

Dewsbury & District Hospital New Elective Treatment Centre Transport Statement

Date: February 2023
Project No. 304130
Revision: 0

Redacted

Prepared
Julian Hudson MA(Oxon) MSc MSc MCIHT

Redacted

Reviewed by
Richard Hem

	Structural Engineering
	Civil Engineering
	CDM Consultants
	Sustainability and BREEAM
	Traffic and Transport
	Flood Risk Assessments
	Highway Engineering
	Event Engineering

Issue and Amendment Record:

Revision	Comment/Amendment	Prepared	Reviewed	Approved	Date
0	First Draft	JH			14.02.23

Contents

1.0	Introduction	4
2.0	Site Audit	5
3.0	Policy Review	10
4.0	Trip Generation and Impact	13
5.0	Design and Mitigation	16
6.0	Conclusions	18
7.0	Appendices	19

1.0 Introduction

- 1.1** This Transport Statement has been written by Scott White and Hookins at the request of Darwin Group Ltd on behalf of their client, the Mid Yorkshire Hospitals NHS Trust, for development at the following site:

Land adjacent to the Boothroyd Centre
Dewsbury and District Hospital
Halifax Road
Dewsbury
West Yorkshire
WF13 4HS

A site location plan is provided at Appendix A of this report.

- 1.2** The proposed development comprises the erection of a single-storey building to the east of the existing Boothroyd Centre, to provide two day-case operating theatres, nine consulting rooms, four major treatment rooms and associated recovery bays.
- 1.3** The proposed new building will be erected in an existing area of car parking, and will also necessitate changes to the existing drop-off facilities for the Boothroyd Centre.
- 1.4** This Transport Statement will seek to set out the predicted trip generation of the proposed development and to analyse the impact of these trips on the local highway network. It will also refer to any existing and potential means of mitigating any impacts found.
- 1.5** Scott White and Hookins shall not be liable for the use by any person of any documents and reports for any purpose other than that for which the same were prepared by or on behalf of Scott White and Hookins.

2.0 Site Audit

2.1 Walking and Cycling Accessibility

- 2.1.1 The nearest public highway to the part of the hospital site where the proposed development will occur is Healds Road, a local access road running east-west between Staincliffe Road and the A638 Halifax Road. Healds Road has kerbed footways to each side along its full length.
- 2.1.2 Healds Road climbs steadily from its eastern end to a crest where the Hospital site is located; there are relatively few side roads and crossing points are fitted with dropped-kerb crossovers for the benefit of wheelchair users. However, very few of the crossings have tactile paving for the benefit of blind and partially sighted users. One exception to this is the access to the Healds Road Surgery, which is on the opposite side of the road from the Hospital and slightly to the west.
- 2.1.3 Within the Hospital site, segregated footways are provided on the main routes, but there are no separate footways through the car parking areas leading to the existing Boothroyd Centre. There is a footway which leads around the side of the existing building towards the Bronte Birth Centre, and which runs around the edge of the existing drop-off area for the Boothroyd Centre. This route provides ramped access to the Boothroyd Centre.
- 2.1.4 The main pedestrian access to the Hospital site is from the other side of the site, where the main entrance is located on the northern side of the Ridings Building. This entrance lies adjacent to Fox View, an access loop road running to and from Halifax Road. The main car parks are also on this side of the site.
- 2.1.5 There are no cycling routes which lead directly to or from the Hospital site. Dewsbury is served by sections of the National Cycle Network, with Route 69 heading east from the town centre towards Ossett. From there, a connection would be required to join this section of cycle route with the "Wakefield Wheel" – a cycling route which rings the edges of the city of Wakefield.
- 2.1.6 Another section of NCN Route 69 runs west from Dewsbury Town Centre, and connects to the Spen Valley Greenway and NCN Route 66. These routes can be followed west to Huddersfield, or north via Cleckheaton to Bradford.
- 2.1.7 At its closest point, it would be possible to cycle from NCN66 east along Carr Lane, turn left onto Heckmondwike Road and then right onto Knowles Hill Road, in order to approach the Hospital site via Healds Road. This route is however all uphill, as the Spen Valley Greenway appears to run along the bottom of the valley, on a disused railway line.

- 2.1.8 Perhaps in part due to the topography, there is little evidence of cycle parking around the site; a covered set of cycle stands for up to ten bicycles is available adjacent to the main entrance (Ridings Building), but these appear to be the only such facilities.

2.2 Public Transport Accessibility

- 2.2.1 The Hospital is roughly 1.3 miles from Dewsbury Railway Station, and would take up to 30 minutes walk, as again the Station is down in the valley and would require a long uphill walk to reach the Hospital.

- 2.2.2 Dewsbury Railway Station is managed by TransPennine Express, part of First Group. The regular service pattern is as follows:

Eastbound

- 1 train per hour (tph) towards Redcar Central via Leeds, York and Middlesbrough.
- 1 tph towards Newcastle via Leeds, York, Darlington and Durham.
- 1 tph towards Leeds via Batley, Morley and Cottingley.
- 1 tph towards Leeds via Batley and Morley only.

Westbound

- 2 tph towards Manchester Airport via Huddersfield and Manchester Piccadilly.
- 1 tph towards Huddersfield via Ravensthorpe, Mirfield and Deighton.
- 1 tph towards Wigan Wallgate via Hebden Bridge, Rochdale, Manchester and Salford.

- 2.2.3 The hospital benefits from a bus hub with stops either side of the road on Fox View, near the main entrance. The following routes serve the Hospital:

Number	Route	Frequency
113	Dewsbury Hospital > Pinderfields Hospital (Wakefield) > Pontefract Hospital FREE SERVICE	1 bus per hour each way, Mondays to Sundays
212	Dewsbury Bus Station > Hospital > Batley > Kirkhamgate > Alverthorpe > Wakefield Bus Station	1 bus/hr each way Mon-Sat; 1 bus/2hrs Sundays
268 MAX	Bradford > Low Moor > Cleckheaton > Heckmondwike > Hospital > Dewsbury > Ossett > Lupset > Flanshaw > Wakefield	4 buses/hour each way, Mon-Sat; 2 buses/hr Sundays

- 2.2.4 There are also services by TLC Travel which stop on Staincliffe Road, west of the Hospital.

