

# **Airbus Broughton – Occupational Health & Wellbeing Centre**

Transport Statement

July 2019



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# Issue and Revision Record

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# 1 Introduction

Mott MacDonald has been commissioned by Airbus UK to prepare a Transport Statement in support of a proposed multi-purpose staff 'Occupational Health & Wellbeing Centre' located within the Airbus UK operations base in Broughton.

Airbus is the largest commercial aerospace company in the UK and its biggest aerospace exporter. Each year Airbus contributes in excess of £7 billion to the UK GDP and employs a 14,000-strong workforce across more than 25 sites in the UK. In the UK the design, testing and manufacturing of wings for the entire family of Airbus commercial aircraft sustains 10,000 of these jobs across two sites at Filton and Broughton.

The site in Broughton, situated in the north-west of Wales, is home to more than 6,000 Airbus employees with a proud tradition of aerospace manufacturing going back three-quarters of a century. Over the past 10 years Airbus has invested more than £2 billion in the Broughton site and continues to expand and enhance this base of operations. Now producing over 1,000 wings every year, the site forms one of the largest employers in the wider region.

Airbus UK is enhancing its offer to employees at Broughton investing in on-site staff wellbeing facilities. The development considered within this transport statement will accommodate a number of key facilities including an occupational health suite with consultation and physiotherapy rooms as well as a more proactive healthcare zone comprising a café and flexible space for use as a gymnasium or conferencing/presentation space.

The new facility is anticipated to have a total floor area of 1,184m<sup>2</sup> and has been proposed with the purpose of enhancing and relocating the existing services currently offered at various other locations within the site.

## 1.1 Transport Statement Scope

This Transport Statement is set out in 4 sections including;

- Section 1: Introduction
- Section 2: An overview of the accessibility of the site
- Section 3: Details of the proposed development including an assessment of transport impact
- Section 4: Our conclusions and recommendations

## 2 Transport Baseline

In this section an overview of site location and accessibility by all modes is provided.

