

Whiston Hospital - Endoscopy Decontamination Extension

Transport Statement

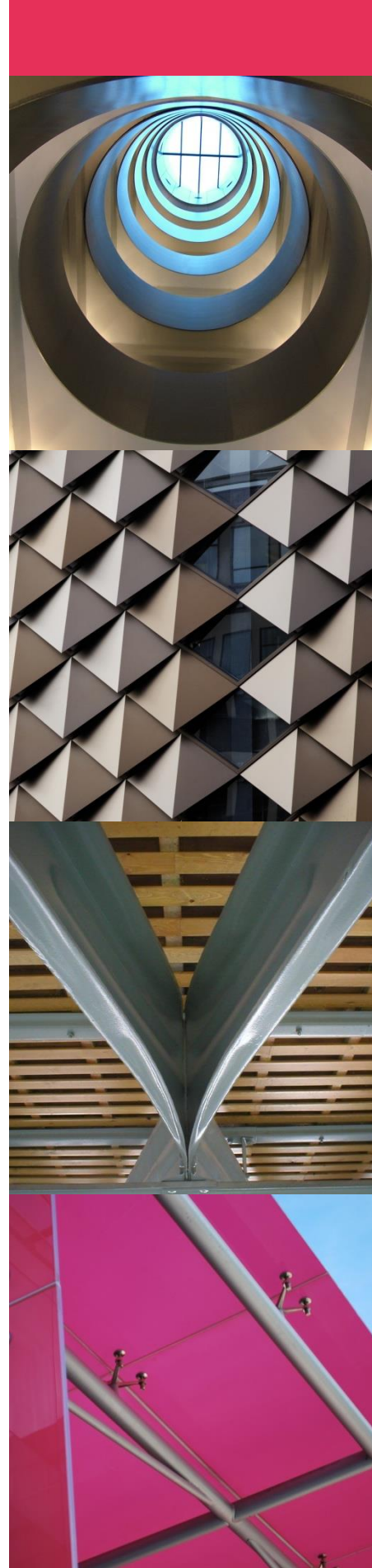
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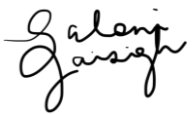
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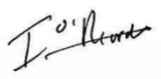
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1.0 Introduction

1.1 Introduction

- 1.1.1 Curtins has been appointed on behalf of St Helens and Knowsley NHS Trust ("the Client") to provide transport planning advice in support of a planning application a 3,443 sqm GIA extension of the existing Whiston Hospital to house an Endoscopy Decontamination Unit. The Local Planning and Highway Authority is Knowsley Metropolitan Borough Council (KMBC).
- 1.1.2 The development proposes to increase clinical space and support accommodation, as a result of the existing Whiston Hospital reaching capacity. The increase in space is proposed across multiple levels and will be utilised as follows: servicing/plant room on the lower ground floor, decontamination on level 1, the endoscopy department on level 2, offices on level 3 and 4, and a plant room on level 5. With this increase of space, there is an anticipated daily uplift of 22 staff members and 28 visitors.

1.2 Report Purpose & Objectives

- 1.2.1 The Transport Statement (TS) will provide an overview of local, regional and national policy, summarise the existing transport conditions, set out the development proposals and describe the future effect of them on the local transport network.

1.3 Site Location

- 1.3.1 Whiston Hospital is located in the northeastern area of Whiston within a largely residential area. The site is bound by the A57/Warrington Road to the north, Dragon Lane to the east and Stoney Lane to the south, as shown in **Figure 1.1**.

Figure 1.1 – Site Location

1.4 Document Structure

1.4.1 Following this introductory chapter, the remainder of this TS is structured as follows:

- **Section 2: Policy Review** – Provides a concise review of the relevant current and emerging national, regional and local policy issues that affect the site;
- **Section 3: Baseline Transport Conditions** – Provides an outline and review of the existing transport conditions prevailing at the development site and in the immediate surrounding area. A review of personal injury collisions is also included in this section.
- **Section 4: Development Proposals** – Sets out the development proposals including existing land use, proposed land use, pedestrian accesses and proposed servicing;
- **Section 5: Multi-Modal Trip Generation** – Presents the outcome of the trip generation assessment, to identify the number of trips expected to be generated by the proposed development; and
- **Section 6: Summary and Conclusions** – Provides a summary and conclusion by highlighting the key points raised within this TS.

2.0 Transport Planning Policy

2.1 Introduction

- 2.1.1 This section of the report outlines the national, regional and local planning policies relevant to the proposed development.

2.2 National Planning Policy

National Planning Policy Framework (NPPF 2021)

- 2.2.1 The National Planning Policy Framework (NPPF) outlines the potential benefits and outlines transport issues which should be considered from the earliest stages of plan-making and development proposals.

- 2.2.2 Section 9, Promoting Sustainable Transport, of the NPPF outlines the important role that considering development applications should ensure that:

- *‘appropriate opportunities to promote sustainable transport can be – 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; 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.*

- 2.2.3 Paragraph 108 of the NPPF states applications for development should:

- a) *“Give priority 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;*
- b) *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *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;*
- d) *Allow for the efficient delivery of goods and access by service and emergency vehicles; and*
- e) *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

2.2.4 Section 8, Promoting Healthy and Safe Communities, highlights the importance of providing “a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- Give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and
- Work with schools’ promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.”

2.3 Regional Planning Policy

2.3.1 Knowsley falls under the jurisdiction of Liverpool City Region Combined Authority (LCR)’s guidance.

LCR Local Transport Plan 3 (LTP3)

2.3.2 LCR’s LTP3 was published in 2011 in two separate documents; the one pertaining to Merseyside defines its vision as follows:

“A city region committed to a low carbon future, which has a transport network and mobility culture that positively contributes to a thriving economy and the health and wellbeing of its citizens and where sustainable travel is the option of choice.”