Number	Route	Frequency
ML2	Dewsbury Moor > Dewsbury Town Centre > Hanging Heaton > Shaw Cross	5 buses per day, Mondays to Saturdays only.

2.3 Local Highway Network and Parking

- 2.3.1 Healds Road which runs to the south of the Hospital is a local access road which has marked on-street car parking to both sides. This varies between being for use by resident permit holders only, and closer to the hospital site, free car parking subject to the following waiting restrictions: Monday to Saturday, 8am to 6pm, maximum stay 1 hour/ maximum stay 2 hours. In addition, outside St Joseph's Catholic Primary School there is a Stop, Drop and Go Zone 08:00 to 09:30.
- 2.3.2 Fox View which runs to the north of the Hospital is a local access road which forms a loop with Cullingworth Street to form the main visitor access to the Hospital site, including access to the main staff car park and the visitor car parks adjacent to the Ridings Building.
- 2.3.3 The Department for Transport (DfT) hosts a wealth of road traffic data online, including for the majority of major roads in the UK and a number of minor roads as well. The figures are expressed as Annual Average Daily Traffic Flows (AADTF). Data from the four count points closest to the development site is shown in the table below.

Location	Year	AADTF
A638 Halifax Road	2019	15,259 motor vehicles
	2021	12,927
Staincliffe Road	2019	8,181
Thornccliffe Road	2009	4,859
Church Walk	2019	1,075

- 2.3.4 As might be expected, the strategic distributor road (A638) has the highest local levels of traffic, albeit in 2021 levels were still reduced from the 2019 figures due to the ongoing impact of the Covid pandemic. Staincliffe Road, which is a local distributor road, has significantly higher traffic levels than a local access road, but half as high as the traffic levels on the strategic route.
- 2.3.5 Dewsbury and District Hospital benefits from a significant amount of car parking, all of which is currently at surface level. The site map provided by the NHS Trust for visitors demonstrates that there are seven car parks for use by patients and visitors, and six areas where disabled car parking can be found. In addition, there is a single staff car park. The capacities of these various car parking areas are set out in the table below.

Description	Capacity
Oakwell Centre Car Park	34 spaces including 5 disabled bays
Bronte Birth Centre Car Park	29 spaces including 1 disabled bay
Bronte Tower Car Park	26 spaces
Car Parks south of Ridings Building	112 spaces
Car Park west of Ridings Building	24 spaces
Car Park north of Ridings Building	45 spaces including 40 disabled bays
Boothroyd Centre Car Park	77 spaces including 3 disabled bays
Staincliffe Wing Car Parks	49 spaces including 8 disabled bays
Childrens Centre Car Park	13 spaces including 2 disabled bays
Priestley Unit Car Park	53 spaces including 3 disabled bays
Car Park north of Fox View	241 spaces including 4 disabled bays
Occupational Health Car Park	45 spaces
Rosewood Centre Car Park	26 spaces including 1 disabled bay
Staff Car Park	248 spaces
TOTALS	1,022 spaces including 67 disabled bays

2.3.6 The above totals do not include any other small areas of parking not within defined parking areas, nor do they include any unauthorised car parking which may occur (e.g. on hatched keep clear areas but where this is evidently tolerated in practice).

2.4 Road Safety Review

2.4.1 In order to examine road safety of the location, Personal Injury Collision Data has been sourced for the search area shown in Appendix B. This area comprises all of the roads directly leading to and around the hospital site, or within a 400m radius of the proposed development site. The most recent 3 years of data have been examined, comprising the period from January 2019 to December 2021 inclusive.

2.4.2 A total of 10 collisions were recorded within the search area and time period; these include 9 incidents causing slight injuries and 1 incident causing serious injuries. No fatalities were recorded.

2.4.3 Of the total, only one incident caused injuries to a cyclist. In November 2019, a cyclist sustained slight injuries in a collision with a car driver on Healds Road, to the west of the Dewsbury Pharmacy. This section of the road is reduced in width due to the presence of car parking bays on both sides, and it is possible that the car driver passed too closely to the cyclist, causing the incident. However, one such incident in three years is not considered evidence of a wider safety issue requiring intervention.

2.4.4 Of the total, three incidents caused injuries to pedestrians, all of which led to slight injuries. In January 2019 and again in September 2020, pedestrians were struck by car drivers while crossing Halifax Road to the north of the Hospital site. Both of these incidents occurred close to the junction between Halifax Road and Chapel Fold. There is an uncontrolled pedestrian crossing point to the west of Chapel Fold with a central pedestrian refuge on Halifax Road. This crossing appears to be where the more recent

incident occurred; the earlier incident occurred to the east of Chapel Fold at a location where there is no infrastructure providing a crossing point. In neither of these locations is it considered likely that any engineering intervention could have prevented the incidents, as inter-visibility between pedestrians and motorists is adequate on this straight section of road, which does benefit from street lighting.

- 2.4.5 The other incident causing slight injuries to a pedestrian occurred in March 2020 close to the junction between Green Lane and Staincliffe Road. There are no obvious reasons for the incident occurring other than human error; the visibility of vehicles turning from Staincliffe Road into Green Lane is imperfect but the tight junction radii mean that vehicles are likely to significantly slow when making the turn, and the incident occurred far enough from the junction that a pedestrian would be likely to be able to react if they noticed a vehicle turning in from this direction.