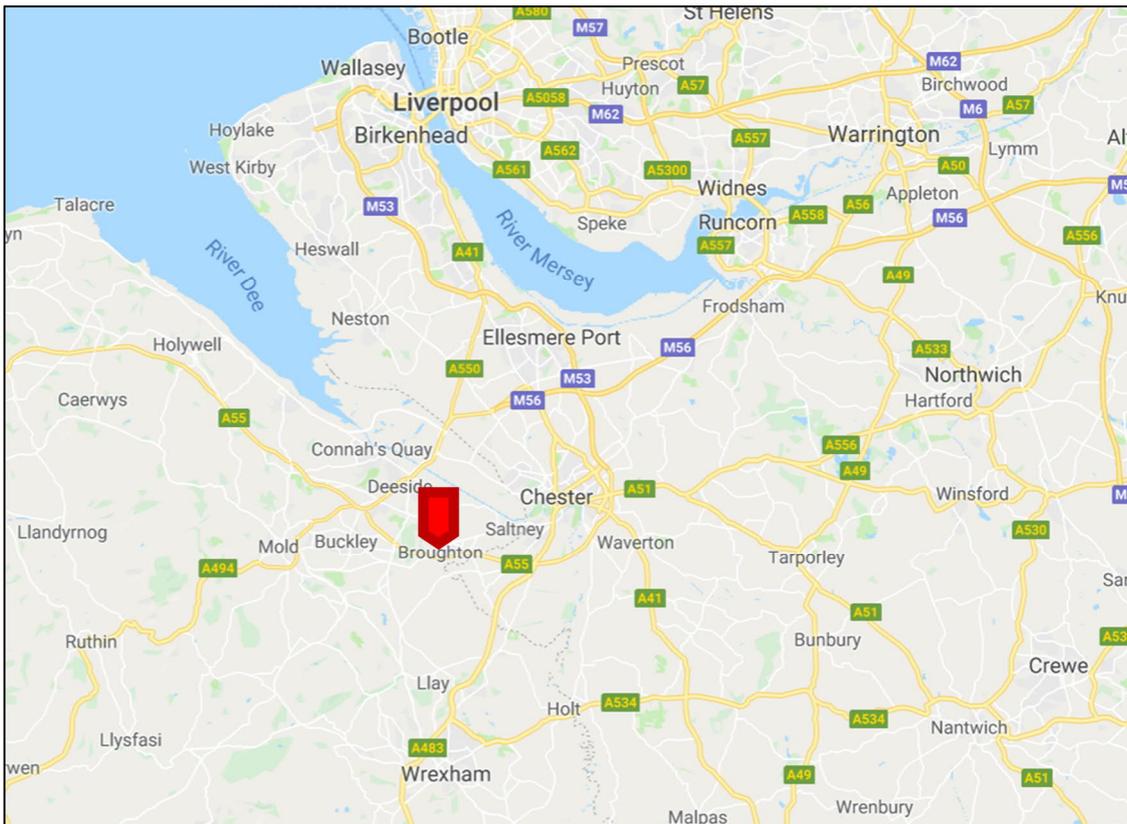
### 2.1 Site Location and Current Use

The proposed development is located within the Broughton Airbus UK site, which is situated in the north-east of Wales, approximately 15 minutes' drive from Chester City Centre. The site has a tradition of aerospace manufacturing, going back three-quarters of a century, nowadays primarily assembling wings for the entire family of Airbus commercial aircraft. Airbus UK now employ over 6,000 staff on the site, making it one of the largest employers in the region.

The occupational health & wellbeing centre itself is to be located adjacent to the main entrance to the south site by the existing Broughton FC Football Stadium. The site is currently outside the Airbus UK plant security line and not classed as airside with regards to airfield operations.

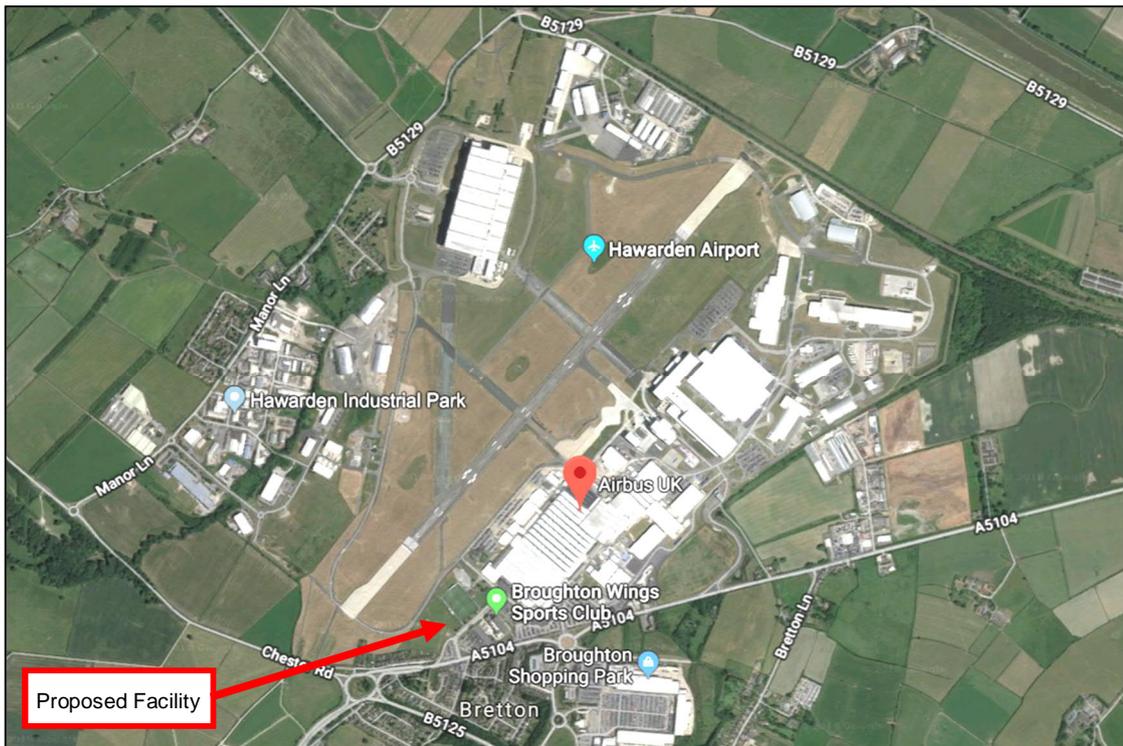
A location plan and a more detailed satellite view of the current site are provided below in **Figures 1** and **2** respectively:

**Figure 1: Airbus UK, Broughton Site Location**



Source: Mott MacDonald/Google Maps

**Figure 2: Airbus UK, Westhoughton Site Satellite View**



Source: Google Maps

## 2.2 Accessibility by Sustainable Modes

### 2.2.1 Bus

Site accessibility via bus is of a good standard, primarily due to several bus stops located around the edge of the site along the A5104, B5125 (Chester Road) and Manor Lane. The main site entrances along the A5104, which will provide access to the proposed development, are directly served by both the Airbus and Glynn Arms bus stops. Together these bus stops provide access to several bus services, of which all 10 services stop at the Airbus bus stop located approximately 100 meters from the proposed on-site development.

