

ORSETT HOSPITAL, ORSETT - PROPOSED TEMPORARY ENDOSCOPY UNIT

Transport Statement
on behalf of MEHT

TRP-1-01b
Transport Statement
Version 03
07 February 2024

Document Status

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1 INTRODUCTION

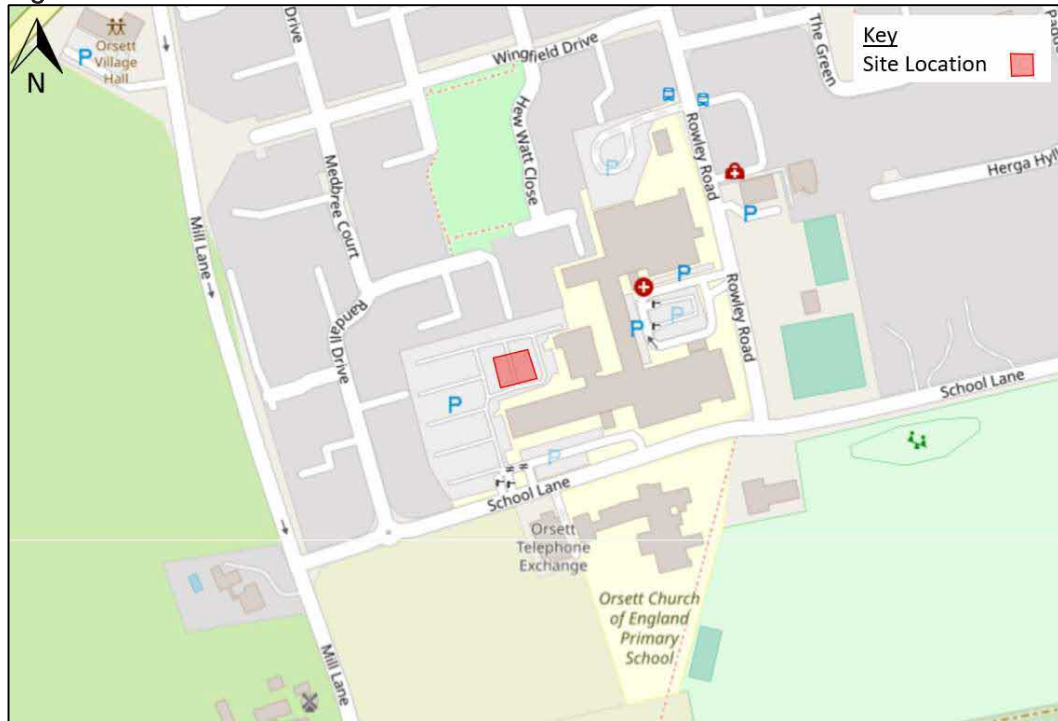
1.1 This Transport Statement has been prepared on behalf of the Mid and South Essex NHS Foundation Trust (herein after “the Trust”) in relation to the temporary development proposals of an Endoscopy Unit at Orsett Hospital, Rowley Road, Orsett, Grays, RM16 3EU (the “Site”).

1.2 The Site is located within the administrative boundary of Thurrock Borough Council (TBC).

Site Location

1.3 The Site is located at Orsett Hospital within the existing main car park to the north of School Lane, and approximately 500 metres to the south of Orsett Village Centre. The Site location is illustrated by **Figure 1** and **Appendix 1**.

Figure 1: Site Location



1.4 The Site is accessed by School Lane to the south via the wider hospital car park and the Orsett Hospital buildings are located to the east.

Existing Site Use

1.5 The existing Site is currently occupied by 21 car parking spaces and associated traffic island.

Development Proposals

- 1.6 The development proposal is for the use of the existing car parking bays to install a temporary Endoscopy Unit alongside Orsett Hospital. The proposed unit will be in situ for a temporary period of up to two years.
- 1.7 A copy of the proposed Site Layout Plan and boundary is provided in **Appendix 2**.

Transport Statement

- 1.8 This Transport Statement has been prepared to accompany a planning application being made to Thurrock Borough Council for the proposed development.
- 1.9 The remainder of this Transport Statement is structured as follows:
- **Section 2** – Existing Site Conditions.
 - **Section 3** – Policy Context.
 - **Section 4** – Development Proposals.
 - **Section 5** – Trip Generation.
 - **Section 6** – Transport Impacts.
 - **Section 7** – Summary and Conclusion.

2 EXISTING SITE CONDITIONS

- 2.1 This section of the Transport Statement provides a description of the existing accessibility and parking position at the Site and the surrounding transport network.

Site Description and Location

- 2.2 The Site is located within the Orsett Hospital main car park, approximately 500 metres to the south of Orsett Village Centre. The Site is bordered by Orsett Hospital to the south and east, and the Orsett Hospital main car park to the west. The location of the Site is illustrated in **Appendix 1**.
- 2.3 There is a total of circa 230 car parking spaces associated with Orsett Hospital (including disabled parking provision). The Site is currently occupied by 21 car parking spaces and associated traffic island within the main car park.
- 2.4 The Site is currently accessed via the existing main vehicular access to Orsett Hospital main car park off School Lane to the south. School Lane provides the main vehicular access to Orsett Hospital and runs on an east / west alignment between Mill Lane and Rectory Road. Rectory Road, Mill Lane and Rowley Road provide routes from School Lane to the B188 High Road to the north.
- 2.5 Pedestrian access to the Site is taken via the existing car park entrance / exit via School Lane from the southern boundary of the hospital.

Local Pedestrian and Cycle Network

Pedestrian Accessibility

- 2.6 The Site is readily accessible for pedestrians either walking alone or as part of a multi-modal journey. The Site is approximately a 500 metre / seven-minute walk to the south of Orsett Village Centre, and adjacent to residential areas to the north and west. Furthermore, there are numerous bus stops located within a reasonable walking distance of the Site that are connected by footways to the Site. These bus stops are located on Rowley Road and Rectory Road to the east, and Stanford Road to the south.
- 2.7 The hospital's main pedestrian access is via Rowley Road to the east of the Site. A continuous pedestrian footway is provided along Rowley Road, which connects to an internal footway around the hospital drop-off area connecting to the main entrance. Pedestrians can then route through the hospital buildings to connect to a further path linking the existing hospital exit on its western side to the main car park, where the Site is located.
- 2.8 Additionally, School Lane, has a continuous footway on the northern side of the carriageway. A footway is provided on the southern side of School Lane from Rowley Road, terminating just to the west of the Orsett Church of England Primary School. These footways benefit from street lighting along the entirety of its length and are furnished with dropped kerbs where appropriate, providing access to the Site. A one-way localised narrowing is located on School Lane, with priority in the eastbound direction, providing drop kerbs and tactile paving to assist with the safe crossing of pedestrians.

