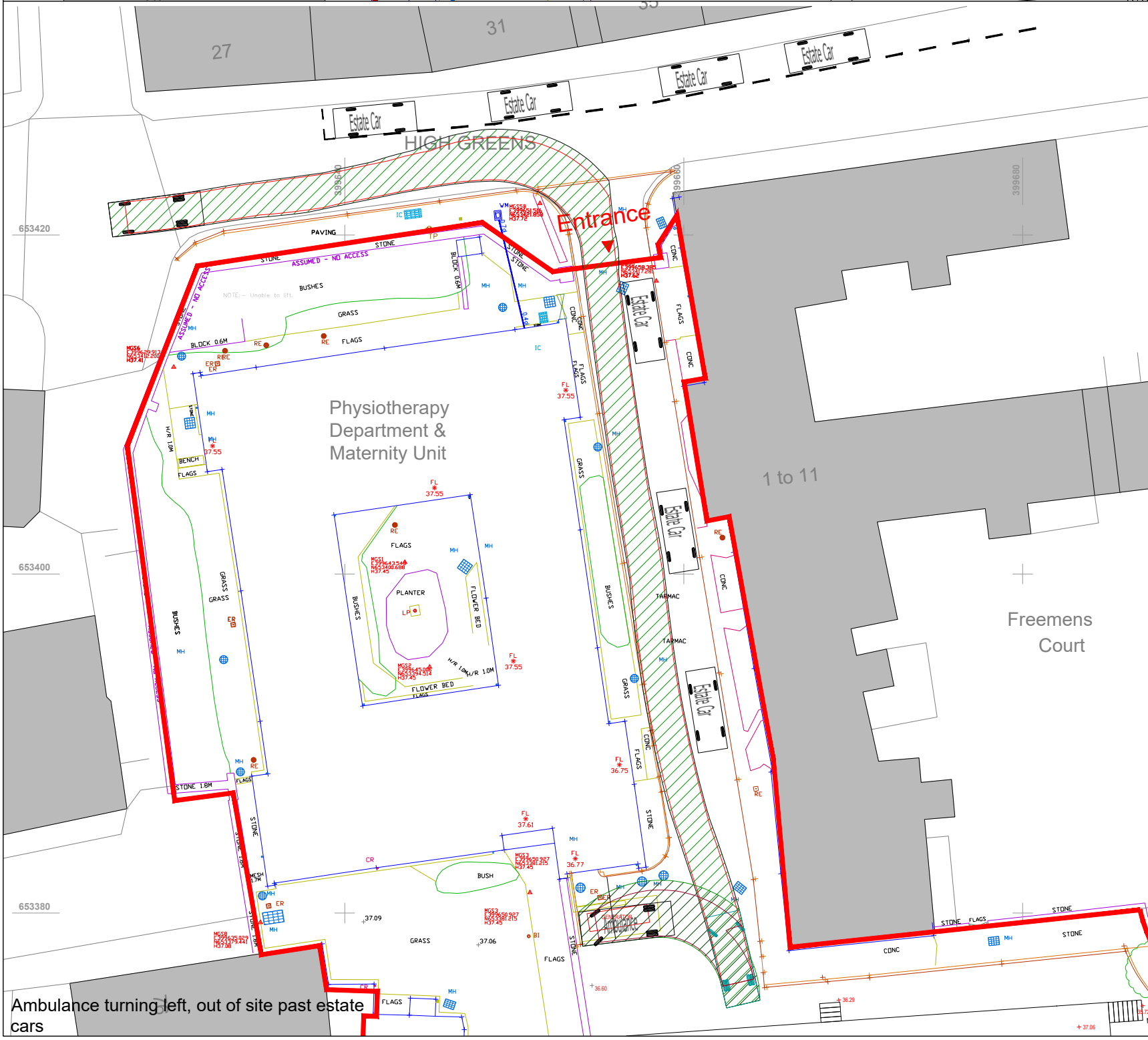
Client Project Number	Originator	Volume/System Level/Location	Type/Code	Role	Number	Revision
PROJ01	TTE	- XX -	DG - DR - H -	0001	P01	



Estate Car
 Overall Length 4.845m
 Overall Width 1.750m
 Overall Body Height 1.424m
 Min Body Ground Clearance 0.189m
 Max Track Width 1.655m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 4.950m



Ambulance
 Overall Length 5.461m
 Overall Width 2.020m
 Overall Body Height 2.498m
 Min Body Ground Clearance 0.225m
 Track Width 1.860m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 6.500m