Most of the services originate out of Chester to the north-east of the site, which provides a local transport hub for longer distance accessibility to the area. Other key destinations include Buckley, Mold, Holywell, Ellesmere Port, Birkenhead, Ruthin and Hawarden, which also provides the nearest rail station. The majority of these services operate at weekday frequencies of at least one hour, with some providing up to half-hourly frequencies. Saturday services almost match the frequencies of those seen on a weekday, however, only one of the 10 services run on a Sunday between Chester and Mold.

**Table 1** below summarises the 10 bus services serving the Airbus bus stop.

**Table 1: Bus Services at Airbus Bus Stop**

Service Number	Route	Hours of Operation and Service Frequency*			Operator
		Mon-Friday	Saturday	Sunday	
4	Chester - Hawarden - Buckley - Mold	06:59-18:38 Every 30 min	07:04-18:34 Every 30 min	-	Arriva Wales
4S	Chester - Hawarden - Buckley - Mold	06:29-22:35 Every 60 min	06:29-22:35 Every 60 min	08:58-22:39 Every 60 min	Arriva Wales
11	Chester - Queensferry - Connahs Quay - Holywell	07:08-19:08 Every 30 min	07:08-19:08 Every 30 min	-	Arriva Wales
11A	Chester - Queensferry - Flint - Mold	21:06-23:20 Only 2 buses	21:06-23:20 Only 2 buses	-	Arriva Wales
12	Chester - Saltney - Connahs Quay - Northop - Mold	07:42-19:42 Every 60 min	07:42-19:42 Every 60 min	-	Arriva Wales
13	Chester - Handbridge - Broughton - Buckley - Mold	05:13-19:13 Every 60 min	05:13-19:13 Every 60 min	-	Arriva Wales
811	Broughton - Deeside Ind Park - Birkenhead - Moreton	16:19-17:19 Only 2 buses	-	-	A2B Travel
CT1	Broughton - Caergwre	08:49-17:49 Every 120 min	08:49-17:49 Every 120 min	-	R Williams
X1	Chester - Mold - Loggerheads - Ruthin	11:35-14:45 Only 2 buses	11:35-14:45 Only 2 buses	-	M&H Coaches
X4	Ellesmere Port - Cheshire Oaks - Chester - Chester Business Park - Mold	07:18-17:48 Every 30 min	07:18-17:48 Every 30 min	-	Arriva Wales

\*Operation hours taken at Airbus Bus Stop. Service frequency taken between 8-9am

### 2.2.2 Train

The site is not currently served directly by rail. Hawarden Station, approximately 4 kilometres to the west, forms the closest rail station to the site. The station is served by Arriva Trains Wales along the Borderlands Line, operating on a basic hourly frequency between Wrexham Central and Bidston. Connections from this line also provide access to Liverpool at Bidston, Chester/Manchester Piccadilly at Shotton/Shrewsbury and Birmingham New Street/South Wales at Wrexham Central.

From Hawarden Station, additional journeys of 6-7 minutes by car or 15-20 minutes by bike is required to access the main Airbus UK site entrance. Alternatively, the Arriva Wales Bus Route 4 provides 10-minute connectivity between Hawarden Rail Station bus stop and Airbus bus stop every 30 minutes.

Additionally, Chester Rail Station to the east of the site is also connected to the site by Arriva Wales Route 4. This connection requires an additional 22-minute bus journey but facilitates longer distance connectivity as Chester Station is served by Merseyrail, Virgin Trains, Transport for Wales and Northern lines.

### 2.2.3 Cycling

The site benefits from relatively well-established cycling infrastructure, providing a good standard of local cycle accessibility. **Figure 3** below illustrates the existing key routes within close proximity to the site.



the A5104 also borders the northern edge of Broughton before connecting both the A55 and the A550 further west.