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- 2.9 Rowley Road, from which the B188 High Road can be accessed, provides footways for pedestrians on both sides of the carriageway with continuous streetlighting, dropped kerbs and tactile paving, where appropriate.
 - 2.10 The B188 High Road benefits from street lighting and wide footways on both sides that connect the Site with Orsett Village Centre.
 - 2.11 Rectory Road, which further provides a route to the B188 to the north and Stanford Road to the south, benefits from a shared footway / cycleway on the western side of the carriageway from the junction with School Lane to the A1013 to the south of the Site.
 - 2.12 Informal pedestrian crossing facilities are provided on School Lane approximately a 120-metre walk (circa one-minute) to the south-east of the Site and across the Rowley Road arm of the School Lane / Rowley Road priority junction (circa 140 metre / two-minute walk) to the south-east of the Site. These crossings provide dropped kerbs to support safe pedestrian movements to the Site.
 - 2.13 The condition of the local footway network is of a reasonable standard, with dropped kerbs and tactile paving provided at most crossing points. Street lighting commensurate with the local area is provided within the vicinity of the Site, with appropriate street lighting provided at crossing points.
 - 2.14 Given the existing pedestrian infrastructure, it is considered the development Site is accessible to pedestrians, and there are good opportunities for pedestrians to walk between the Site and public transport services.

Cycle Accessibility

- 2.15 The development Site is served by a local network of roads deemed suitable for most cyclists to use as illustrated on the Thurrock Cycle Network map within **Appendix 3**, suggesting that the local road network would not be a limiting factor in people choosing to cycle. Thus, the development Site is considered accessible to cyclists in the local area.
- 2.16 The shared path along Rectory Road provides a traffic-free cycleway that connects to a traffic free cycle path which runs adjacent to the A1013 providing a connection to Stanford-le-Hope Train Station to the east, Grays, Tilbury, and Lakeside.
- 2.17 Furthermore, the A1013 connects to London Road which further connects to the National Cycle Network (NCN) Route 13, circa 5 kilometres to the east of the Site. This route passes through Basildon and Chelmsford to the north where it connects with wider local and national cycling networks.
- 2.18 The A1013 also connects to the NCN Route 137, circa 3.5 kilometres to the southwest of the Site. This route passes through North Stifford where it connects with wider local and national cycle routes.
- 2.19 There are 2 existing cycle shelters provided for staff use within the wider hospital, providing a total of 20 cycle parking spaces. The Trust has advised that these spaces are currently very underused.

Public Transport Accessibility

Bus Services

2.20 The closest bus stops to the Site are the Orsett Hospital bus stop pair, located on the Rowley Road, circa 400 metres / six-minute walk to the northeast of the Site.

2.21 **Table 2.1** summaries the service, route, and frequencies of bus services nearest to the Site.

Table 2.1: Summary of Local Bus Services (Hospital Bus Stop)

Bus Stop	Bus No	Route	Weekday			Time of Service		Weekend	
			Frequency (Services / hour)			First	Last	Frequency (Services / hour)	
			AM Peak	Off Peak	PM Peak			Sat	Sun
Orsett Hospital (Rowley Road)	200	Basildon Bus Station – Stanford-le-Hope-Grays Bus Station	2	1	1	06:30	18:46	1	0

Source: <https://bustimes.org/>

2.22 The 200 service provides a direct link to Basildon Bus Station and Grays Bus Station, where additional bus services are provided.

2.23 A further service is available from the Orsett Stanford Road bus stop pair, located on Stanford Road, circa one kilometre / 15-minute walk to the southeast of the Site. **Table 2.2** provides a summary of the bus services at these stops.

Table 2.2: Summary of Local Bus Services (Stanford Road Bus Stop)

Bus Stop	Bus No	Route	Weekday			Time of Service		Weekend	
			Frequency (Services / hour)			First	Last	Frequency (Services / hour)	
			AM Peak	Off Peak	PM Peak			Sat	Sun
Orsett Stanford Road	100	Basildon- Grays-Lakeside	3	2	3	05:11	23:51	3	2

Source: <https://bustimes.org/>

2.24 Furthermore, a pair of bus stops (Orsett Rectory Road), located on Rectory Road, circa 500m / seven-minute walk to the east of Site provide a school bus service (no. 475) during the morning and evening. This service provides a route from Stanford-Le-Hope and Brentwood.

2.25 As shown in **Tables 2.1** and **2.2**, the Site is accessible from two bus routes, providing regular service and good levels of accessibility in the morning and evening peak hours, in addition to off peak hours respectively between local areas.

Rail Services

- 2.26 Stanford-le-Hope Station is located circa four kilometres to the east of the Site.
- 2.27 The Stanford-le-Hope Station is on the London, Tilbury and Southend line and provides a route to London Fenchurch Street and Southend Central. The station is served by the rail operator c2c.
- 2.28 **Table 2.3** provides a summary of the direct rail services operating from Stanford-le-Hope Station and **Appendix 4** provides a map of the rail network that operate services to and from Stanford-le-Hope Station.

Table 2.3: Direct Rail Services and Frequencies

Service	Route	Weekday Frequency (Approximate Trains per Hour)		Weekend Frequency (Approximate Trains per Hour)	
		AM Peak	PM Peak	Saturday	Sunday
c2c	Stanford-le-Hope –Ockendon – London Fenchurch Street	2	2	2	2
c2c	Stanford-le-Hope –Ockendon – Southend Central	2	2	2	2

- 2.29 As seen in **Table 2.3**, Stanford-le-Hope Station provides frequent services towards London Fenchurch Street and Southend Central. These services provide good access to local train stations including Grays, Ockendon, Pitsea, Leigh-on-sea, Westcliff.
- 2.30 Cyclists can readily access Stanford-le-Hope station, which is located a 15-minute cycle from the Site. The station benefits from 70 sheltered cycling stands located outside the station entrance and in the car park, providing future site users, in particular staff, with realistic sustainable travel options to and from the station to the Site.

Local Highway Network

School Lane

- 2.31 The Site is accessed via internal hospital access roads from School Lane, which is located to the south of the Site and runs between Rectory Road to the east and Mill Lane to the west.
- 2.32 School Lane is a single carriageway road, subject to a 30 miles per hour (mph) speed limit along its entirety, with streetlighting running along its length.
- 2.33 School Lane forms a mini roundabout junction with Randall Drive to the west of the Site that provides access to a residential estate, which further connects to the B188 High Road to the north via Bonham Drive. School Lane connects to Rowley Road to the east where it forms the major arm of a simple priority junction, Rowley Road provides a direct route north to the B188.

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- 2.34 School Lane also forms a mini roundabout junction with Rectory Road to the east of the Site that provides access to the B188 High Road to the north and Stanford Road to the south.
 - 2.35 School Lane accommodates parking on the southern side of the carriageway to the east of the junction with Rowley Road and no waiting at any time parking restrictions are provided on the northern side of the carriageway.
 - 2.36 To the west of Rowley Road, School Lane is subject to no waiting at any time restrictions (double yellow lines) and school keep clear road markings on the southern side of the carriageway along the Orsett Church of England Primary school frontage. In addition, 'No Loading' restrictions operate on the northern side of the carriageway, Monday to Friday between 8am and 5pm.

Rowley Road

- 2.37 Rowley Road is subject to no waiting at any times parking restrictions (double yellow lines) on both sides of the carriageway. Rowley Road also provides access to the nearest bus stops to the Site. It is provided with continuous footways on both sides of the carriageway.
- 2.38 Rowley Road is a single carriageway road, subject to a 30mph speed limit along its entirety, with streetlighting running along its length.