2.3.3 The LTP3 identifies the following goals for the region:

1. Support and connect the local area in a manner that fosters economic growth;
2. Provide a low-emission transport system;
3. Promote health, wellness and safety through transportation network;
4. Create a network that is well connected for everyone within the LCR area;
5. Ensure that the transport networks are reliable to connect cities, their people and their economies;
6. Keep infrastructure at a high-standard.

2.3.4 The document’s proposals extended until 2024; as that approaches, a new LTP is being developed to take its place.

LCR Local Transport Plan 4 (LTP4, currently in development)

2.3.5 The fourth edition of LCR’s LTP is currently in development to create a new transport strategy for the region that extends until 2040.

2.3.6 The draft vision for the LTP4 is as follows:

“To plan for, and deliver a clean, safe, resilient, accessible and inclusive London-standard transport system for the movement of people, goods and freight in a way that delivers our economic, social and environmental ambitions, and in particular, a net zero carbon emitting city region by 2040 or sooner”.

2.3.7 This plan considers national and other regional policy in hand with travel trends and data to understand how to lower emissions and carbon footprint generated by the region. The five goals identified in the draft document are as follows:

1. Provide transportation infrastructure that enables sustainable growth and development;
2. Enhance and protect the environment by achieving net-zero carbon emissions by 2040;
3. Create healthy streets and encourage active travel for communities;
4. Foster an efficient and reliable transport network; and
5. Adopt new technologies while responding to change and uncertainty.

2.4 Local Planning Policy

Knowsley 2030: A long term strategy for Knowsley (Draft for Consideration)

- 2.4.1 The Knowsley 2030 plan highlights the intention to regenerate town centres and communities by providing reliable and affordable public transportation within the borough and in the wider region.
- 2.4.2 In hand with public transportation the draft identifies that there will be increased investment in active travel provision, such as new cycle routes.

3.0 Baseline Transport Conditions

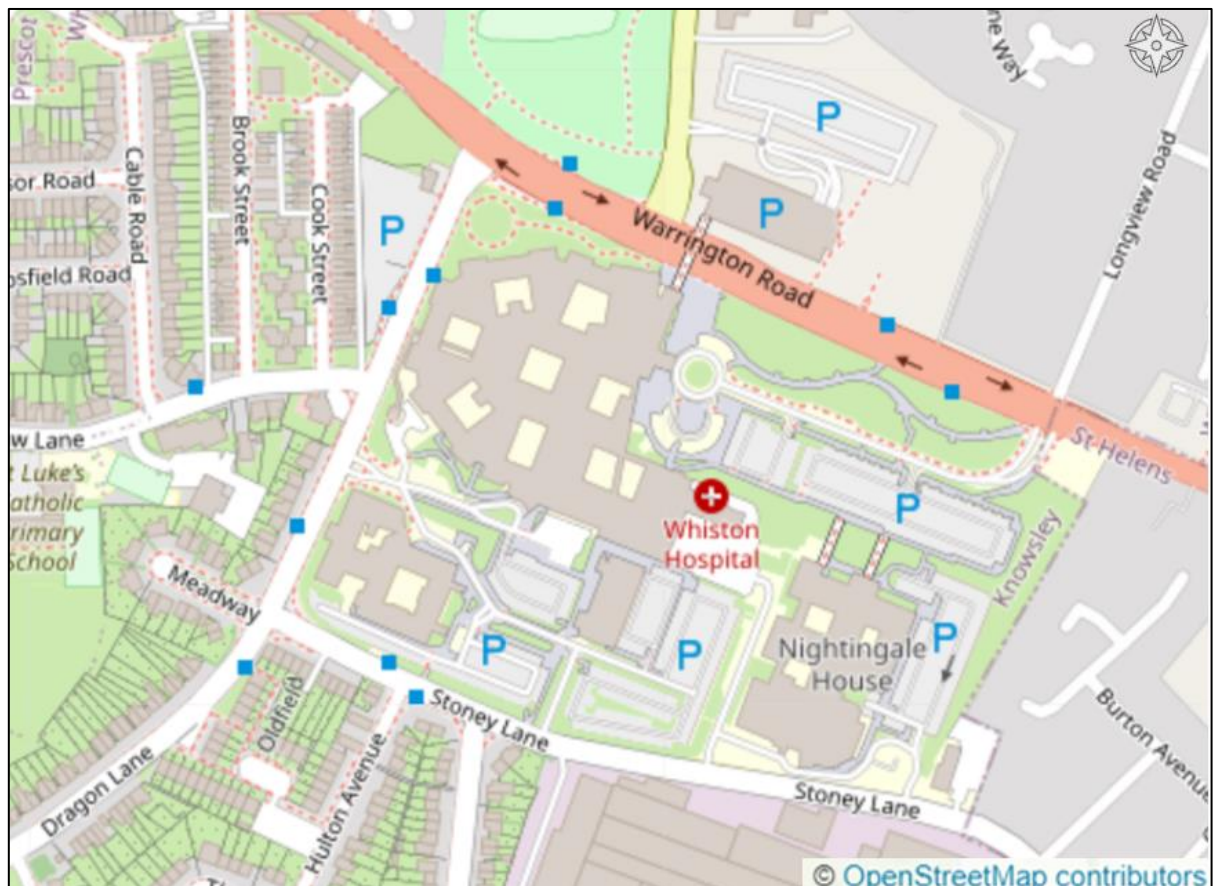
3.1 Introduction

- 3.1.1 This section establishes the baseline transport conditions at the site and the surrounding area. The baseline conditions are identified to understand the existing site context and to define a baseline position against which the proposed development impacts can be evaluated.