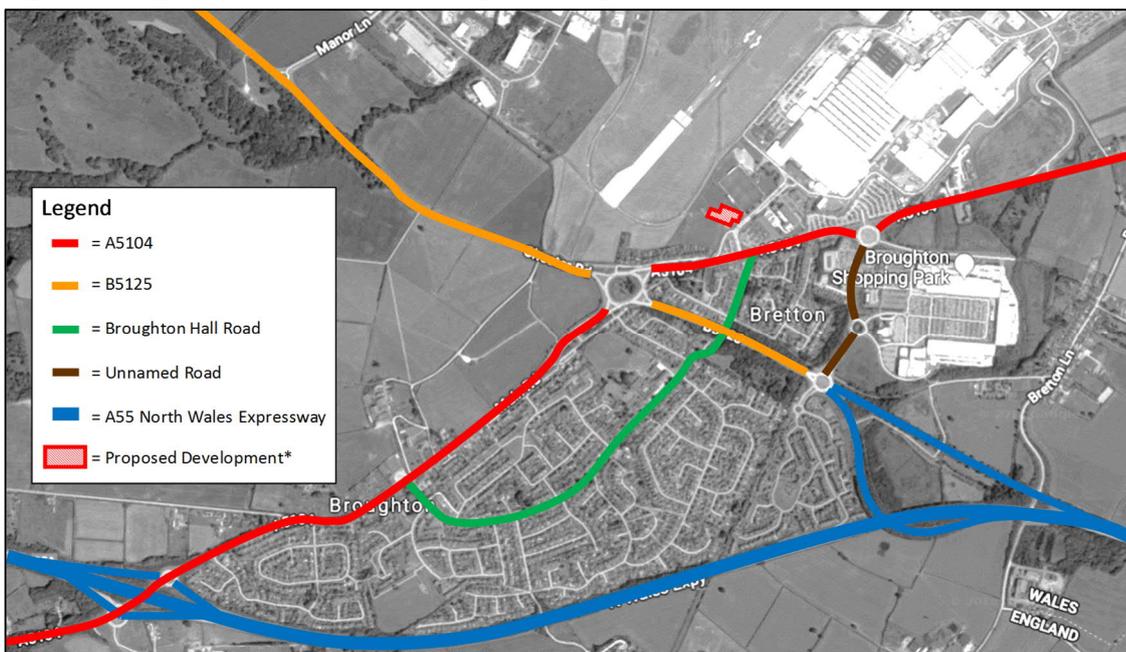
The B5125 provides a westward continuation of the section of the A5104 bordering the site, connecting Hawarden and the A494. The B5125 also provides a short connection down from the site, between Broughton and Bretton, to the A55 North Wales Expressway. This dual carriageway forms an important distributor road providing a link from the M53 north of Chester right across the north of Wales along to Holyhead.

More locally Broughton Hall Road also provides a key 30mph link road through the centre of both the Broughton and Bretton residential areas. Connecting to the A5104 at both ends, it provides access under the 60mph section of the B5125.

An unnamed road also provides an additional short connection between the A5104 at the main Airbus site entrances to the B5125 to the south. The link provides a 30mph single carriageway facilitating access to the Broughton Shopping Park.

The identified key links are highlighted below in **Figure 4**.

**Figure 4: Key Road Network in Vicinity of Broughton Airbus Site**



Source: Mott MacDonald/Google Maps

\*Only intended to provide a rough location of development

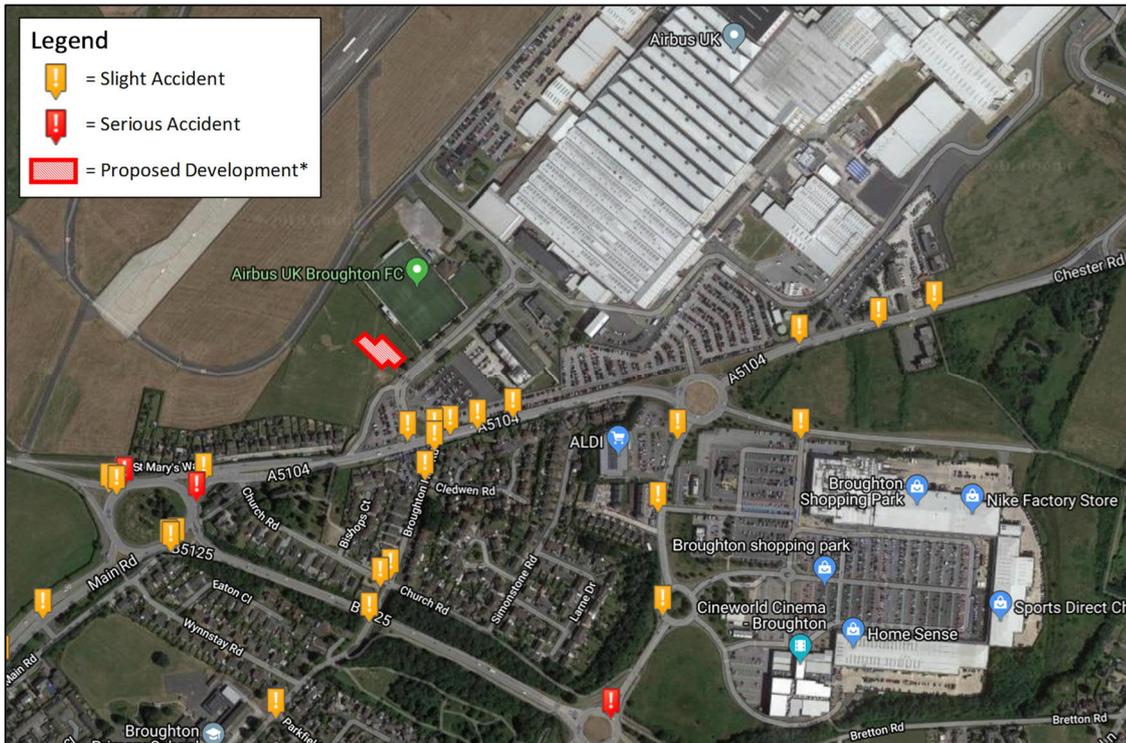
### 2.2.5.1 Site access junction with A5104 Chester Road