B188 High Road

- 2.39 The B188 High Road to the north of the Site connects the Site to the wider highway network. The B188 High Road provides access to the A128 to the east of Orsett village. The A128 provides a route to the A127 and Brentwood to the north, and the A13 strategic road network to the south. Rectory Road provides the most direct connection between the Site and the A13 via the A1013 and Orsett Cock Roundabout.

Vehicular Access / Car Parking

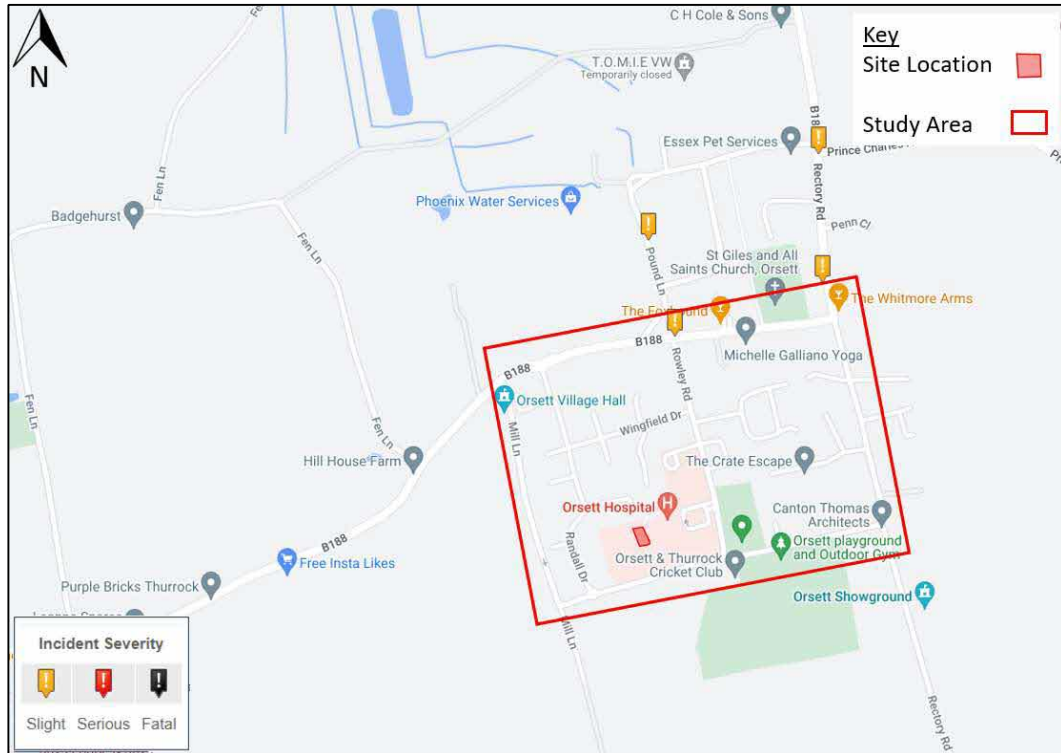
- 2.40 The main vehicular access to the Site is from School Lane to the south, via the existing main access to Orsett Hospital and the associated main car parking area. This access is barrier controlled.
- 2.41 Two further vehicle crossover accesses to Orsett Hospital are located on School Lane to the east of the main car park access. These provide ambulance, disabled and staff parking access with entry via the western access and egress via the eastern access.
- 2.42 There is a total of circa 230 car parking spaces (including disabled parking provision) associated with Orsett Hospital.
- 2.43 The Site is currently occupied by 21 car parking spaces within the hospital's main car park.

Personal Injury Collision Data

- 2.44 Personal Injury Collision (PIC) data has been obtained from the Crashmaps website (www.crashmaps.com) for collisions along School Lane, Rowley Road and the B188 within the vicinity of the Site.
- 2.45 Data has been obtained for the most-recent available five-year period, from January 2017 to December 2021.

2.46 **Figure 2** shows the locations of the recorded collisions in the vicinity of the Site during this period.

Figure 2: PIA Data Map



2.47 As shown in **Figure 2**, only one incident was recorded in the study area over the most recent five-year period. This incident was deemed slight in nature.

2.48 The only incident to occur was located at the Rowley Road / B188 / Pound Lane priority junction to the northeast of the Site. The incident did not involve any pedestrians or cyclists.

2.49 The PIC data analysis has not demonstrated any significant safety issues on the local highway network surrounding the Site.

Summary

2.50 This section has identified the existing transport conditions in proximity to the Site and has outlined the accessibility of the Site to local transport services. The Site is located with access to local bus services within a reasonable walking distance. This shows that the Site is in an accessible location, and has good transport sustainability credentials, offering real alternatives to the use of private car.

3 POLICY CONTEXT

- 3.1 This section of the Transport Statement summarises the relevant national and local transport policy against which the development proposals have been considered.

National Policy

National Planning Policy Framework (NPPF, December 2023)

- 3.2 The current National Planning Policy Framework (NPPF) was updated on 19 December 2023, replacing the previous NPPF, which was most recently updated in September 2023.

- 3.3 The NPPF sets out several transport objectives designed to facilitate sustainable development and contribute to a wider sustainability by giving people a choice about how they travel. In particular, Section 9 ‘Promoting Sustainable Transport’.

- 3.4 Paragraph 114 states:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be –or have been –taken up, given the type of development and its location;**
- b) safe and suitable access to the site can be achieved for all users;**
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and**
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”**

- 3.5 Paragraph 115 continues 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.”

- 3.6 In terms of planning applications, the NPPF states at Paragraph 116(a) that developments should:

“Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas, and second –so far as possible –to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.”

- 3.7 Paragraph 117 covers the need for Travel Plans and Transport Statements / Assessments for all developments, which generate significant amounts of movement.
- 3.8 Regarding parking, Paragraph 111 of the NPPF states that:
- “If setting local parking standards for residential and non-residential development, policies should take into account:**
- a) The accessibility of the development;**
 - b) The type, mix and use of development;**
 - c) The availability of and opportunities for public transport;**
 - d) Local car ownership levels; and**
 - e) The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”**
- 3.9 Paragraph 112 states that:
- “Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with Chapter 11 of this Framework).”**

Planning Practice Guidance (NPPG) ‘Travel Plans, Transport Assessments and Statements in Decision-Taking’ (6 March 2014)

- 3.10 The National Planning Practice Guidance (NPPG) was last updated in June 2021. The Planning Practice Guidance –Travel Plans, Transport Assessments and Statements in Decision-Taking element of the NPPG was last updated March 2014 and provides a concise report on the use and importance of Transport Assessments / Statements and Travel Plans.
- 3.11 Regarding whether to provide a Transport Assessment, Transport Statement or no assessment, the guidance states that local planning authorities, developers, relevant transport authorities, and neighbourhood planning organisations should agree what evaluation is needed in each instance.
- 3.12 The guidance states that Transport Assessments / Statements and Travel Plans can positively contribute to encouraging sustainable travel, lessening traffic generation and its detrimental impacts, and reducing carbon emissions and climate impact. In doing so they can create accessible, connected, inclusive communities with improved road safety, health, and quality of life.
- 3.13 The guidance states that Transport Assessments / Statements and Travel Plans should be proportionate to the size and scope of the proposed development, be tailored to local circumstances and be established at the earliest practicable possible stage of a development proposal.