PRELIMINARY ISSUE

P01	PRELIMINARY FIRST ISSUE	15/08/23	AJA	DG	AA
Rev	Description	Date	By	CHK	App

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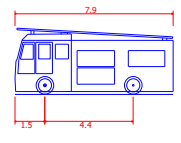
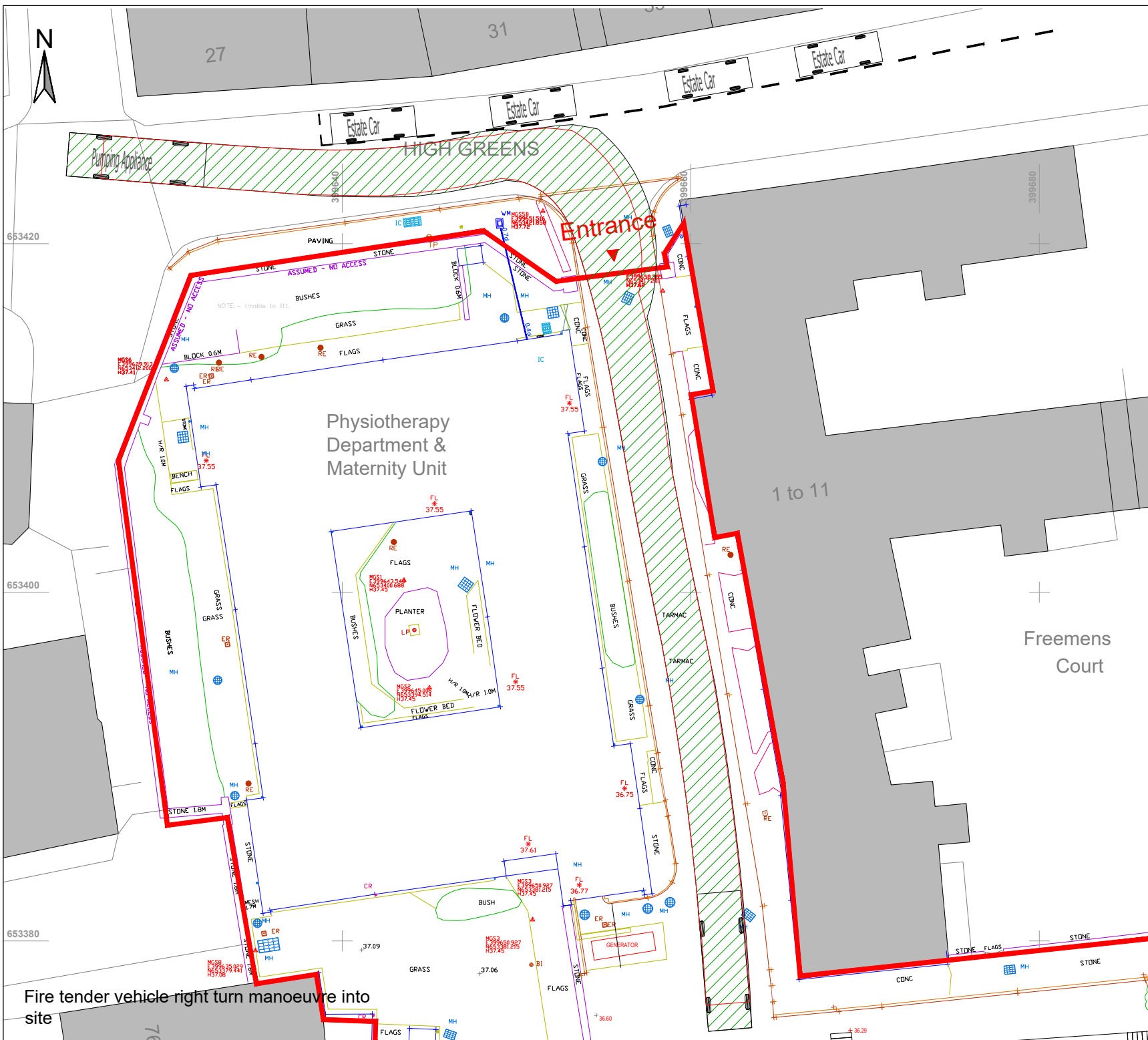