- 2.4.6 Four of the incidents recorded led to slight injuries to children, although none of these were child pedestrians or child cyclists. The incidents were recorded at either end of Healds Road (the west end in May 2019, the east end in November 2019), on Staincliffe Road north of Moor End Lane (in August 2020) and at the signal-controlled junction between Dewsbury Gate Road and Halifax Road (in February 2019). It is possible that the incidents at either end of Healds Road related to school travel as the St Joseph's Catholic Primary School is halfway along that street. In addition, the incident on Staincliffe Road involved a bus which may have collided with street furniture as no other vehicles were involved, which in turn makes it possible that this was also a school-related journey. In the case of the other incident, it is not considered likely that this had any specific relation to the fact that children were present in the vehicles which collided. It is not considered that engineering interventions are required in order to resolve any road safety issues in these locations.

- 2.4.7 The only incident causing serious injuries occurred in October 2019 at the junction between Brewerton Lane and Staincliffe Road, where two car drivers collided. It is noted that Brewerton Lane meets Staincliffe Road at an acute angle, but visibility at the junction appears to be adequate. It is not considered that a single incident in this location should be taken as evidence of a wider highway safety issue.

- 2.4.8 Overall, the road safety records in the vicinity of the Hospital site are good and there is no suggestion that development should be prevented on any highway safety grounds.

3.0 Policy Review

3.1 National Planning Policy Framework (2021)

- 3.1.1 The National Planning Policy Framework (NPPF) as revised continues to set out the Government's planning policies for England and how these are expected to be applied. It requires that in the case of specific applications for development, it should be ensured that:
- Appropriate opportunities to promote sustainable transport modes can or have been taken up given the type of development and its location;
 - safe and suitable access to the site can be achieved for all users;
 - 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
 - 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.
- 3.1.2 This section of the NPPF concludes by stating 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.'
- 3.1.3 The NPPF also states that development should:
- give priority first to pedestrian and cycle movements, both within the scheme and within neighbouring areas; and second to facilitating access to high quality public transport, with layouts which maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - create places that are safe, secure and attractive, which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter and respond to local character and design standards;
 - allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 3.1.4 All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

3.2 Kirklees Council Local Plan (adopted 2019)

3.2.1 The statutory development plan for Dewsbury consists of the Kirklees Council Local Plan. The following relevant policies relating to Transport matters are included in the Local Plan:

Policy LP20: Sustainable Travel

New development will be located in accordance with the spatial development strategy to ensure the need to travel is reduced and that essential travel needs can be met by forms of sustainable transport other than the private car. The council will support development proposals that can be served by alternative modes of transport such as public transport, cycling and walking...

The council will support demand management measures which discourage single occupancy car travel within new development and encourage the use of low emission vehicles to improve areas with low levels of air quality. Proposals should include measures to encourage the use of sustainable travel options, including public transport, the promotion of personal journey planning, walking, cycling, car sharing, electronic communication and homeworking.

Travel plans will normally be required for all major planning applications in accordance with current guidance and should set targets and monitoring arrangements to ensure sustainable travel patterns are maintained. Travel plans should include agreed and defined outcomes related to a package of specified measures to be implemented including an approach to lower carbon emissions where applicable.

The requirement of a travel plan will also be considered on case by case basis where the proposed development falls below the major application category where it has the potential to generate significant transport movements and/or has insufficient off-street parking within the vicinity of a stressed part of the highway network

Proposals for new development shall be designed to encourage sustainable modes of travel and demonstrate how links have been utilised to encourage connectivity. Proposals will be required to facilitate the needs of the following user hierarchy:

- a. pedestrians*
- b. cyclists*
- c. public transport*
- d. private vehicles*

Policy LP21: Highways and Access

Proposals shall demonstrate that they can accommodate sustainable modes of transport and be accessed effectively and safely by all users.

New development will normally be permitted where safe and suitable access to the site can be achieved for all people and where the residual cumulative impacts of development are not severe.

Proposals shall demonstrate adequate information and mitigation measures to avoid a detrimental impact on highway safety and the local highway network. Proposals shall also consider any impacts on the Strategic Road Network.

All proposals shall:

- a. ensure the safe and efficient flow of traffic within the development and on the surrounding highway network;*
- b. where needed, provide new infrastructure or improvements on or off site to ensure safe access from the highway network for pedestrians, cyclists, public transport users and private vehicles;*
- c. be accompanied by a supporting Transport Assessment or Transport Statement where the development would generate significant trip generation, providing detail as to the impact on highway safety, air quality, noise and light restrictions;*
- d. take into account changes in site levels and topography to ensure the development can be accessed easily and safely by all sections of the community and by different modes of transport;*
- e. take into account the features of surrounding roads and footpaths and provide adequate layout and visibility to allow the development to be accessed safely;*
- f. take into account access for emergency, service and refuse collection vehicles;*
- g. provide on-site safe, secure and convenient cycle parking/storage facilities to encourage sustainable travel modes.*

Policy LP22: Parking

The provision of parking will be based on the following principles:

- a. in town, district and local centres, car parks close to the main shopping area will be for short-stay use and peripheral car parks for long stay use;*
- b. long stay parking in town centres will be reduced progressively in conjunction with improvements to sustainable transport opportunities, where appropriate;*
- c. provision of private non-residential parking in town centres will not be permitted unless it can be demonstrated that it is required for operational reasons. Where such provision is permitted appropriate arrangements will need to be put in place to provide management arrangements consistent with public parking in the centre;*
- d. provision of residential parking schemes within town centres for private vehicles/motorcycles/and cycles will be permitted; where appropriate and where schemes can be shown to enhance residential developments in the town centre;*
- e. car parking provision in new developments will be determined by the availability of public transport, the accessibility of the site, location of the development, local car ownership levels and the type, mix and use of the development;*
- f. new development will incorporate flexibly designed minimum parking spaces for private cars, considering a range of solutions, to provide the most efficient arrangement of safe, secure, convenient and visually unobtrusive car parking within the site including a mix of on and off-street parking in line with current guidance;*
- g. provision will be made to meet cyclists' needs for parking in new developments;*
- h. provision will be made to accommodate the needs of disabled people for the parking of vehicles.*

All proposals shall provide full details of the design and levels of proposed parking provision. They should demonstrate how the design and amount of parking proposed is the most efficient use of land within the development as part of encouraging sustainable travel.