Local Planning Policy and Guidance

Thurrock Core Strategy and Policies for Management of Development (2011)

- 3.14 The Thurrock Local Development Plan –Core Strategy and Policies for Management of Development was adopted in January 2015. This is a strategic document that provides broad guidance on the *“scale and distribution of development and the provision of supporting infrastructure.”*
- 3.15 Core Policy CSTP11 –Health Provision states that:
- “The council will work with partners to deliver: Health care facilities that are located according to need, and which are accessible to all people in the Borough, including by public transport, cycling or walking.”**
- 3.16 Policy PMD9 –Road Network Hierarchy states further that:
- “The Council will only permit the development of new accesses or increased use of existing accesses where:**
- i. There is no possibility of safe access taken from an existing or proposed lower category road**
 - ii. The design of the development minimises the number of accesses required.**
 - iii. The development makes a positive contribution to road safety or road safety is not prejudiced.**
 - iv. The development preserves or enhances the quality of the street scene.**
 - v. The development avoids causing congestion as measured by link and junction capacities.**
 - vi. Measures are taken to mitigate all adverse air quality impacts in or adjacent to Air Quality Management Areas.**
 - vii. The development will minimise adverse impacts on the quality of life of local residents, such as noise, air pollution, and the general street environment.**
 - viii. The development will make a positive contribution to accessibility by sustainable transport.**
- 3.17 The relevant policy requires that development provide suitable connections to / from the Site to encourage travel by sustainable modes of transport. The development is in good proximity to Orsett Village Centre, accessible by public transport and walking and cycling routes, as identified in **Section 3**. It is therefore considered that the development proposals accord with the requirements of the Thurrock Core Strategy, providing sustainable travel options to the Site thereby reducing the reliance on the private car.
- 3.18 Furthermore, Policy PDM10 –Transport Assessment and Travel Plans states:

“Transport Assessments, Transport Statements, and Travel Plans must accompany planning applications in accordance with the Department for Transport guidance in Guidance on Transport Assessments (March 2007).

- i. Travel Plans must be consistent with Council policies. They will normally be secured through planning obligations, although planning conditions might suffice where this will clearly be the best option because the outcomes and measures required are simple and very clear, such as where the travel plan is for an existing use.
- ii. All developments that fall below the thresholds for individual Travel Plans will be expected to support the Council’s Smarter Choices programme or Area Wide Travel Plans.
- iii. Where schools add capacity through development or new schools are proposed, they will be required to develop a School Travel Plan or revise their existing Travel Plan.
- iv. Proposals for residential developments of 25 units or more should be accompanied by a ‘Safe Routes to School’ assessment.
- v. Development will only be permitted where the Travel Plans, Transport Assessments or Transport Statements are agreed by the Council and there is adequate provision for existing.”

Thurrock Transport Strategy (2013)

- 3.19 The Thurrock Transport Strategy sets out Thurrock Council’s transport strategy for the period 2013 to 2026. The document was first published in March 2011. Based on a robust evidence base and feedback from residents and key stakeholders, it sets out the aims, objectives, and a series of policies for delivering transport improvements in Thurrock.
- 3.20 The aim of the document is to tackle congestion, deliver accessibility, improve air quality, and make Thurrock’s roads safer to aid the economic growth and regeneration of the borough.
- 3.21 One of the strategic aims is to tackle the congestion in the borough, the aim states that:
- “Thurrock Council will manage the demand for travel in Thurrock through a policy of encouraging sustainable development patterns and use of public transport, walking and cycling.”**
- 3.22 Furthermore, it is stated within Policy TTS1 that:
- “All major new housing and employment sites should have safe and convenient walking and cycling networks which connect with existing parts of the pedestrian and cycle network.”**

- 3.23 It is considered that the development proposals accord with the requirements of both the strategic aims and Policy TTS1 of the Thurrock Transport Strategy providing sustainable travel options to the Site thereby reducing the reliance on the private car.

New Local Plan for Thurrock

- 3.24 TBC began working on a New Local Plan in 2014 which will seek to guide the amount of development for Thurrock and its allocation across the borough for the period up to 2040, and when adopted the emerging Local Plan will act as a central consideration in assessing forthcoming planning applications.
- 3.25 TBC held formal consultations during 2016, 2018 and 2019 on Local Plan issues and options, which have been processed into preparing a draft Local Plan. The Council outline that the emerging Local Plan is estimated to be adopted in 2026.

Thurrock Council: Parking Design and Development Standards (March 2020)

- 3.26 Thurrock Council: Parking Design and Development Standards sets out the parking design standards and the parking development standards that are required throughout the Borough.
- 3.27 Chapter 3 of this report states that:
- “Developers will be required to submit a Transport Assessment (TA) to support any large-scale development proposal, particularly where the development will have a significant impact on demand for travel. The TA will detail proposed parking provision.”**
- 3.28 The Thurrock Council: Parking Design and Development Standards sets out car and cycle parking standards for different forms of development.
- 3.29 **Table 3.1** sets out the car and cycle parking standards for hospitals within the Thurrock Council: Parking Design and Development Standards, which fall under Planning Use Class C1.

Table 3.1: Thurrock Car and Cycle Parking Standards –Medical Centres

Use	Vehicle (Maximum)	Cycle (Minimum)	PTW (Minimum)	Disabled (Minimum)
Hospital	To be considered on a case by case basis	1 space per 4 staff, plus 1 space per consulting room	1 space, + 1 per 20 car spaces (for 1 st 100 car spaces), then 1 space per 30 car spaces (over 100 car spaces)	Dependent on actual development, on individual merit, although expected to be significantly higher than business or recreational development requirements

3.30 When considering hospital parking, the Guidance on page 17 states:

“It should be acknowledged that particular needs of hospitals arising from their 24-hour service (which impacts on accessibility for patients and visitors and on staff working patterns) should be taken into account and parking provision provided accordingly.”

Summary

3.31 The key transportation policy is to ensure that new developments are in locations that are or can be made sustainable, and that impacts on the local transport network are minimised. Future development should be in accessible locations, which can reduce the need to travel and encourage the use of sustainable transport modes such as walking, cycling and public transport.

3.32 In terms of sustainability, the Site benefits from good levels of accessibility to the existing bus and rail facilities, commensurate with the location of the Site and is accessible on foot and by bicycle. The Site will therefore provide staff and patients with a realistic alternative to the private car for some journeys.

3.33 As such, the development proposals are considered to accord to relevant land use and transport planning policy.

4 DEVELOPMENT PROPOSALS

- 4.1 This section of the report sets out details of the development proposals for the Site in terms of access, car and cycle parking provision, and servicing and refuse collection.