3.2 Site Context

- 3.2.1 The Hospital is bound by the A57/Warrington Road to the north, Dragon Lane to the west and Stoney Lane to the south. The site is shown within its local road network in **Figure 3.1**.

Figure 3.1 – Site Location



3.3 Local Highway Network

The A57/Warrington Road

- 3.3.1 The A57/Warrington Road is located directly north of the Hospital grounds and provides direct access to the Hospital's main entrance. The road is situated in an east-west alignment measuring circa 12m in width and forms a dual carriageway with two lanes in either direction.

Transport Statement

3.3.2 The road is well equipped for active travel with advanced stop lines for cyclists at traffic lights in addition to signalised pedestrian crossings with tactile paving and dropped kerbs.

3.3.3 Well-kept footways with smooth gradient measuring approximately 3m are provided on the northern and southern side of the carriageway.

3.3.4 Directly north of the site on Warrington Road, there are two inset bays for the Delph Lane and Dragon Lane bus stops.

Dragon Lane

3.3.5 Dragon Lane is a single carriageway that is situated in a northeast-southwest trajectory. At junctions, the road widens to accommodate multiple turn lanes and is equipped with advanced stop lines for cyclists.

3.3.6 The road measures circa 11m in width and has footways on either side measuring circa 3m in width. Within the proximity of the development, crossings are signalised with tactile paving and dropped kerbs.

3.3.7 Dragon Lane provides two opportunities to access the Hospital. The first point of access is reached by turning onto Stoney Lane from the intersection of Dragon Lane and Meadway/Stoney Lane, leading to parking area limited to staff and service use.

3.3.8 The second point of access from Dragon Lane is circa 90m north of the intersection with Meadway/Stoney Lane; this side road provides access to the Hospital's A&E services.

Stoney Lane

3.3.9 Stoney Lane is a two-way single carriageway that measures approximately 6m in width. The road has high quality active travel infrastructure as demonstrated through advanced stop lines for cyclists and signalised crossings, tactile information and dropped kerbs for pedestrians.

3.3.10 This road provides direct access to the site for pedestrians and vehicle access to the staff car park.

3.4 Local Cycle Infrastructure

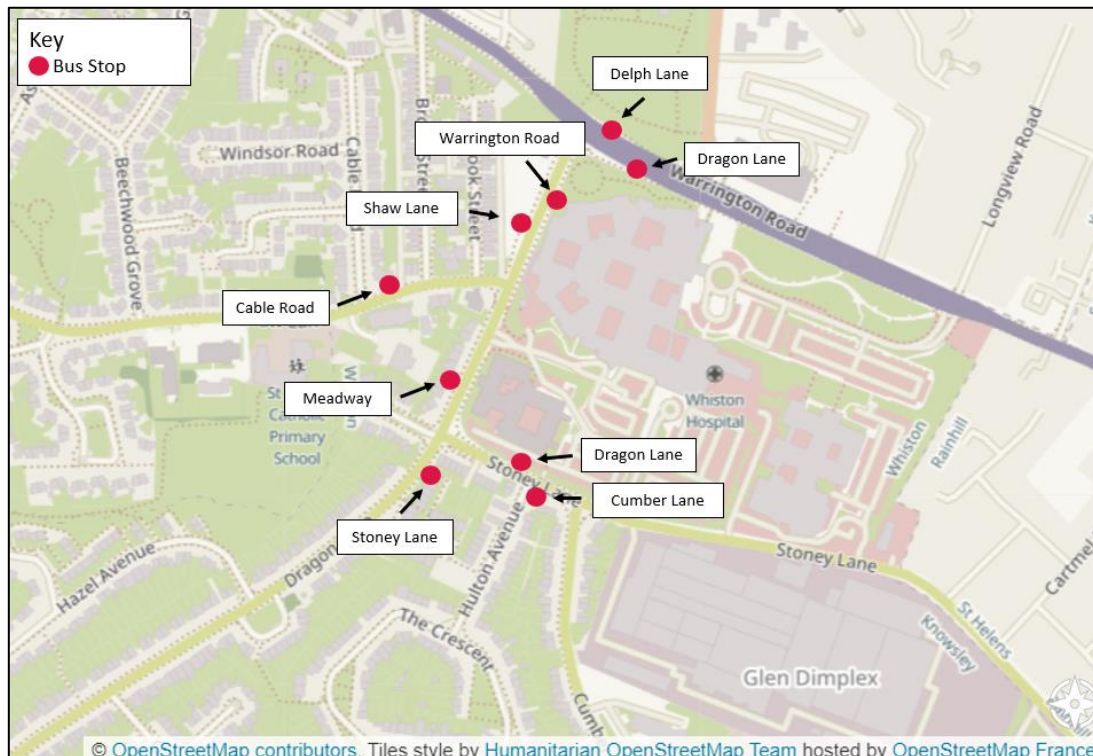
3.4.1 As aforementioned, the three roads directly surrounding the Hospital have provision for cyclists through advanced stop lines; however, they do not have segregated cycle lanes. The advanced stop lines at the intersection of the A57/Warrington Road and Longview Road allow cyclists to easily access the Hospital's main entrance and the proposed extension.

3.4.2 Designated cycle paths are spotted throughout the local area. Within near proximity of the site, there is a cycle path in Henley Park, in addition to one off Hazel Avenue (accessed south of the Hospital via Dragon Road) which connects the Hospital with Stadt Moers Park. These cycle-friendly paths are identified in **Figure 3.2**.