4.0 Trip Generation and Impact

4.1 Existing Trip Generation

- 4.1.1 The Trust has provided data from their current Green Plan (2022-2025) which indicates that there are currently 1,000 car parking spaces serving the Dewsbury and District Hospital. This corresponds closely to the figures worked out in the count of parking spaces set out in Section 2.3 of this report.
- 4.1.2 The Trust has a Travel Plan (last updated 2021) but this document is not in the public realm. Some data is shown in the Green Plan which informs the following table of staff travel estimates. The assumption made is that there may be around 500 staff on site at peak times¹.

Mode	Proportion	Estimated Numbers
Bus	"Generally low" - Assume 3% per mode maximum	15
Cyclists		15
Pedestrians		15
Lone Car Driver	80%	400
Car Sharing	5%	25
Other/Unknown	6%	30
TOTAL	100%	500

Table 1: Dewsbury & District Hospital Staff Travel Estimates

- 4.1.3 Taking the number of Car-share drivers and Lone car drivers together, this would indicate a maximum demand for up to 412 staff car parking spaces across the site as a whole.
- 4.1.4 While the dedicated staff car park has a capacity of 248 spaces, there are an overall total of around 1,000 parking spaces on site and many of the car parks are shared between staff and patient/visitor use. As such it is not considered that there is a shortage of car parking at the site currently.

¹ This assumption is based on an NHS Key Statistics report, showing 1.2 million hospital staff employed within England (as of June 2022) and a current national total of circa 1,200 NHS hospitals. The further assumption is that this is evenly split into circa 1,000 staff per hospital, and split into at least two shifts for most clinical staff.

4.2 Proposed Development Trip Generation

- 4.2.1 The proposed single storey building will provide two day-case operating theatres with associated recovery bays, nine consultation rooms and four major treatment rooms. (Appendix C, proposed floor plans). The facilities will increase the capacity of the hospital to deal with a variety of elective procedures.
- 4.2.2 From other NHS Elective Hubs which we have worked on, the assumption is that each theatre may treat up to 6 surgeries per day, meaning at most 12 patients per day using this facility. Although the elective surgeries may be relatively minor in nature, it is considered likely that patients may arrange to be dropped off and picked up, as they may not be ready to drive following even a minor procedure. As a result, it is estimated that the daily patient and visitor traffic associated with the development will be up to 24 vehicles creating 48 vehicle movements.
- 4.2.3 The required level of staffing has not been specified by the Trust, so in this report estimates have been produced using data from a Nursing blog:
"Theatres often have a set group of staff. There will be 2 scrub nurses, 1 Operating Department Practitioner, up to 2 Anaesthetists, up to 2 Theatre Support Workers and up to 3 Surgeons."
- 4.2.4 On this basis, it is assumed that each new Operating Theatre may have up to ten staff. In addition, it is assumed that each Major Treatment Room may require at least 2 staff (total of eight) and each consulting room may require at least 1 staff (total of 9); lastly there will also be a need for an additional receptionist. Overall this gives an estimated staffing requirement for at least 38 people.
- 4.2.5 Using the travel proportions set out in Section 4.1 above, the following staff trip generation is anticipated in the medium term as a result of development:

Mode	Proportion	Calculated Number
Bus	3%	1
Cyclists	3%	1
Pedestrians	3%	1
Lone Car Driver	80%	31
Car Sharing	5%	2
Other/Unknown	6%	2
TOTAL	100%	38

Table 2: Estimated Daily Staff Trip Generation of Proposed Development

- 4.2.6 The results from Table 2 above indicate that there is likely to be an increase in demand for up to 32 additional car parking spaces in the medium term, in order to serve the proposed new facilities.
- 4.2.7 However, this potential increase in car parking demand should not cause the local authority concern, as there are currently plentiful car parking opportunities at the site as a whole, and a policy imperative to reduce car travel.
- 4.2.8 In addition, the Trust are currently working on an update to their Travel Plan which will be likely to seek methods and targets for reducing car-based travel to the site.

4.3 Traffic Impact

- 4.3.1 It is believed that the estimates set out in Table 2 above are a robust indication of the potential parking demand and car traffic associated with development. It should also be recalled that nursing shifts are timed so as to avoid the peak traffic on the highway network, and in this context the impact of development on the network should be very modest.
- 4.3.2 Taking the estimated traffic demand into consideration, an increase of 112 vehicle movements) per day would represent an increase of 0.87% of existing AADTF on the A638 Halifax Road north of the site.
- 4.3.3 In practice, it is likely that approximately a third of staff would approach from either direction along Staincliffe Road, and the remaining third would approach via Healds Road from the east of the site, and that patients and visitors would also split relatively evenly between the three options to approach and depart the site.
- 4.3.4 In this context, an increase in vehicle movements of up to 38 per day on each of the roads leading to the Hospital would be likely to be lost within daily fluctuation on the network. These traffic levels represent increases of 0.29% (A638 Halifax Road north of site), 0.46% (Staincliffe Road) and approximately 0.76% on Healds Road (based on a roughly estimated AADTF of 5,000 vehicles on this local access road).