Development Background

- 4.2 The proposed development site is located within the car park for Orsett Hospital as illustrated **Figure 1** and **Appendix 1**.
- 4.3 The development proposal is for the use of the existing 21 car park bays for the temporary siting of an Endoscopy Unit that will sit in the car park alongside Orsett Hospital. The proposed unit will be in situ for a temporary period of up to two years. The proposed Site Layout Plan is provided at **Appendix 2**.

Access Arrangements

Vehicular

- 4.4 In accordance with the existing arrangements, vehicular access to the Site will be provided via the existing hospital car park entrance / exit from School Lane to the south of the Site (see **Appendix 2**). This will provide two-way vehicle access into the Site.
- 4.5 Two further vehicle crossover accesses are located on School Lane to the east of the main car park. These provide ambulance, disabled and staff parking access with entry via the western access and egress via the eastern access.

Pedestrian

- 4.6 In accordance with the existing provision, the main pedestrian access to the Site will be via Rowley Road to the east of the Site and through the main hospital buildings, exiting the building on the western side, and connecting to a footpath linking to the main car park, where the new Unit is to be located.
- 4.7 Ramped access will be provided at the unit to support access for those with mobility impairments.
- 4.8 Rowley Road is a lightly trafficked road, which is appropriate for pedestrians to use for access.

Cycle

- 4.9 Cyclists would access via the main hospital car park entrance off School Lane. Cyclists will benefit from School Lane being lightly trafficked.

Parking

Car Parking Provision

- 4.10 As outlined in **Table 3.1**, vehicle parking standards at hospitals within TBC are considered on an individual basis.

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- 4.11 The Site incorporates 21 of the 230 hospital car parking spaces.
- 4.12 Of the 21 spaces located within the Site, 20 spaces are to be relocated to the northeast of the Site within the estates yard to the rear of the hospital, and will be allocated for staff only parking, resulting in a net loss of one car parking space.
- 4.13 Total car parking provision for the hospital will therefore temporarily reduce from a total of circa 230 spaces to circa 229 spaces.

Cycle Parking Provision

- 4.14 Due to the nature of the development, it is anticipated that patients accessing the Site will not typically travel by bicycle. Staff travelling by bicycle will be able to use the existing staff cycle parking (20 spaces), which is currently under used.

Delivery, Servicing and Emergency Vehicles

- 4.15 Delivery, servicing, and emergency vehicles will access the Site as per the existing access arrangements for Orsett Hospital.
- 4.16 It is anticipated that deliveries and refuse collection to support the Site will be carried out in conjunction with the existing deliveries and refuse collection for Orsett Hospital. The proposed development is therefore not expected to generate any additional delivery and servicing trips. The management of deliveries and refuse will be co-ordinated by The Trust.
- 4.17 Emergency vehicles will be able to access the Endoscopy Unit if required via the existing vehicular access from School Lane.

Summary

- 4.18 This section of the report has detailed the proposed development proposals, which comprise:
- A temporary Endoscopy Unit.
 - Vehicle access to the Site via School Lane on the southern boundary of the hospital, and pedestrian access via the eastern boundary of the hospital off Rowley Road, in accordance with the existing provision.
 - Temporary reduction of one car parking spaces from 230 to 229 spaces.
 - Cycle parking facilities for staff available within the existing provision at Orsett Hospital.
 - Deliveries, servicing, and refuse collection to be undertaken in conjunction with the existing arrangements for the hospital.
 - Appropriate access for emergency vehicles if required as per existing arrangements.
- 4.19 The proposals cater for the future needs of site users and will encourage travel by non-car modes of transport, particularly for staff.

5 TRIP GENERATION AND IMPACTS

5.1 This section of the report sets out the likely trip generation associated with the proposed temporary development and the likely impacts of the development on parking at Orsett Hospital.

Trip Generation

5.2 The trip generation for the Site has been based on information provided by The Trust in relation to the expected number of daily trips for the Endoscopy Unit. The Trust has provided information that includes expected patient numbers per day and the average appointment length.

Patient Trip Generation

5.3 The development is expected to be operational 10-hours per day (between 08:00 –18:00). The maximum occupancy of the unit will be 32 patients per day with a typical dwell time on site of two hours. It is anticipated that a maximum of four patients will be on-site at any given time.

5.4 Based on these figures, a worst-case assessment of the respective morning and evening peak hours (08:00-09:00 and 17:00-18:00) indicates that there will be circa four patient two-way trips per peak hour.

5.5 **Table 5.1** summarises the maximum anticipated morning and evening peak hour patient trips to establish the potential future person trips that would be generated by patients at the proposed development.

Table 5.1: Expected Patient Trips for the Proposed Development

Person Trips	AM Peak (08:00 –09:00)			PM Peak (17:00 –18:00)			Daily (08:00 –18:00)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Total Trips	4	0	4	0	4	4	32	32	64

5.6 **Table 5.1** demonstrates that the development proposals would result in a total of four two-way patient trips in both the typical morning and evening peak hours based on a worst-case scenario and 64 daily two-way patient trips.

Staff Trip Generation

5.7 Based on the information provided by The Trust, there will be 8 to 10 staff on site at one time. It is therefore anticipated the proposed development will generate a maximum of 20 two-way staff trips per day, comprising 10 arrivals and 10 departures.

5.8 As advised by The Trust, the development is expected to be operational 10 hours per day, with single staff shifts typically covering a 10-hour period. Shifts will typically occur between 08:00-18:00, with staff members typically arriving by 07:45 and leaving after 18:15.

5.9 All staff trips will therefore typically be undertaken outside of both the morning (08:00 –09:00) and evening (17:00 –18:00) peak traffic hours.

5.10 **Table 5.2** summarises the anticipated morning and evening peak hour and daily staff trips to establish the potential future person trips that would be generated by staff members at the proposed development.

Table 5.2: Expected Staff Trips for the Proposed Development

Person Trips	AM Peak (08:00 –09:00)			PM Peak (17:00 –18:00)			Daily		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Total Trips	0	0	0	0	0	0	10	10	20

5.11 **Table 5.2** shows that the development proposals would result in no peak hour staff trips and up to 20 two-way staff trips daily.

Total Trip Generation

5.12 The patient and staff trip generation for the Site has been combined to provide an indication of the total trip generation for the proposed development during the respective morning and evening peak hours and daily. **Table 5.3** provides an indication of the anticipated total trip generation for the temporary development.

Table 5.3: Expected Total Trips for the Proposed Development

Person Trips	AM Peak (08:00 –09:00)			PM Peak (17:00 –18:00)			Daily (07:00 –21:00)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Total Trips	4	0	4	0	4	4	42	42	84

5.13 **Table 5.3** demonstrates that the development proposals are expected to generate a total of up to four two-way person trips in both the typical morning and evening peak hours and 84 daily two-way trips.

Multi-Modal Trip Generation and Impacts

5.14 It is anticipated that patients and staff will use a variety of modes of transport to access the development.

5.15 A worst-case scenario assessment has been carried out for different modes of transport to ascertain the potential temporary impact of the future development trips by different modes of travel. This assessment considers the impact the maximum number of potential person trips would have on each mode of transport, assuming all trips are undertaken by the same mode of travel rather than spread across several modes.