Figure 3.2 – Bus Stop Locations

3.5 Bus Services

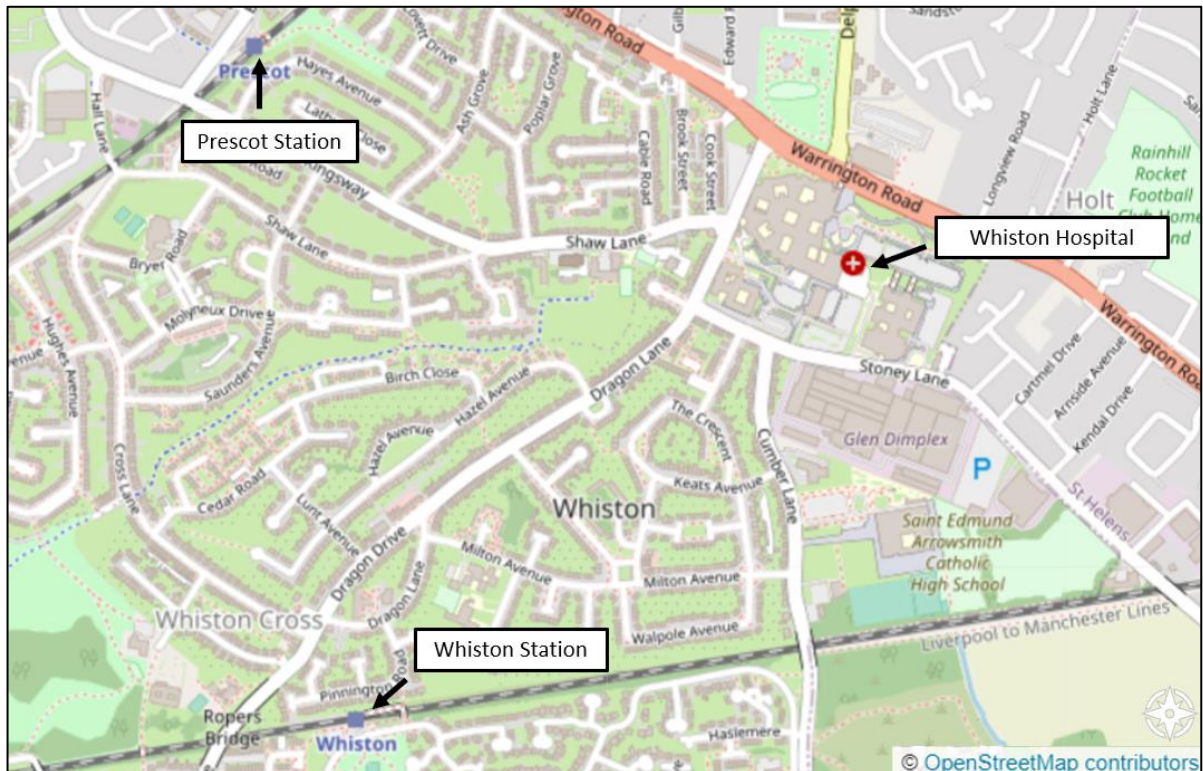
- 3.5.1 There are several bus stops situated in direct proximity to the site; the location of local bus stops are shown in **Figure 3.3**.

Figure 3.3 – Bus Stop Locations

- 3.5.2 The Delph Lane and Dragon Lane bus stops are located along the A57 and service the 10AQ, 50, 61, 89, 750 and C50 buses, providing services to destinations such as Speke, Liverpool, St Helens and Palace Fields.
- 3.5.3 Along Dragon Lane lies Warrington Road, Shaw Lane, Meadway and Stoney Lane bus stops. These service the 99, 239, 248 and 297 bus routes which link the site with Whiston, Prescot and Kirkby.
- 3.5.4 The Dragon Lane and Cumber Lane bus stops border the site to the south and are serviced by the 239 and 248 buses which terminate in Prescot, Broadgreen and Huyton.
- 3.5.5 The nearby bus stop Cable Road is located just west of the site, at the intersection of Cable Road and Shaw Lane. This stop is also serviced by the 297, terminating at St Helens.
- 3.5.6 A complimentary shuttle bus is available for those travelling between Whiston Hospital and St. Helens Hospital in Sutton (approximately a 13-minute journey). This service runs every 20 minutes between 7:20 AM to 6:10 PM from Monday to Friday from each hospital's main entrance.

3.6 Rail Services

- 3.6.1 Whiston Hospital is conveniently located within close proximity to two railway stations, Whiston Station and Prescot Station, and demonstrated in **Figure 3.4**.

Figure 3.4 – Railway Station Locations

3.6.2 Whiston Station is located 1.5km away from the Hospital's front entrance, taking 18 minutes to reach by foot. The station is serviced by the Northern Railway, providing bihourly trains to northern destinations such as Manchester Victoria, Manchester Airport and Liverpool Lime Street.