5.0 Design and Mitigation

5.1 Car Parking

- 5.1.1 In order to provide the development site, a total of 67 car spaces will need to be permanently lost. This is demonstrated in the existing site plan at Appendix D.
- 5.1.2 In addition, during construction a further 52 car spaces in the vicinity of the site will be out of use either due to the need for contractor parking or due to the provision of the construction compound, crane base and other logistical requirements, as shown in the proposed logistics plan at Appendix E.
- 5.1.3 Given that the site currently provides circa 1,000 parking spaces, the loss of 67 spaces can be considered as part of a wider policy of parking restraint. In addition, while during construction there will be a temporary loss of 52 parking spaces, the site as a whole should be capable of accommodating any displaced parking demand, or at least this can be managed.

5.2 EV Charging

- 5.2.1 The Mid-Yorkshire NHS Trust has installed its first EV charging points at all of its hospital sites, which can be used by staff and by visitors.
- 5.2.2 Currently, there are two 22kw dual chargers providing EV charging for up to four vehicles at the Dewsbury & District Hospital site; these are located near the Ridings (Main) Building. It should be expected that over time, additional bays will be provided as demand for this type of infrastructure increases.
- 5.2.3 It is notable that the Trust's policy is to ensure that vehicles only park in the EV bays for the amount of time necessary to charge a vehicle; the 22kw chargers are rapid chargers so there should be no need to use them for longer than 3 hours before moving to a non-charging bay to park. The complexities of gradually increasing provision in line with demand are noted in the Trust's Green Plan

5.3 Mid-Yorkshire Green Plan 2022-2025

- 5.3.1 The Trust has produced its first Green Plan which seeks to enable a variety of decarbonisation measures and sustainability improvements. This contains a diagram which demonstrates that of the overall carbon emissions associated with NHS activities, 4%

relates to Business and NHS Fleet travel, 5% relates to patient travel, 4% relates to staff travel and 1% relates to visitor travel (total of 14%).

5.3.2 The plan contains the following NHS requirements and drivers:

- Reducing air pollution from fleet vehicles, transitioning as quickly as possible to the use of zero-emission and ultra-low emission vehicles (ZEVs and ULEVs).
- Introduce expenses policies for staff which promote sustainable travel choices.
- Ensuring staff car leasing schemes exclude high emission vehicles and promote ZEVs and ULEVs.
- Plan to install EV charging infrastructure for fleet vehicles at all Trust sites.
- Eliminate harmful exhaust emissions from NHS fleet.
- Reduce emissions from staff commuting and support staff to make lower carbon travel choices.
- Cut business mileage and fleet air pollutant emissions by 20% by 2023/4.
- Ensure at least 90% of NHS fleet are low-emissions vehicles by 2028.

The plan also notes relevant local policies including those of the West Yorkshire Combined Authority (WYCA) Transport Strategy, the Wakefield District Transport Strategy, and Air Quality imperatives.

5.3.3 Issues noted which do not help the current low levels of sustainable travel among staff include the following points:

- There is limited information about sustainable transport on the Trust's website.
- On-site cycling facilities such as cycle parking, lockers, changing rooms and showers are not promoted adequately.
- Survey data on modal share and travel choices is limited.

5.3.4 A number of measures are planned which will address the above issues as follows:

- Setting up user groups to discuss issues and ideas to improve walking, cycling and public transport uptake rates.
- Updating the Trust intranet to raise awareness of travel options.
- Promoting the health benefits of modal shift.
- Investing in a bike loan scheme so that staff can try before they buy.
- Improving changing and shower facilities.
- Providing cycle training courses.
- Offering incentives such as free monthly breakfasts for active travellers.
- Working with partners such as WYCA and charities such as Sustrans, Running Mayors and Living Streets to use free advice and resources.
- Embracing homeworking where appropriate and using technology to reduce unnecessary business journeys, optimising shifts and favouring recruitment of local staff.

6.0 Conclusions

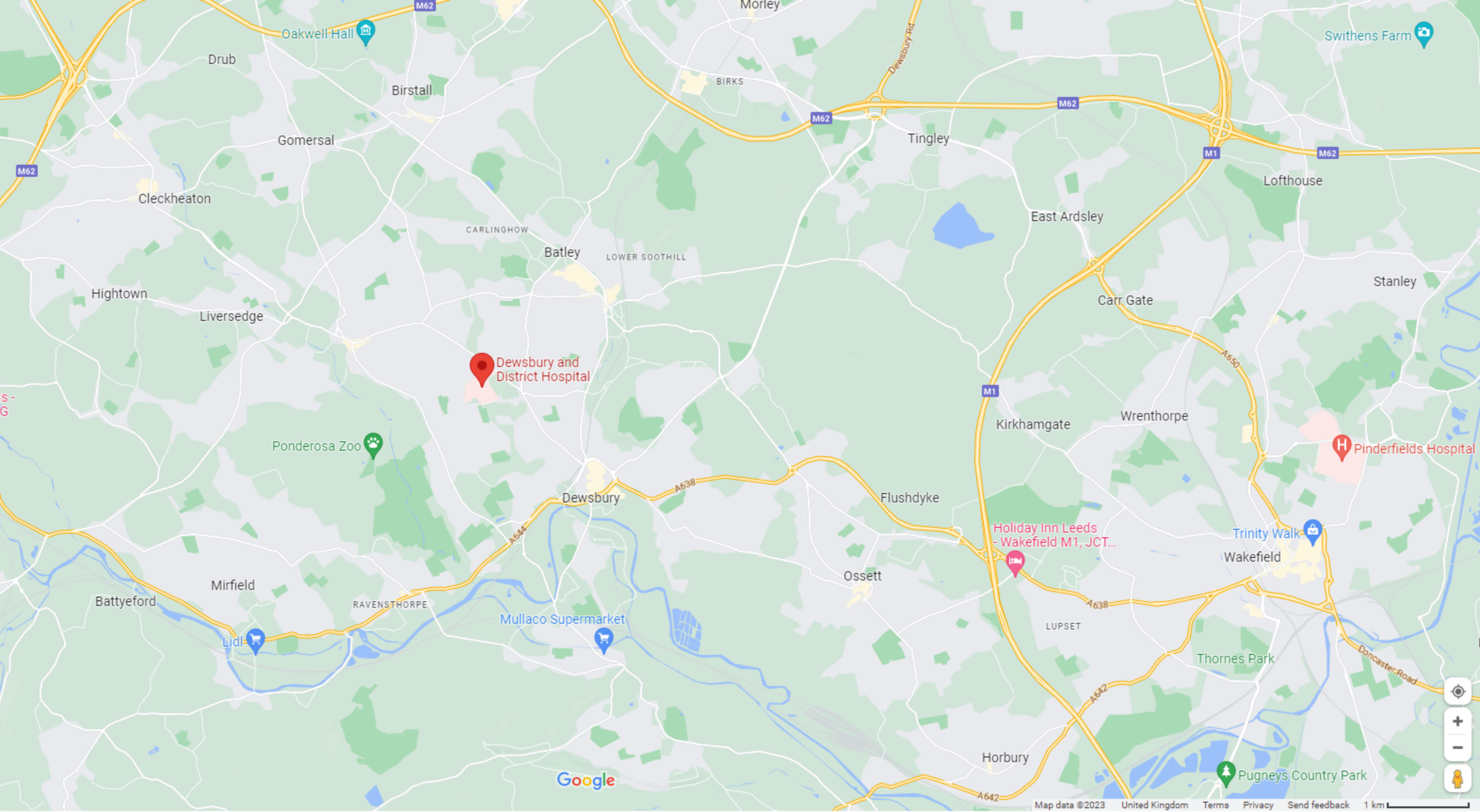
- 6.1** The proposed day surgery elective hub at Dewsbury & District Hospital will lead to an increase in clinical capacity and will reduce overall site car parking facilities. However, this should not cause concern to the local planning and highway authorities, for the following reasons.
- 6.2** The predicted levels of traffic associated with development are modest in scale, and have been demonstrated to have a very limited impact which will not be perceivable on the wider highway network.
- 6.3** The existing transport infrastructure is adequate for purpose and provides a variety of active and sustainable travel opportunities; there is no evidence that highway safety issues exist in the local area which could be exacerbated by development.
- 6.4** As the proposed development will not lead to a severe impact on the local highway network nor will it cause highway safety problems, Planning permission should be granted.