Highway Impacts

- 5.16 Based on the worst-case predicted daily vehicular trip generation, assuming all patients and staff travel independently by car (84 daily two-way vehicle movements), and available Department for Transport Road Traffic Statistics (2022), an impact assessment has been undertaken for the A13 to the south of the Site, assuming all trips use the A13.
- 5.17 This assessment indicates that the daily vehicular trips would result in a 0.15% increase in vehicles on the A13, which is minimal and within daily traffic flow variations. This increase in trips would not have a notable impact on the operation of the local highway network.
- 5.18 Based on the worst-case assessment scenario, resulting in four two-way trips in the peak hours, it is considered that the local highway network would readily be able to accommodate these trips and would not have a notable impact on its operation.
- 5.19 Furthermore, as staff trips to the development will typically occur outside of the morning and evening peak hours, these trips will not impact on the operation of the local highway network at peak times.
- 5.20 It is therefore considered that the development trips would not have a notable impact on the operation of the local highway network if all trips were undertaken by vehicle.

Pedestrian Cycle Impacts

- 5.21 It is considered that the existing pedestrian and cycling provision would readily be able to accommodate any increase in pedestrian and cycle trips generated by the development, based on the maximum possible trips of four in the morning and evening peak hours and 84 across the day, and would not have an adverse impact on their operation or highway safety.

Public Transport Impacts

- 5.22 Future public transport trips to the Site will be spread over a range of bus and rail services that are available locally, with two bus routes close to the Site providing access to four –five buses in the morning and evening peak hours.
- 5.23 It is considered that the existing good public transport provision would readily be able to accommodate any increase in public transport trips generated by the development, based on the maximum possible trips, of four in the morning and evening peak hours and 84 across the day, and that these trips would not have an adverse impact on their operation.

Parking Impacts

- 5.24 To understand the potential impact of the temporary increase on parking demand for the healthcare facilities at and close to the Site, information has been provided by The Trust.
- 5.25 The existing Orsett Hospital healthcare facilities are supported by circa 230 car parking spaces. The Site itself incorporates 21 of the spaces within the main car park. 20 of the parking spaces will be relocated within the estates yard to the rear of the hospital and allocated for staff only parking, resulting in a net reduction of one car parking space for the Orsett Hospital healthcare facilities.

- 5.26 The Trust has advised that the existing car parking provision serving the wider healthcare facilities is underused and that the loss of one car parking space will not have a notable impact on the parking availability given the existing levels of car parking demand.
- 5.27 The existing spare parking capacity will therefore ensure that the low levels of additional parking demand generated by the proposed development (maximum of four patient vehicles plus 10 staff vehicles at one time), coupled with existing parking demand for the wider healthcare facilities, will easily be accommodated by the 229 car parking spaces and will not have an adverse impact on the operation of the car parking provision at Orsett Hospital.

Overview

- 5.28 The proposed temporary development will generate a maximum of four two-way person trips in both the typical morning and evening peak hours and 84 daily two-way person trips.
- 5.29 An assessment of multi-modal trips to the Site indicates that an increase in vehicle trips will not have a severe residual impact on the operation of the local transport or highway networks in accordance with the requirements of the NPPF.
- 5.30 Based on the potential public transport trips generated by the development, it is considered that the movements could readily be accommodated by the good public transport services accessible from the Site.
- 5.31 It is considered that the existing pedestrian and cycling provision would readily be able to accommodate an increase in pedestrian and cycle trips generated by the development.
- 5.32 An analysis of the potential parking impacts shows that any additional parking demand likely to be generated by the proposed temporary development, could readily be accommodated due to an existing underutilisation of the wider healthcare facilities car parking spaces, and would not have a notable impact on its operation, would not result in overspill car parking on the local highway network and would not have an adverse impact on highway safety.

6 SUMMARY AND CONCLUSION

- 6.1 This Transport Statement has been prepared on behalf of The Mid and South Essex NHS Foundation Trust ('the Trust') in relation to the proposed temporary development of an Endoscopy Unit at Orsett Hospital for up to two years.

Existing Accessibility

- 6.2 The development Site is located within Orsett Hospital's main car park, approximately 500 metres to the south of Orsett Village Centre. The Site is accessed via the existing main vehicular access off School Lane, with pedestrian access off Rowley Road.
- 6.3 The Site is located close to Orsett Village Centre, with access to local bus services within walking distance. This shows that the Site is in an accessible location, and has good transport sustainability credentials, offering real alternatives to use of the private car.

Development Proposals

Land Use

- 6.4 The development proposal is for the use of 21 car parking spaces and a traffic island, located within the main car park of Orsett Hospital for the temporary siting of an Endoscopy Unit. The proposed unit will be in situ for a temporary period of up to two years.

Vehicular and Cycle Access

- 6.5 In accordance with the existing arrangements, vehicular and cycle access to the Site will be provided via the existing car park access from School Lane to the south of the Site. This will provide two-way vehicle access into the Site.
- 6.6 School Lane is a lightly trafficked road, which is appropriate for cyclists to use for access.

Pedestrian Access

- 6.7 In accordance with the existing provision, pedestrian access to the Site will be taken via the existing hospital main entrance to the east of the Site which in turn connects into the existing pedestrian footways along Rowley Road.
- 6.8 Rowley Road is a lightly trafficked road, which is appropriate for pedestrians to use for access. Dropped kerbs on Rowley Road and the hospital access road running along the eastern boundary of the hospital provides a safe pedestrian connection when accessing the development.

Car Parking

- 6.9 The existing healthcare facilities at and close to the Site are supported by 230 car parking spaces. The Site itself incorporates 21 of these spaces, 20 of which are to be relocated within the estates yard to the rear of the hospital and allocated for staff only parking for the hospital, with one space being lost on a temporary basis.

Cycle Parking

- 6.10 It is anticipated that patients accessing the Site will not typically travel by bicycle. Staff will be able to use the existing staff cycle parking (20 spaces), which is currently under used.

Deliveries and Servicing

- 6.11 Delivery, servicing, and emergency vehicles will access the Site in accordance with the existing delivery and servicing strategy for Orsett Hospital.
- 6.12 It is anticipated that deliveries and refuse collection to support the unit will be carried out in accordance with the existing deliveries and refuse collection for Orsett Hospital. The proposed development is not expected to generate any additional delivery and servicing trips.
- 6.13 The management of deliveries and refuse will be co-ordinated by The Trust.
- 6.14 Emergency vehicles will be able to access the Site as per current arrangements.

Trip Generation

- 6.15 A trip generation exercise has been undertaken demonstrating that the proposed temporary development will generate a maximum of four two-way person trips in both the typical morning and evening peak hours and 84 daily two-way person trips.
- 6.16 An assessment of multi-modal trips to the Site indicates that the worst-case scenario increase in vehicle trips will not have a severe residual impact on the operation of the local highway network in accordance with the requirements of the NPPF.
- 6.17 It is also considered that the existing pedestrian, cycling and public transport provision to the Site would readily be able to accommodate any increase in pedestrian, cycle and public transport trips generated by the proposed temporary development.