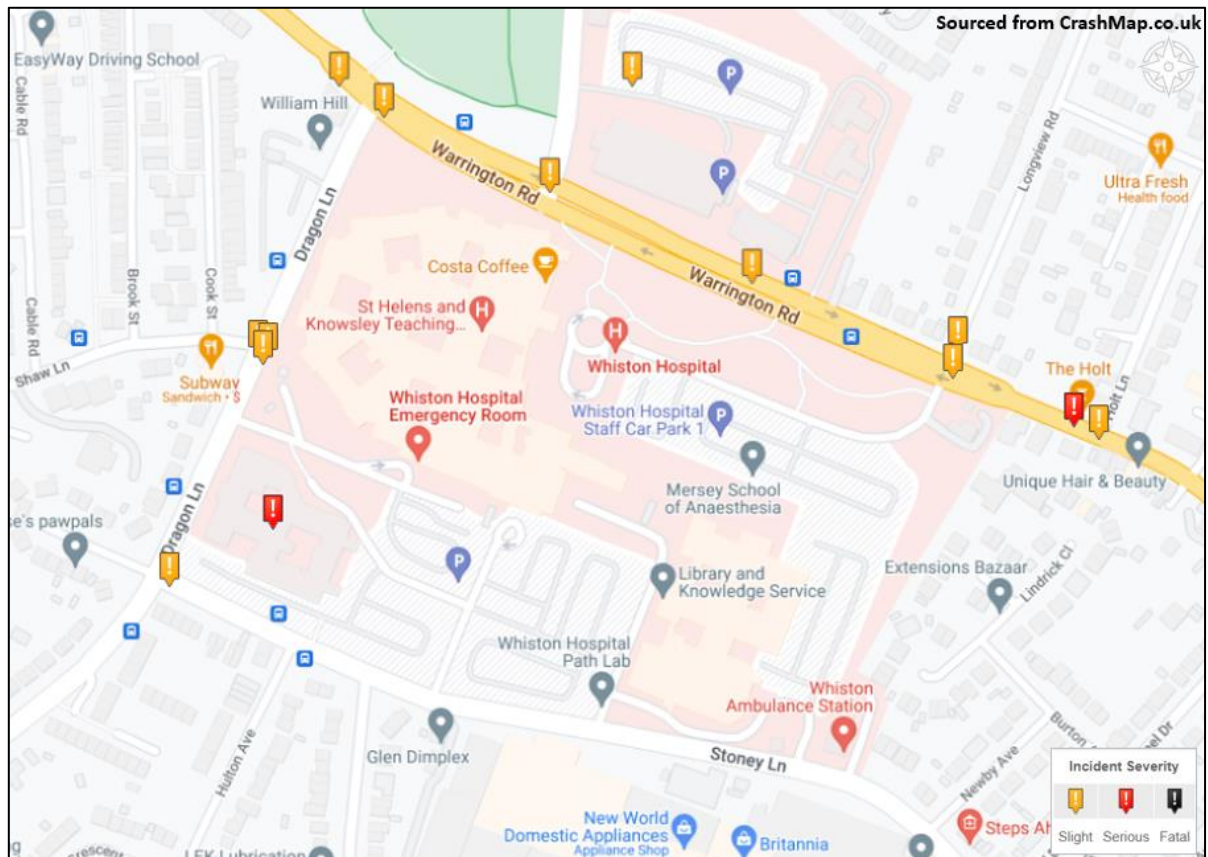
3.6.3 Prescot Station is situated 1.4km away from the Hospital's front entrance and is reachable within 17 minutes on foot. This station is also serviced by Northern Railway and offers four trains per hour to destinations such as Liverpool Lime Street and Wigan North Western.

3.7 Highway Safety Review

3.7.1 CrashMap has been used to identify whether any collisions have occurred with close proximity to the proposed development utilising the most recently available data, which covers the period of 2017-2021.

3.7.2 **Figure 3.5** shows that there have been 14 collisions within the five year period, of which 12 were of 'slight' classification and two were 'serious'.

Figure 3.5 – Collision Data



- 3.7.3 One of the collisions identified as ‘serious’ took place within the southwestern area of the Hospital grounds in 2017 and involved a vehicle and a pedestrian. This incident was a onetime occurrence and no repeat collisions have occurred at that location since.
- 3.7.4 At the intersection of Shaw Lane and Dragon Lane, three ‘slight’ collisions have been observed. These three incidents occurred between 2017-2018 without any collisions in the proximity of the junction recorded since. Therefore, this does not raise any highway safety concerns.
- 3.7.5 Eight of the 14 collisions, including one “serious” incident, occurred on the A57/Warrington Road. As there are no major clusters, this can be alluded to the busy nature of an “A” road rather than suggesting that present highways layout or design is a contributory factor to accidents.
- 3.7.6 Three of the 14 incidents across the five-year period involved active travel, however these incidents with cyclists and pedestrians each occurred in different locations and at different times, without any clusters evident. The two ‘serious’ incidents did not occur in clusters. Thus, the area surrounding the site does not give rise to highway safety concerns.

3.8 Summary

- 3.8.1 This section has demonstrated that the site is accessible by a range of sustainable modes of travel. It is considered that there is high-quality pedestrian and cycling infrastructure surrounding the site in

addition to numerous bus services and train services. Furthermore, collision data does not indicate that there are any highway safety concerns. Based on the above, it is considered that the site is accessible by public transport and active modes.