Client
NORTHUMBRIA HEALTHCARE FACILITIES MANAGEMENT LIMITED

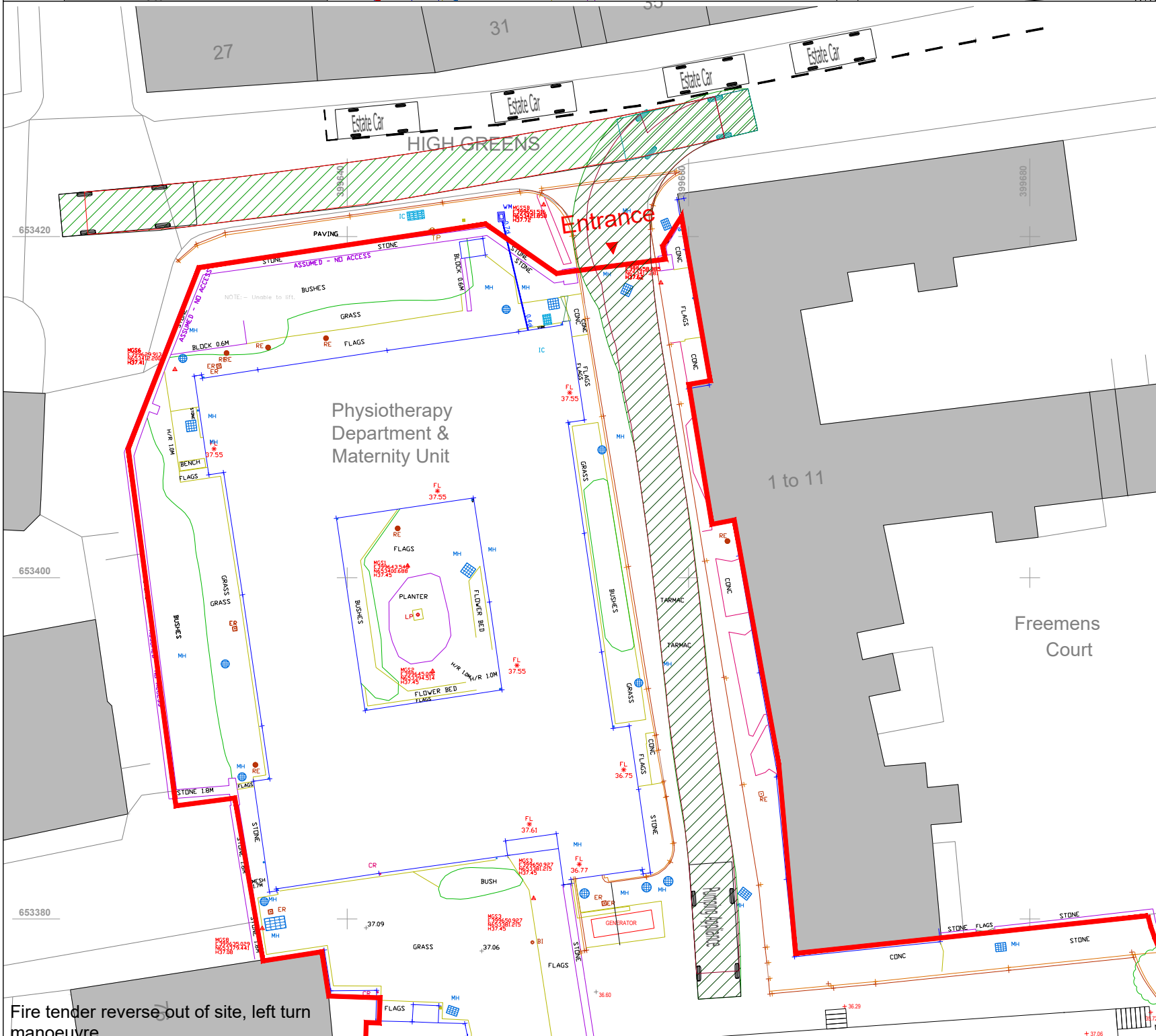
Project Name
BERWICK HOSPITAL TEMPORARY HOSPITAL WARD ONE

Sheet Title
VEHICLE TRACKING - AMBULANCE IN AND OUT

TTE Project Number	784-A089788	Drawn By	AJA	Date	AUG '23	Checked By	DG	Date	AUG '23	Approved By	AA	Date	AUG '23	Scale	A3	Subsidiary	S0
Client Project Number	PROJ01	Originator	TTE	Volume/System	XX	Level/Location	DG	Type/Code	DR	Role	H	Number	0002	Revision			



Pumping Appliance	7.900m
Overall Length	2.500m
Overall Width	3.300m
Overall Body Height	3.500m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m



PRELIMINARY ISSUE

P01	PRELIMINARY FIRST ISSUE	15/08/23	AJA	DG	AA
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Client
NORTHUMBRIA HEALTHCARE FACILITIES MANAGEMENT LIMITED

Project Name
BERWICK HOSPITAL TEMPORARY HOSPITAL WARD ONE

Sheet Title
VEHICLE TRACKING - FIRE TENDER VEHICLE IN AND OUT

TTE Project Number	784-A089788	Drawn By	AJA	Date	AUG '23	Checked By	DG	Date	AUG '23	Approved By	AA	Date	AUG '23	Scale	A3	Suitability	S0
Client Project Number	PROJD	Originator	TTE	Volume/System	XX	Level/Location	DG	Type/Code	DR	Role	H	Number	0003	Revision	P01		

APPENDIX C: ACCIDENT DATA

Location and Severity of Collisions in High Greens, Berwick, Jan 2018 to July 2023