It should be noted that the road network within the development site is controlled by Airbus UK and is not adopted. The vehicular access to the site is provide via a three-arm signal junction with A5101 Chester Road. For heavy and abnormal load deliveries there is a second site access a few metres to the west of the signal junction which is protected by barrier which is only opened when a large vehicle, too large for the standard signal junction is expected and has arrived.

### 2.2.5.2 Accident Data Analysis

Analysis of the existing performance of the local road network regarding road safety has been undertaken using CrashMap. The resultant spatial distribution, including accident severity, is provided below in **Figure 5**.

**Figure 5: Area Accident Data (2013-2017)**



Source: Mott MacDonald/CrashMap

\*Only intended to provide a rough location of development

Small accident clusters on three of the four entry arms of the roundabout to the west were observed, two of which included a serious accident. While these are indicative of potential factors such as excessive entry speeds or poor visibility, the occurrence over clusters no greater than four accidents over a period of five years is considered to be relatively expected for a roundabout of this size.

The other accident cluster of significance comprised seven accidents spread along the A5104 at the junctions with Broughton Hall Road and the west side Airbus UK site entrance. However, due to the volume of traffic experienced turning through these junctions and the low severity of the accidents, this data is not indicative of any existing significant road safety issues.

### 3 Proposed Development and Impact Assessment

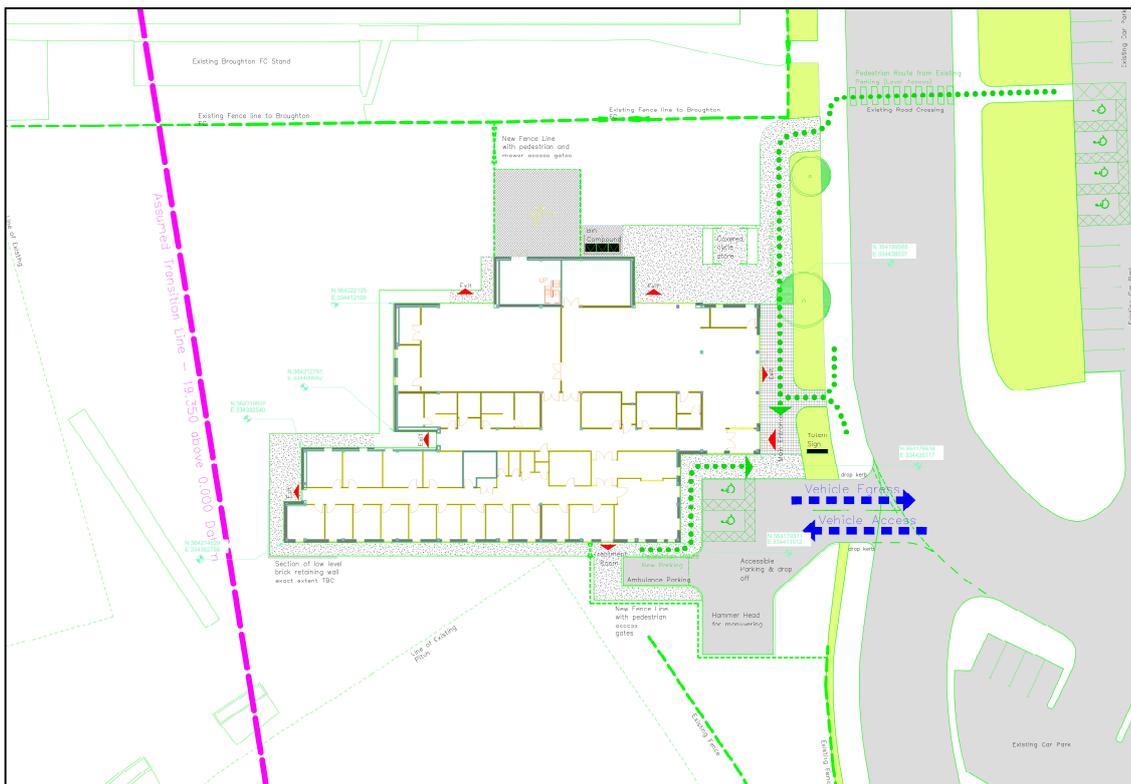
The proposed development is anticipated to have a total floor area of approximately 1,041m<sup>2</sup>.