4.0 Development Proposals

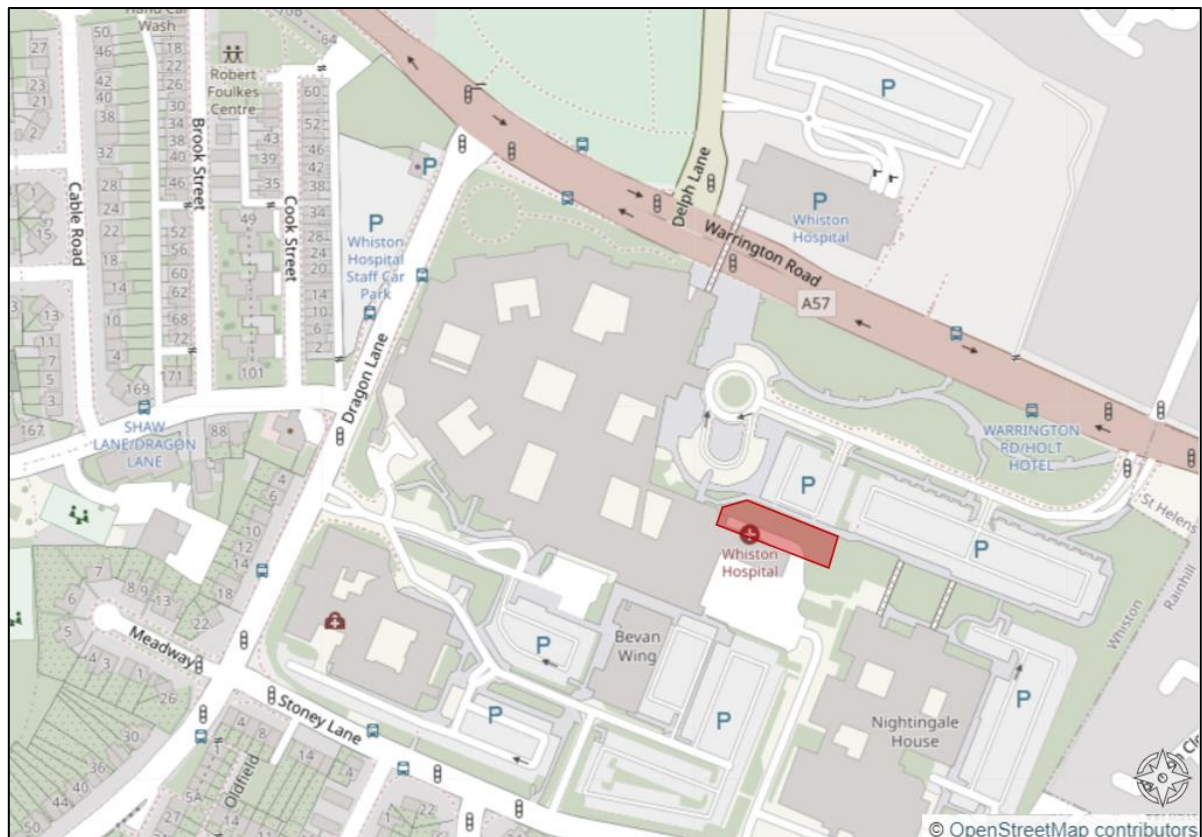
4.1 Introduction

- 4.1.1 This chapter of the TS introduces and outlines the development proposals for the site. It includes a description of the proposed lane use, proposed access arrangements and servicing strategy.

4.2 Development Overview

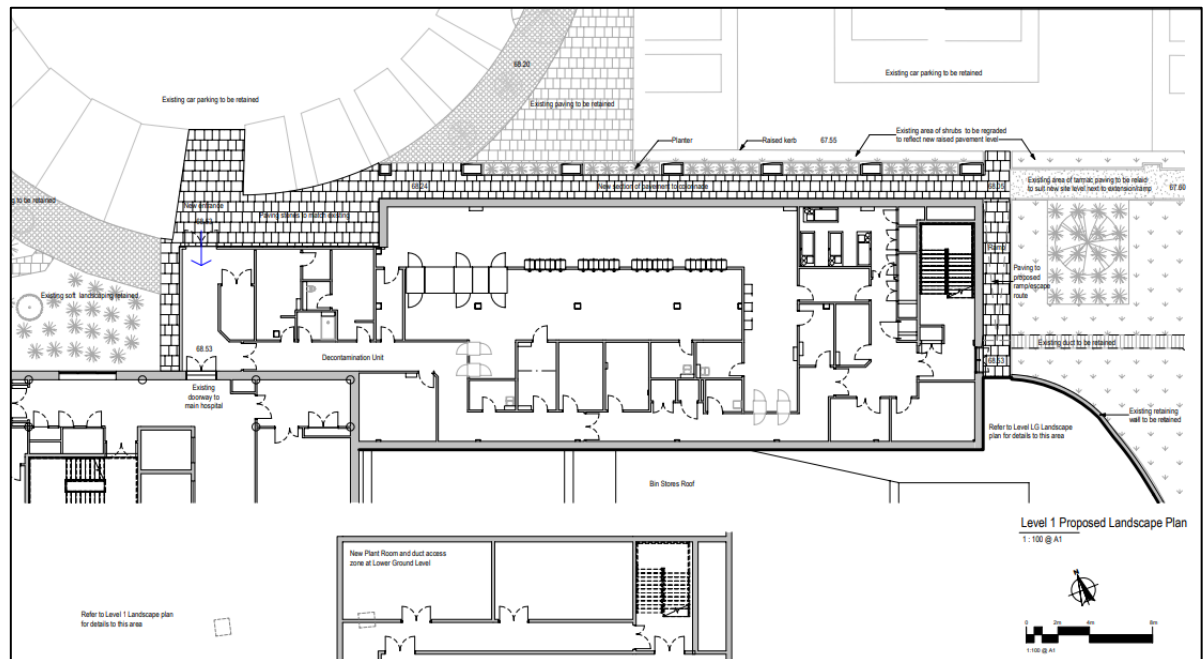
- 4.2.1 The development plans propose a 3,443 GIA sqm extension of the existing Whiston Hospital. The extension building will be four storeys high in addition to plant rooms on the roof and the lower ground floor.
- 4.2.2 The endoscopy decontamination extension is proposed to link to the main Hospital building at the site. The development will be located adjacent to the roundabout in the northern section of the hospital. The roundabout primarily allows for drop offs and short-term parking.
- 4.2.3 The red line boundary is identified in **Figure 4.1**.