7.0 Appendices

- A. Site Location Plan**
- B. Collision Data Search Area**
- C. Proposed Floor Plans**
- D. Existing Site Plan**
- E. Proposed Construction Logistics Plan**
- F. Proposed Site Plan**

Appendix A

Site Location Plan



Oakwell Hall

Drub

Birstall

BIRKS

Gomersal

Cleckheaton

Hightown

Liversedge

CARLINGHOW

Batley

LOWER SOOTHILL



Dewsbury and District Hospital

Ponderosa Zoo



Dewsbury

Flushdyke

Ossett

Kirkhamgate

Wrenthorpe

Stanley

Carr Gate

Lofthouse

Swithens Farm



Battysford

Mirfield

RAVENSTHORPE

Mullaco Supermarket

Lidl



Holiday Inn Leeds - Wakefield M1, JCT...



Trinity Walk

Wakefield

Pinderfields Hospital



Thornes Park

Horbury

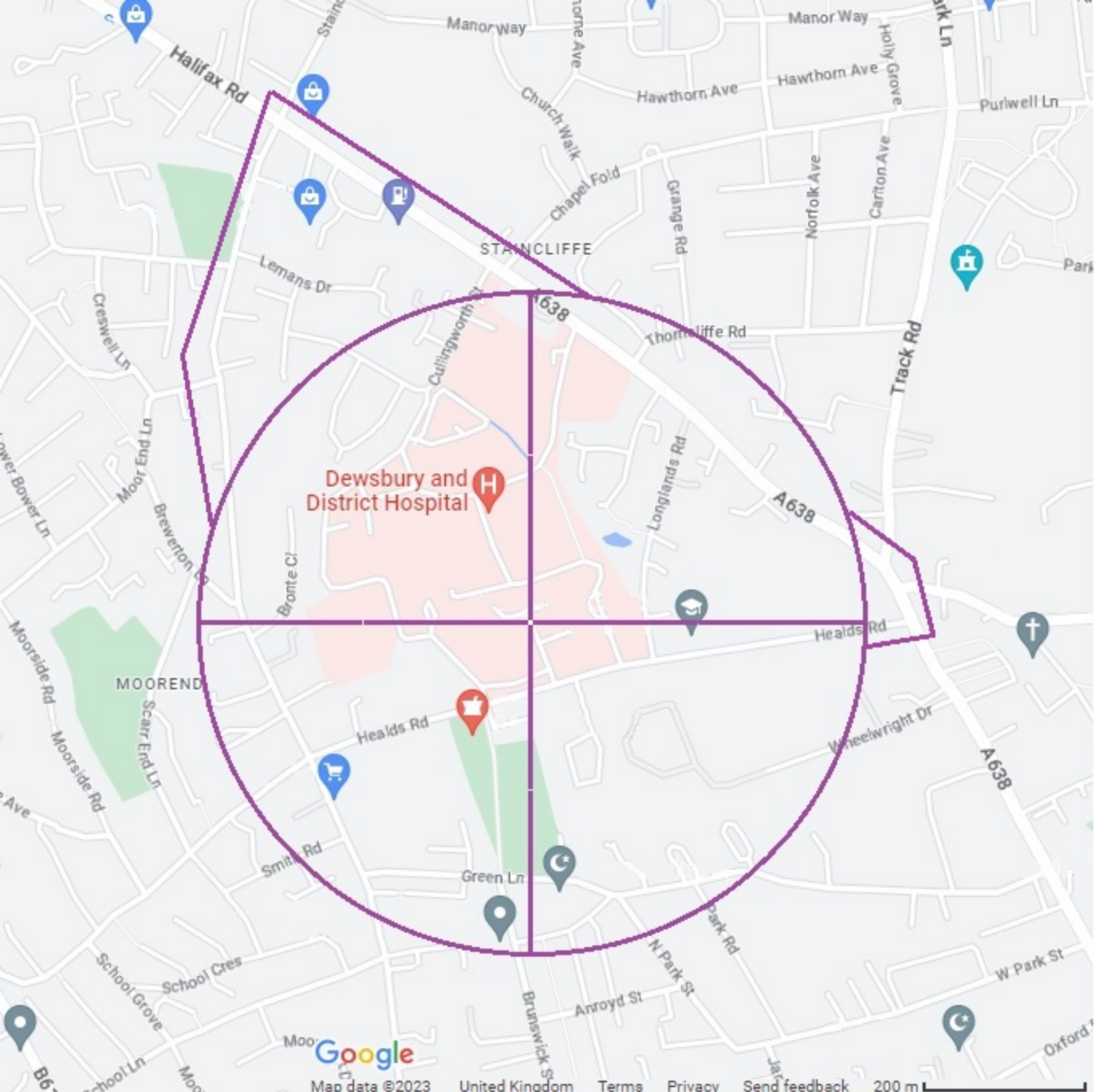
Pugneys Country Park



Google

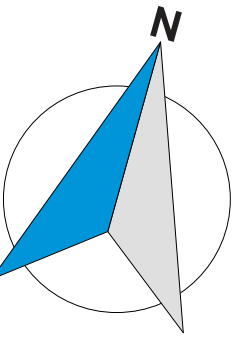
Appendix B

Collision Data Search Area



Appendix C

Proposed Floor Plans



Module Schedule		
W X L X H(m)	Level	Quantity
2.8 x 9.9 x 4.6	GF	6
3.4 x 9.9 x 4.6	GF	21
3.3 x 11.1 x 4.6	GF	18
Total		45

- Legend**
- Ground Floor GFA: 1503m²
Linkway GFA: 17m²
- GA developed in consultation with client team during meetings 19th Oct '22 - 2nd Nov '22, updated following IPC comments.
 - Derogations from initial SoA are noted in the Derogation Schedule (180598-DGL-01-SH-A)

Department Key:

- Admission Suite Facilities
- Circulation
- Operating Theatre Suite
- Outpatients
- Plant & Services
- Public Facilities
- Recovery Unit
- Staff Facilities
- Storage - Overall for Building
- Toilet Facilities

Rev	Description	By	Chk	Date
P7	Major Treatment 1+2 increased to 305qm + Stage 2 recovery increased in-line with client comments 221109 additional optimisations made - Gas Cylinders better placed/ Clean Utility added/ Stores Optimised/ WC's added	LS	MYH	14/11/22
P8	Topo integrated and externals updated. IPC comments incorporated	LS	MYH	20/12/22



PROJECT TITLE: Dewsbury and District Hospital
ADDRESS: Halifax Rd, Dewsbury, Wt5 4HS

DRAWING TITLE: General Arrangements

DRAWING REFERENCE									