Legend	
Collision Severity	
Fatal	▲
Serious	■
Slight	●

First School 2023

A1167

975415

320113

High Greens

Bell Tower Place

High Greens

Railway Street

The Castle

Cash and Carry Carpets

Castlegate

A1167

Railway Street

The White Horse

Castlegate Interior

Berwick War Memorial

Castlegate

Temperance Terrace

Brucegate

0 30 60 m

Slight Accident

Involving 2 Vehicle, 1 Casualty

0320113

Location	Northumberland A 1167 399523E, 653426N	Date/Time	Sunday 19 August 2018 08:35
Road	Roundabout 30	Junction	Roundabout Give way or uncontrolled
Conditions	Daylight - Street Lights Present Fine without high winds Dry None None None within 50 metres No physical crossing facility within 50 metres	Contributory	

Vehicle 1

Driver	Male, 70 Driver not contacted at time of accident Postcode: TD15 2EW Not known	Vehicle	Car No tow or articulation
Collisions	Hit no other vehicle Front None None	Location	On main carriageway - not in restricted lane Entering roundabout
		Movement	Vehicle moving from East to West Turning left No skidding, jack-knifing or overturning Did not leave carriageway

Vehicle 2

Driver	Male, 46 Not applicable Postcode: TD15 1QB Commuting to/from work	Vehicle	Pedal Cycle No tow or articulation
Collisions	Hit no other vehicle Nearside None None	Location	On main carriageway - not in restricted lane Leaving roundabout
		Movement	Vehicle moving from North to South Going ahead other No skidding, jack-knifing or overturning Did not leave carriageway

Casualty 1 - Slight

Driver or rider		Not a car passenger
Male	46	Not a bus or coach passenger
TD15 1QB		

***Description
of Location***

CASTLEGATE A1167 AT JN WITH HIGH GREENS

***Description
of Accident***

V2 IS A PEDAL CYCLE AND WAS RIDING SOUTH ON A1167, BERWICK AND WHILE CROSSING RAB WITH HIGH GREENS V1 HAS DRIVEN ONTO THE RAB AND COLLIDED WITH V2 CAUSING THE RIDER TO FALL OFF AND BENDING THE BIKE FRAME. AS A RESULT OF THE RTC THE RIDER HAS SUSTAINED A SPRAIN TYPE INJURY TO HIS LEFT WRIST. THE DRIVER OF V1 SAID AT THE TIME THAT HE HAD NOT SEEN THE PEDAL CYCLE WHICH THE WITNESS CONFIRMS. DRIVER WAS SPOKEN TO BY POLICE OVER TELEPHONE AND AGAIN CONFIRMED HE PULLED ONTO THE RAB AS HE DID NOT SEE TH

Moderately Serious Accident

Involving 2 Vehicle, 1 Casualty

0975415

Location	Northumberland A 1167 399510E, 653431N	Date/Time	Monday 24 August 2020 16:00
Road	Single Carriageway 30	Junction	Roundabout Give way or uncontrolled A 1167
Conditions	Daylight - Street Lights Present Fine without high winds Wet/Damp None None None within 50 metres No physical crossing facility within 50 metres	Contributory	

Vehicle 1

Driver Male, 70
Driver not contacted at time of accident
Postcode: TD15 1PU
Not known

Collisions Hit no other vehicle
Nearside
None
None

Vehicle Car
No tow or articulation

Location On main carriageway - not in restricted lane
Mid junction - on roundabout or on main road

Movement Vehicle moving from South to North
Overtaking moving vehicle on its offside
No skidding, jack-knifing or overturning
Did not leave carriageway

Vehicle 2

Driver Male, 38
Not applicable
Postcode: TR4 8BX
Not known

Collisions Hit no other vehicle
Offside
None
None

Vehicle Pedal Cycle
No tow or articulation

Location On main carriageway - not in restricted lane
Mid junction - on roundabout or on main road

Movement Vehicle moving from South to North
Going ahead other
Overturned
Did not leave carriageway

Casualty 1 - Serious

Driver or rider
Male 38
TR4 8BX

Not a car passenger
Not a bus or coach passenger

***Description
of Location***

RAILWAY STREET AT JUNCTION WITH CASTLEGATE (A1167)

***Description
of Accident***

VEHICLE 2 WHICH IS A PEDAL CYCLE WAS TRAVELLING UP THE BANK AND CYCLING AROUND THE MINI ROUNDABOUT WHEN VEHICLE 1 HAS TRIED TO OVERTAKE VEHICLE 2 ON THE ROUNDABOUT HOWEVER WAS TOO CLOSE AND COLLIDED WITH VEHICLE 2 KNOCKING THE RIDER OFF INTO THE METAL RAILINGS. THE DRIVER OF VEHICLE 1 STOPPED 40 YARDS FURTHER UP THE ROAD GOT OUT OF HIS VEHICLE BUT THEN DROVE OFF AGAIN