The building itself will accommodate an occupational health suite with a manned reception including secure access consultation and physiotherapy rooms. Alongside this, the more public proactive healthcare zone will also provide a highly flexible area which can be configured to a number of uses including a gymnasium and conferencing/presentation space. Finally, a café is also to be provided.

A plan showing the proposed layout of the new building with respect to the immediate existing surroundings is provided below in **Figure 6**. This plan is also provided in more detail within **Appendix A**.

It should be noted that this TS supports the full planning application with the detailed design no longer subject to amendments.

**Figure 6: Proposed Occupational Health & Wellbeing Centre Site Plan**



Source: Ellis Williams Architects

### 3.1 Operation and Staffing

The occupational health & wellbeing centre is anticipated to be operational 24 hours a day between Monday and Friday but closed on both Saturday and Sunday. The envisaged staffing of this facility varies during normal working hours from four to eight staff, while evening shifts will be assigned a minimum of two staff. In order to enable this minimum evening staffing requirement, a maximum 'out of hours' occupancy of six persons at a time is to be enforced.

It should be noted that the new facility is not anticipated to require new staff. Instead all staff will simply be transferred from the existing comparable on-site facilities to the new one.

### 3.2 Servicing

The development is anticipated to be serviced only by smaller servicing vehicles which then transport the bins to a central collection area within the wider Airbus UK site. As no further servicing is required for a site of this scale, larger service vehicles are not required to be accommodated.

The internal turning area described in **Figure 7** allows these smaller servicing vehicles to access and egress the site in a forward gear. Within the current proposals, the bins themselves will be stored on the north side of the new facility, as described in **Appendix A**. These will comprise simple small size bins which can be easily moved by personnel without the assistance of machinery.

### 3.3 Vehicular / Cycle Parking and Access

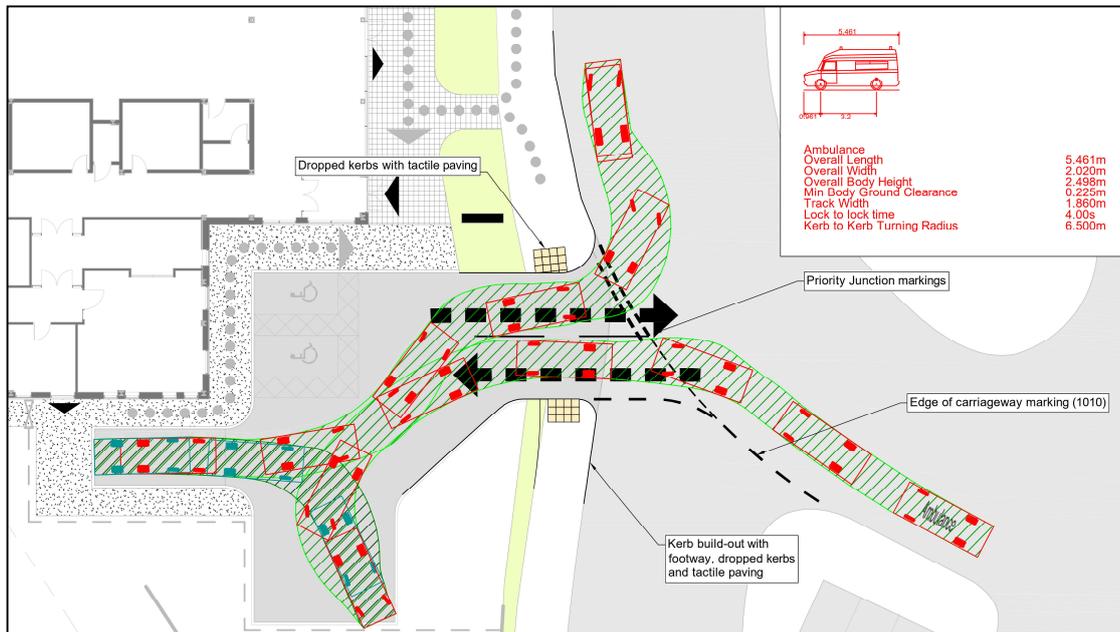
In terms of car parking provisions, the proposed development is thought to require minimal additional parking spaces. This is largely due to the existing parking provisions located just across from the development site, thought to be sufficient to accommodate vehicles accessing the new facilities. Furthermore, as the development forms a relocation of existing on-site facilities, the overall Airbus UK sites parking demand increase is expected to be negligible.