180598	DGL	01	ZZ	DR	A	2000			
PROJECT	ORGANISER	VOLUME	SHEET	TYPE	ROLE	NUMBER			
25/05/22	LS	LS	1503 m ²						
SUITABILITY	SCALE	SHEET	REV						
S4 For Stage 2 Approval	As Indicated	A0	P8						

0m	2m	4m	6m	8m	10m
VISUAL SCALE 1:100 @ A0					

00_Ground_Floor_Plan
1 : 100

01_Roof_Plan
1 : 100

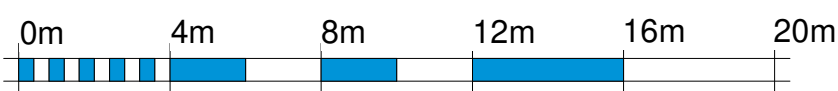
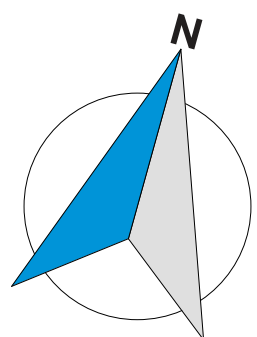
Appendix D

Existing Site Plan

*** Trees indicatively shown ***

Existing_Site Plan

1 : 200



VISUAL SCALE 1:200 @ A1

Key	
— — — —	Proposed Building

[illegible]

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED. DO NOT SCALE OFF DRAWINGS. ALL DIMENSIONS ARE NOMINAL AND MUST BE CHECKED ON SITE. ALL DRAWINGS ARE COPYRIGHT OF DARWIN GROUP LTD AND CANNOT BE REPRODUCED WITHOUT WRITTEN CONSENT OF DARWIN GROUP LTD.

IF THERE ARE ANY DISCREPANCIES WITH ANY INFORMATION PROVIDED, IT IS THE CONTRACTORS RESPONSIBILITY TO NOTIFY DARWIN GROUP LTD IMMEDIATELY.

DarwinGroup
Construction Has Evolved
Design — Engineering — Contracting — Offsite — Minor Works

London House, Shawbury
Business Park, Shawbury,
Shrewsbury, SY4 4EA

TEL: 01939 252900
www.darwinarcould.co.uk

PROJECT TITLE	ADDRESS
Dewsbury and District Hospital	Halifax Rd, Dewsbury WF13 4HS

DRAWING TITLE

Existing Site Plan

DRAWING REFERENCE						
180598	DGL	01	00	DR	A	1150
PROJECT	ORIGINATOR	VOLUME	LEVEL	TYPE	ROLE	NUMBER
INITIAL ISSUE DATE			INITIAL ISSUE BY		INITIAL CHECKED BY	
14/12/2022			HB		LS	
					1503 m ²	
SUITABILITY				SCALE		SHEET
S4				As indicated		REV
STATUS CODE						
For Stage 2						
Approval						

Appendix E

Proposed Construction Logistics Plan

Dewsbury and District Hospital



Crane pads to be designed by suitably qualified civil engineer, location shown indicatively. NOTE: Size subject to DGL Access and Enabling survey

Welfare area with statutory notice boards / site rules, (for first time visitors to site) and double stack offices / canteens for DGL management and site meetings. To be PPE 'green zone' where PPE is not required.