Figure 4.1 – Red Line Boundary



- 4.2.4 The proposed layout is shown in **Figure 4.2**.

Figure 4.2 – Proposed Layout



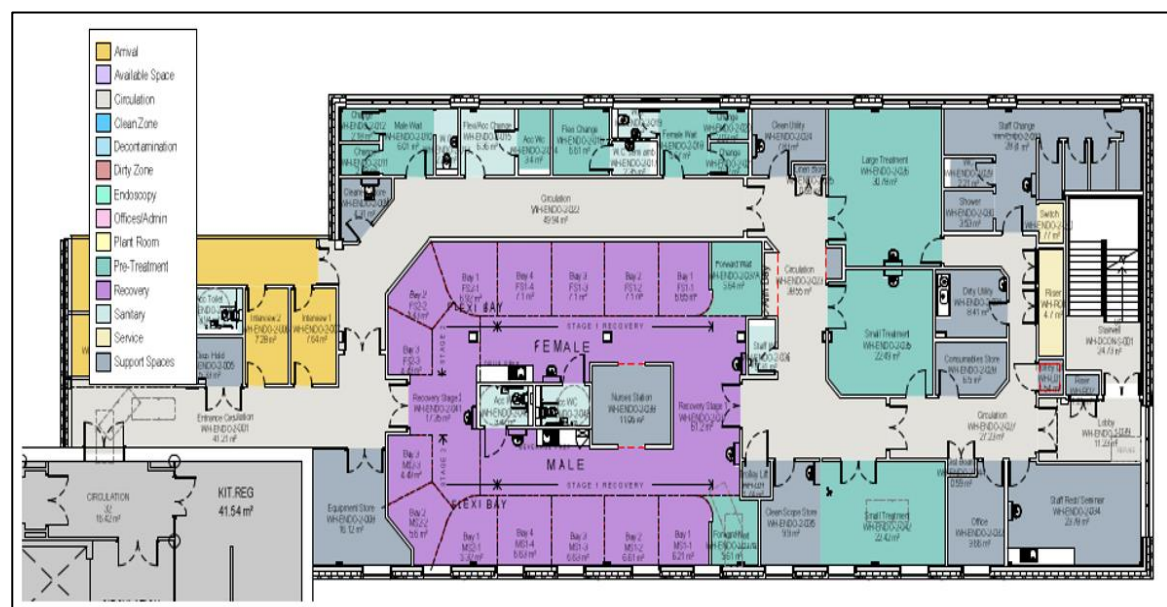
Decontamination Department

- 4.2.5 The decontamination department has been designed to ensure that there are separate routes between the clean and dirty scopes to and from the processing rooms to protect against contamination.

Endoscopy Department

- 4.2.6 The endoscopy department has been designed to maximise patient rooms whilst ensuring that there is a separation of patient groups by gender, wellness status and arrival/departure.

Figure 4.3 – Endoscopy Plan Layout



4.3 Access

Pedestrian Access

- 4.3.1 The proposed development will be accessed using the existing hospital infrastructure.
- 4.3.2 The proposed site sits between the main Hospital to the west and Nightingale House to the east. As such, there is a key pedestrian route between the two buildings which mainly used by staff.
- 4.3.3 The Hospital's main entrance is accessed from the A57/Warrington Road along with two secondary entrances; these are not changing as part of the proposals. The proposed extension will utilise existing pedestrian infrastructure and will connect to the main Hospital at all levels.
- 4.3.4 Access points within the Hospital grounds are identified in **Figure 4.7**.

Figure 4.4 – Site Access



- 4.3.5 Level access, dropped kerbs and tactile paving are provided within the Hospital grounds and alongside footways connecting the Hospital to the local highway network.

Cycle Access and Parking

- 4.3.6 120 cycle parking spaces are provided at the hospital, comprising of 60 short-stay spaces and 60 long-stay spaces. The existing cycle provision at the site will be unchanged as a result of the proposals and will be available for staff, patient and visitor to use.

Vehicle Access

- 4.3.7 Vehicle access will remain in line with the existing situation at Whiston Hospital. The proposals do not impact the existing onsite car parking provision.
- 4.3.8 Existing emergency vehicle access will be maintained.

Deliveries and Servicing

- 4.3.9 All vehicle delivery and servicing activity for the site will continue to follow the current arrangements; they will access the Hospital from the existing service yard that is behind the proposed extension at the Lower Ground Level.
- 4.3.10 The proposed development will be located adjacent to the Hospital's bin stores, allowing for easy disposal of waste and refuse.

5.0 Multi-Modal Trip Generation

5.1 Introduction

- 5.1.1 This chapter sets out the methodology and results of a multi-modal trip generation assessment, which has been undertaken to assess the potential impact of the proposed development on the local transport network.

5.2 Proposed Trip Generation

- 5.2.1 A multi-modal trip generation has been undertaken to assess and quantify the potential impact of the proposed development in terms of the number of trips likely to be generated by the proposed extension.
- 5.2.2 The total trip generation for the new extension has been developed using a first principles approach. It is expected that there will be an increase of 22 staff and 28 patients visiting the site per day. This equates to 44 two-way staff movements and 56 two-way patient movements per day.
- 5.2.3 Currently the site accommodates circa 5,200 staff. As such, the new unit would result in a minimal increase in staff numbers, equating to less than 1%.
- 5.2.4 To understand how staff, patients and visitors are likely to travel to the site, modal split information for the Hospital has been derived from travel surveys completed by Whiston Hospital in 2009. Census travel to work data was as a sensitivity test and concluded that using existing modal split information for the site was robust, with a higher number of vehicle trips resulting from the assessment.
- 5.2.5 The results for staff is shown in **Table 5.1**.