Parking Impacts

- 6.18 An analysis of the potential parking impacts shows that any additional parking demand likely to be generated by the proposed temporary development, coupled with the temporary reduction in car parking spaces from 230 to 229, could readily be accommodated due to an existing underutilisation of the wider site car parking. The Site would therefore not have a notable impact on the operation of the car park and would not result in overspill car parking on the local highway network.

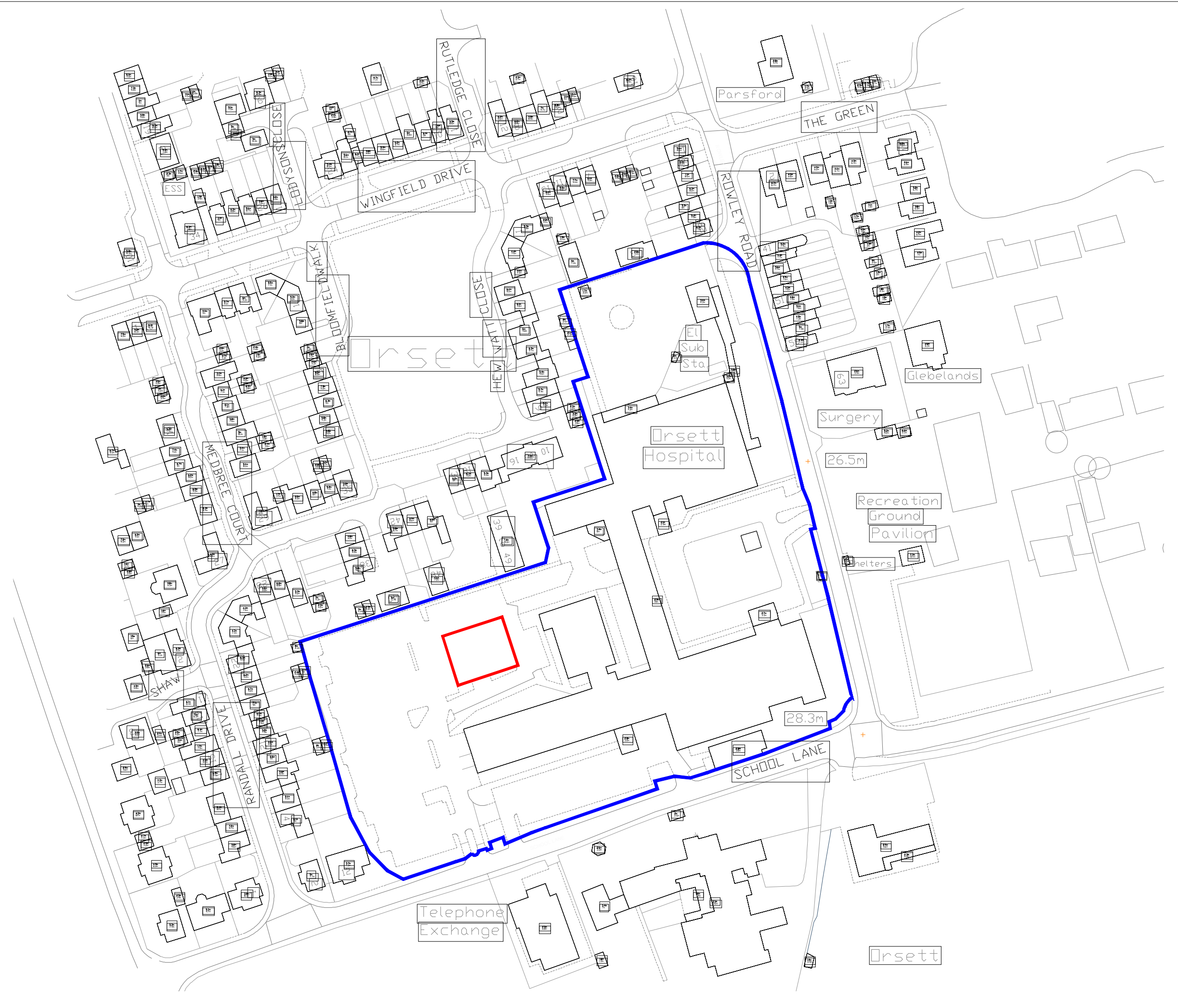
Conclusion

- 6.19 In conclusion, this Transport Statement establishes that the land to the west of Orsett Hospital in its current form, is acceptable to serve the proposed temporary development of an Endoscopy Unit, for a temporary period of up to two years.
- 6.20 It has also been concluded that the impact of the proposed temporary development would not have a severe residual impact on the local highway network in accordance with the requirements of the NPPF or on or existing car parking provision. Furthermore, the development will provide a safe means of access to the Site.

6.21 It is therefore considered the proposals are acceptable from a highways and transport perspective and thus the temporary proposals should not be refused on these grounds.

Appendices

Appendix 1 – Site Location Plan



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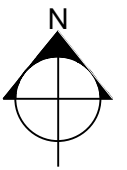
Notes

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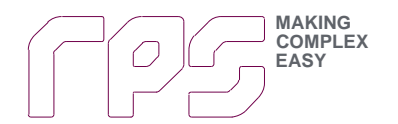
KEY

- OWNERSHIP BOUNDARY
- SITE BOUNDARY

Note:
Site boundary area is 380sqm



Rev	Description	By	CB	Date
A	Site boundary has been updated	YT	YT	06/02/24



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Client **Mid and South Essex
NHS Foundation Trust**

Project **NHS Orsett Hospital
Car Park
Mobil Unit**

Title **Site Location Plan**

Status **Planning** Drawn By **YT** PM/Checked by **YT**

Job Ref **JSL5002** Scale @ A3 **1:1250** Date Created **January 2024**

RPS Drawing / Figure Number **5002_101** Rev **A**

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Key
Site Location ■

Orsett Village Hall

Wingfield Drive

Hew Watt Close

Rowley Road

The Green

Herga Hyll

Medbree Court

Randall Drive

Rowley Road

School Lane

Mill Lane

School Lane

Orsett Telephone Exchange

Orsett Church of England Primary School



Appendix 2 – Site Layout Plan

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- LEGEND
- OWNERSHIP BOUNDARY AREA
 - EXISTING PARKING AREA
 - BIKE SHELTER
 - EXISTING ACCESS AREA TO CAR PARK
 - EXISTING SOFT LANDSCAPE TO BE RETAINED
 - PROPOSED MOBILE ENDOSCOPY FACILITY
 - RAMP ACCESS TO MOBILE UNIT AREA