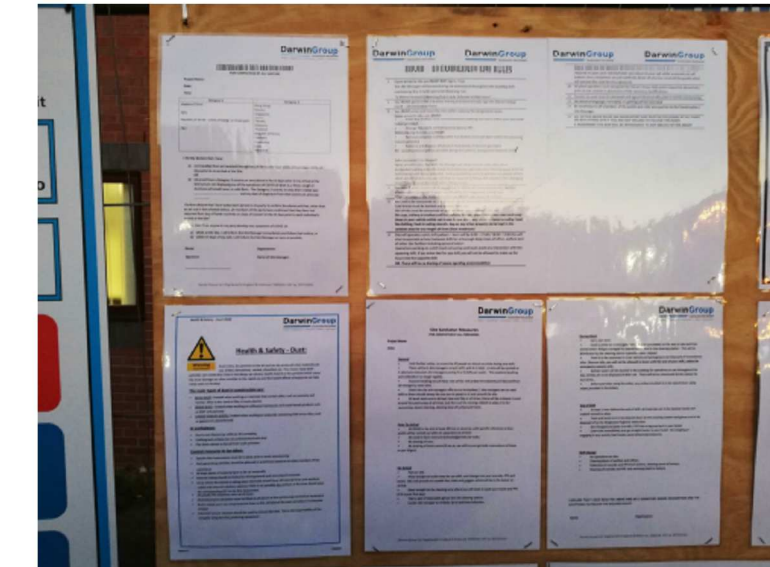
- Material store. Allow for a small lockable storage container
- DGL Contractor and Sub-Contractor Car Park

— Break in pedestrian barrier for access

— Heras fence mounted CCTV

— Pedestrian entrance gate

— Vehicle entrance gate



Site rules board @ site office, with statutory notices



Site Entrance Signage Example



Heras Fencing with Debris netting

[illegible]

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED. DO NOT SCALE OFF DRAWINGS. ALL DIMENSIONS ARE NOMINAL AND MUST BE CHECKED ON SITE. ALL DRAWINGS ARE COPYRIGHT OF DARWIN GROUP LTD AND CANNOT BE REPRODUCED WITHOUT WRITTEN CONSENT OF DARWIN GROUP LTD.

IF THERE ARE ANY DISCREPANCIES WITH ANY INFORMATION PROVIDED, IT IS THE CONTRACTORS RESPONSIBILITY TO NOTIFY DARWIN GROUP LTD IMMEDIATELY.



Construction Has Evolved
Design — Engineering — Contracting — Offsite
London House, Shawbury Business Park, Shawbury, Shrewsbury, SY4 4EA
TEL: 01939 252909
www.darwinarouald.co.uk

PROJECT TITLE	ADDRESS
Dewsbury and District Hospital	Halifax Rd, Dewsbury WF13 4HS

DRAWING TITLE

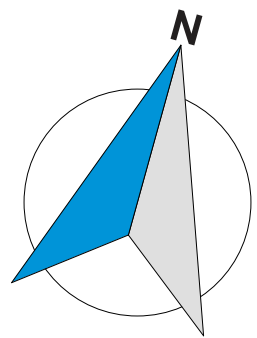
Site Logistics Plan

DRAWING REFERENCE						
180598	DGL	01	00	DR	A	1170
PROJECT	ORIGINATOR	VOLUME	LEVEL	TYPE	ROLE	NUMBER
INITIAL ISSUE DATE		INITIAL ISSUE BY		INITIAL CHECKED BY		GIFA
06/12/2022		CH		LS		1503 m²
SUITABILITY				SCALE	SHEET	REV
S4 For Stage 2 Approval				As indicated	A1	
STATUS CODE				STATUS DESCRIPTION		

Appendix F

Proposed Site Plan

*** Trees indicatively shown ***



VISUAL SCALE 1:200 @ A1

Proposed_Site Plan

1 : 200

[illegible]

ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE NOTED. DO NOT SCALE OFF DRAWINGS. ALL DIMENSIONS ARE NOMINAL AND MUST BE CHECKED ON SITE. ALL DRAWINGS ARE COPYRIGHT OF DARWIN GROUP LTD AND CANNOT BE REPRODUCED WITHOUT WRITTEN CONSENT OF DARWIN GROUP LTD.

IF THERE ARE ANY DISCREPANCIES WITH ANY INFORMATION PROVIDED, IT IS THE CONTRACTORS RESPONSIBILITY TO NOTIFY DARWIN GROUP LTD IMMEDIATELY.

DarwinGroup
Construction Has Evolved

Design — Engineering — Contracting — Offsite — Minor Works

London House, Shawbury
Business Park, Shawbury,
Shrewsbury, SY4 4EA

TEL: 01939 252900
www.darwinaroupltd.co.uk

PROJECT TITLE	ADDRESS
Dewsbury and District Hospital	Halifax Rd, Dewsbury WF13 4HS

DRAWING TITLE

Proposed Site Plan

DRAWING REFERENCE						
180598	DGL	01	00	DR	A	1160

PROJECT	ORIGINATOR	VOLUME	LEVEL	TYPE	ROLE	NUMBER
INITIAL ISSUE DATE	INITIAL ISSUE BY	INITIAL CHECKED BY			GIFA	
14/12/22	HB	LS			1503 m ²	

SUITABILITY	SCALE	SHEET	REV
S4 For Stage 2 approval	1 : 200	A1	P1
STATUS CODE			