Table 5.1 – Proposed Staff Multi-Modal Trip Generation (Hospital Travel Plan Mode Split, 2009)

Mode	Mode Split	Daily		
		In	Out	2-Way
Train	1%	0	0	0
Bus	8%	2	2	4
Motorcycle, scooter or moped	0%	0	0	0
Driving a car or van	0%	0	0	0
Car share	69%	15	15	30
Bicycle	6%	1	1	3
On foot	1%	0	0	0
Other	14%	3	3	6
Total	100%	22	22	44

**Note: may not sum due to rounding*

- 5.2.6 The results for patients and visitors are provided in **Table 5.2**.

Table 5.2 – Proposed Patient and Visitor Multi-Modal Trip Generation (Hospital Travel Plan Mode Split, 2009)

Mode	Mode Split	Daily		
		In	Out	2-Way
Train	0%	0	0	0
Bus, minibus or coach	17%	5	5	10
Driving a car or van	70%	20	20	39
Bicycle	1%	0	0	0
On foot	8%	2	2	5
Other	4%	1	1	2
Total	100%	28	28	56

*Note: may not sum due to rounding

5.2.7 The trip generation for staff, patients and visitors has been combined to give an indication of the likely daily trip generation as a result of the proposed development. This is shown in **Table 5.3**.

Table 5.3 –Total Multi-Modal Trip Generation

Mode	Daily		
	In	Out	2-Way
Train	0	0	1
Bus	7	7	14
Motorcycle, scooter or moped	0	0	0
Driving a car or van	35	35	70
Car hire	1	1	3
Bicycle	0	0	0
On foot	5	5	11
Other	1	1	3
Total	50	50	100

*Note: may not sum due to rounding

5.2.8 As shown above, in total 100 additional trips are expected to be generated by the proposed development, comprising of 50 arrivals and departures. A total of 70-two-way car driver trips are expected, amounting to an additional 35 vehicles per day. This will be dispersed across the day, with arrivals and departures generally not experienced within the traditional peak hours, in line with staff shift patterns and patients / visitors arriving for short appointments throughout the day.

5.2.9 Since the modal split survey was completed in 2009, St Helens and Knowsley NHS Trust have implemented a flexible working policy for staff from 2021. This would have impacted the travel behaviours of staff, decreasing the quantum of staff travel to the site daily. Of those staff members moving into the new extension, it is expected that 30% will be working from home two or three days per week.

5.2.10 As such, in reality the daily number of trips is likely to be lowered than presented for both the proposed development and existing site. This would result in a lower demand for on-site car parking across the week.

5.2.11 It is also important to note that the Trust have recently acquired an additional car parking area for use by staff (237 spaces). This is located off Warrington Road, near to the junction with Delph Lane. Access

into the car park extension is via the existing access road of the multi-storey off Delph Lane. This increased capacity would be able accommodate the minimal increase in car parking demand as a result of the endoscopy decontamination extension.

- 5.2.12 The increase in car trips associated with the proposed development (15 vehicles) represents less than 2% of total staff parking capacity (1,172 spaces). For patients / visitors, the increase in vehicle trips (20 vehicles) amounts to less than 4% of total patient/visitor parking capacity (537 spaces).

5.3 Summary

- 5.3.1 The proposed development is expected to generate a total of 100 two-way trips across the day, this includes 35 new vehicles per day.
- 5.3.2 This level of increase is not considered likely to give rise to a significant impact on the wider network, and certainly not one that could be regarded as 'severe' in the context of the NPPF.

6.0 Summary

6.1 Summary

- 6.1.1 Curtins has been appointed on behalf of St Helens and Knowsley NHS Trust (“the Client”) to provide transport planning advice in support of a planning application for the 3,443 sqm GIA extension of the existing Whiston Hospital which is to be utilised as the Endoscopy Decontamination Unit. The Local Planning and Highway Authority is Knowsley Metropolitan Borough Council (KMBC).
- 6.1.2 The proposals for the development extension will not alter the existing access of the site for pedestrian, cyclists and vehicles.
- 6.1.3 The site is accessible by a range of sustainable modes of travel. There is a good level of high-quality pedestrian and cycling infrastructure surrounding the site. Likewise, there are numerous bus services directly surrounding the site and many train services within proximity to the site. It is therefore considered that the site is accessible by public transport and active modes.
- 6.1.4 A total of 70-two-way car driver trips are expected as result of the Hospital extension, amounting to an additional 35 vehicles per day. This will be dispersed across the day, with arrivals and departures generally not experienced within the traditional peak hours, in line with staff shift patterns and patients / visitors arriving for short appointments throughout the day.
- 6.1.5 Currently the site accommodates circa 5,200 staff. As such, the new unit would result in a minimal increase in staff numbers, equating to less than 1%.
- 6.1.6 The trip generation comparison has indicated that the proposed development can be expected to result in a minimal impact on the road network. The proposed development is not anticipated to have a detrimental impact on the local road network in terms of congestion and road safety. This TS has demonstrated that the proposed development at the site will not have a significant impact on the operation of the surrounding roads.

6.2 Conclusion

- 6.2.1 It is concluded that the proposed development is in accordance with the NPPF, which is in favour of sustainable development and advises 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’.
- 6.2.2 In light of the evidence presented within this report, it is considered that the development’s transport impacts cannot be regarded as severe in the context of the NPPF. Therefore, the local Highway Authority should be able to recommend approval of the planning application.

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