1. THE DRAWING IS INDICATIVE AND NOT FOR SCALE
 2. THE DETAILS REFER TO THE SUPPLIER DRAWING AND SPECIFICATIONS



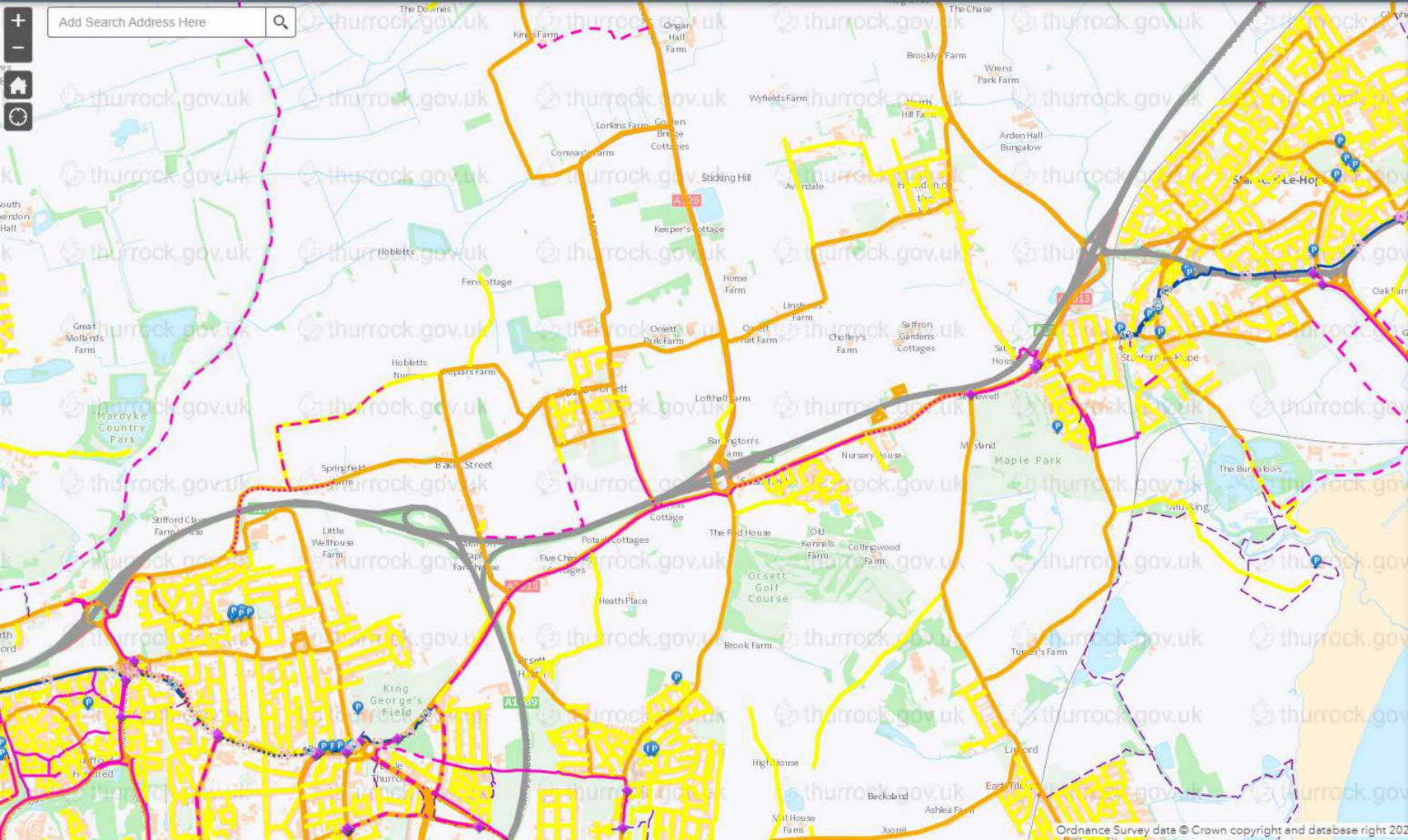
Rev	Description	Date	Initial	Checked
A	Ramp has been updated	07/02/24	YT	YT

rps MAKING COMPLEX EASY
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 T: +44(0) 20 3691 0500

Client Mid and South Essex
 NHS Foundation Trust
 Project NHS Orsett Hospital
 Car Park
 Mobile Unit
 Title Proposed Site Plan

Status Planning Drawn By YT PM/Checked by YT
 Project Ref JSL5002 Scale @ A1 1/500 Date Created January 2024
 Drawing Number 5002-110 Rev A

Appendix 3 –Local Cycle Routes Map



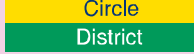
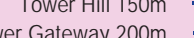
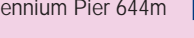
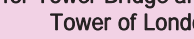
Legend

- Crossings**
 - ◆
- Cycle parking**
 - 🅑 Sheltered secure cycle parking
 - 🅑 Other cycle parking
- Cycle paths, including National Cycle Network (NCN)**
 - Traffic-free cycling
 - ⋯ Traffic-free cycling with extra care
 - - On-road cycle lane
 - - Bikeable path (surfaces may vary)
 - - Walk your bike
 - NCN - Traffic-free cycling
 - ⋯ NCN - Traffic-free cycling with extra care
 - NCN - Bikeable path (surfaces may vary)
 - - NCN - Walk your bike
- Road network**
 - Roads suitable for most cyclists
 - Roads suitable for experienced cyclists
 - National Cycle Network On-road
 - Restricted or other roads
- Thurrock boundary**
 - ▮



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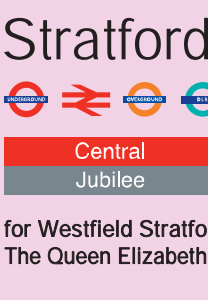
Appendix 4 – Rail Services Map

Fenchurch Street

-  Circle District
-  Tower Hill 150m
-  Tower Gateway 200m
-  Tower Millennium Pier 644m
- for Tower Bridge and Tower of London


- 

 Limehouse 

- 


West Ham 


Jubilee
DLR

Stratford 
 for Westfield Stratford City & The Queen Elizabeth Olympic Park

Rainham 
 for RSPB's Rainham Marshes

Barking 


Dagenham Dock 
 Step free access Grays bound platform only

Purfleet 

Upminster 


 No step free access platform 6 for TFL

Zone 6 ends


Oyster Pay As You Go and Contactless Payment are valid

Chafford Hundred 
 for Intu Lakeside shopping centre

Grays 

Ockendon 
 Step free access by arrangement

Tilbury Town 




West Horndon 
 Step free access on Southend bound platform only

Laindon 

East Tilbury 

Basildon 

 for Eastgate shopping centre

Stanford-le-Hope 


Pitsea 

Benfleet 

 for Canvey Island

Oyster and Contactless Payment are not valid

Leigh-on-Sea 

 for Old Leigh & Cockle Sheds

Chalkwell 
 for the beach
 No step free access

Westcliff 
 for Cliffs Pavilion

Southend Central 

 for Adventure Island




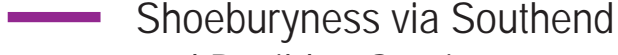
Southend East 
 Step free access on London bound platform only

 for Southchurch Village








Thorpe Bay 
 No step free connection between platform

Shoeburyness 
 for East Beach

Key

-  Limited Service
-  Grays Service
-  Southend Central via Grays Service
-  Shoeburyness via Southend and Basildon Service
- Number of Off-Peak Trains Per Hour
 More services run during peak hours from selected stations
- Step Free Access
 -(Street to Platform)

Connections with

- | | |
|--|---|
|  London Underground |  PlusBus |
|  London Overground |  Ferry |
|  DLR |  Bus |
|  National Rail | |

If you don't have a valid ticket for your journey you may be liable for a penalty fare or prosecution.