A total of three parking bays have been proposed, located at the south-east corner of the building. These include provisions for an ambulance bay immediately adjacent to the occupational health & wellbeing centre, together with two disabled parking bays intended to be primarily used by ambulant visitors. It is also anticipated that no existing parking spaces will be lost as a result of the development, with staff and visitors continuing to use the parking areas currently in operation.

The three dedicated parking bays will be accessed from the existing internal road which provides access onto the A5104 Chester Road approximately 75 meters to the south. The layout of the turning area, in which these bays are situated, allows access and egress in a forward gear with good visibility onto the exiting internal highway when exiting. An additional 'hammer head' turning area by the ambulance bay ensures ambulances can manoeuvre efficiently without conflicting with vehicles accessing the two disabled bays.

MM have undertaken a vehicle tracking exercise on the proposed layout to ensure an ambulance will be able to carry out this manoeuvre without overrunning any kerbs. The results of this exercise are described in **Figure 7** below and in more detail within **Appendix B**. It can be seen that the layout will sufficiently facilitate safe access and egress for all intended vehicle uses.

**Figure 7: Proposed Vehicular Access Arrangements and Ambulance Vehicle Tracking**



Source: Ellis Williams Architects

Airbus UK also remains committed to providing appropriate cycle storage facilities as the site continues to grow. As such the development will also incorporate a covered cycle shed located at the north-east corner of the new building as described in **Appendix A**. This initiative is supported by the relatively strong existing local cycling infrastructure identified in the transport baseline.

Both cyclist and pedestrian movements to and from the site are supported by two access points onto the internal highway on the site's eastern perimeter. This mitigates the need for conflict between vehicles and pedestrians using the same access point. The northern of the two access routes, as described by the green dots in **Figure 6**, also provides direct access onto the uncontrolled crossing over the exiting internal highway.

### 3.4 Traffic Generation

The proposals for the occupational health & wellbeing centre include minimal car parking accordingly they will not result in any significant material impact on the levels of existing car parking provisions within the Broughton Airbus UK site. Furthermore, the anticipated staffing required to facilitate the operation of the incorporated facilities will simply be relocated from existing on-site facilities. As such the existing staff will largely be able to continue to travel in their usual way. Accordingly, it is not expected that the development will result in any material change in trip generation or traffic into or out of the Airbus site onto the local highway network.

The potential for viable alternative modes of travel to the development has been identified in the transport baseline of this report: Several frequent bus services were identified to serve the Airbus bus stop within 100 meters of the proposed facility. For more local commuters, a good standard of existing walking and cycling infrastructure has also been observed around the site. Airbus UK have shown a commitment to embracing sustainable travel modes through the planned implementation of additional cycle storage.

## 4 Conclusions and Recommendations

Based on the findings of this study, the following conclusions can be made:

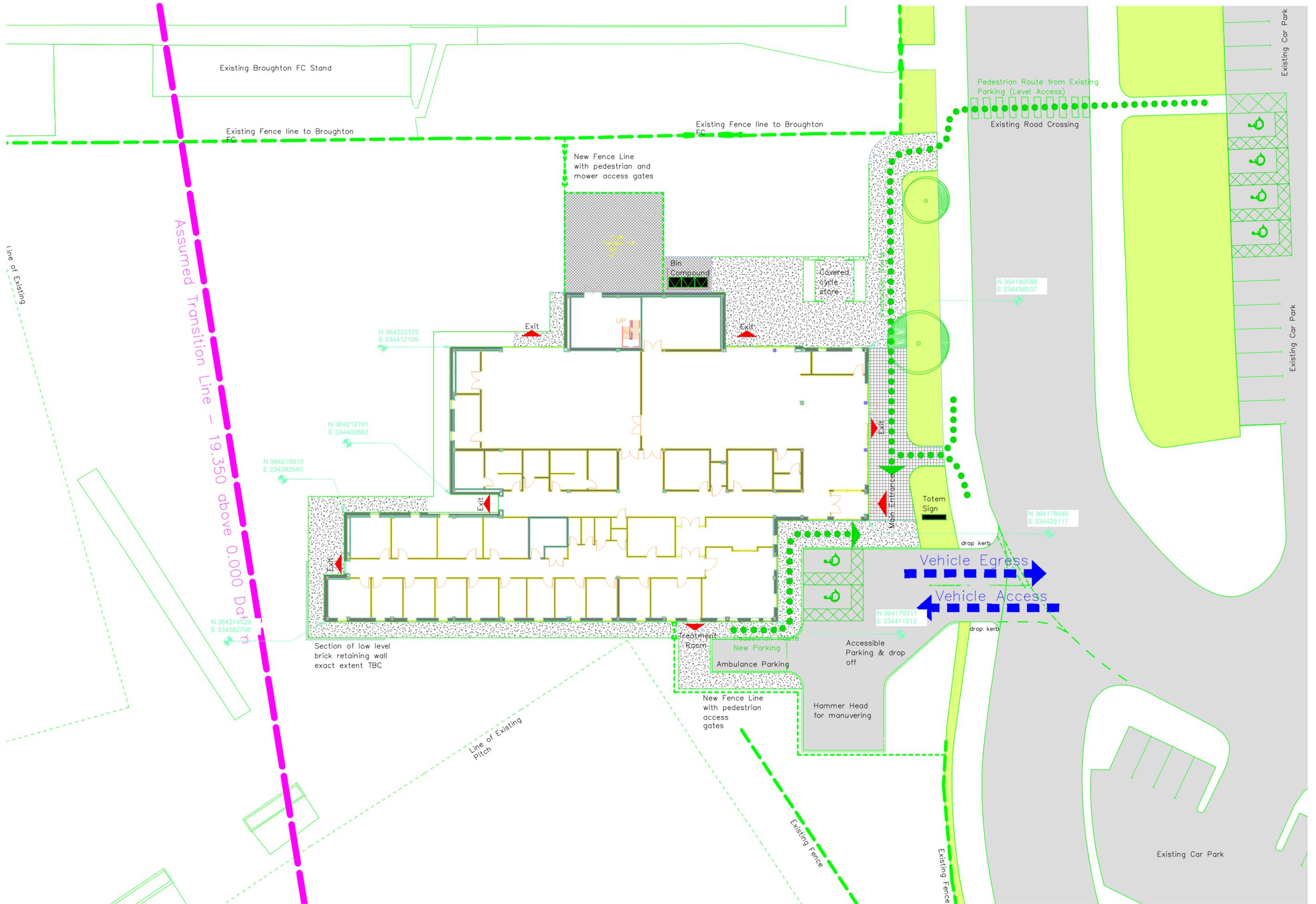
- The site is well connected to the existing pedestrian, cycling and bus network which is well established at the Broughton Airbus UK site.
- The development proposals will not result in a material change to the trip generation of the Airbus site or in traffic generated by the site. The development comprises a relocation of existing facilities currently offered at other locations within the wider Airbus UK site.
- It is not anticipated that the new facility will require any new staff as operational staff will be transferred from the existing comparable on-site facilities to the new one.
- The current proposal would require only small servicing vehicles while all intended vehicle uses including ambulances will be able to access and egress the internal turning area in a forward gear without overrunning any kerbs.
- The development will have minimal material impact on existing car parking provisions as no existing parking spaces are to be lost and only one ambulance and two disabled staff parking bays are to be implemented.
- Additional cycle storage facilities will be implemented alongside the development.
- Vehicular, cyclist and pedestrian accessibility within the development is sufficiently and safely accommodated for through generous turning area for vehicles and multiple separate access/egress points for active travel modes.

We conclude that the proposed occupational health & wellbeing centre would not have a material impact on the operation of the existing local transport network. We recommend that there are no grounds for objection to this application from a transport perspective and we consider that the development should be recommended for planning approval.

# Appendices

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B.	Proposed Access Arrangement and Ambulance Vehicle Tracking	15

## A. Development Site Plan



Existing Broughton FC Stand

Existing Fence line to Broughton FC

Existing Fence line to Broughton FC

New Fence Line with pedestrian and mower access gates

Pedestrian Route from Existing Parking (Level Access)

Existing Road Crossing

Assumed Transition Line - 19.350 above 0.000 Datum

N 364222125  
E 334412109

N 364212791  
E 334400662

N 364219910  
E 334392540

N 364214529  
E 334382798

Section of low level brick retaining wall exact extent TBC

Treatment Room

New Parking

Ambulance Parking

New Fence Line with pedestrian access gates

N 364179311  
E 334411512

Accessible Parking & drop off

Hammer Head for maneuvering

N 364189588  
E 334438537

N 364178646  
E 334425117

Vehicle Egress

Vehicle Access

drop kerb

drop kerb

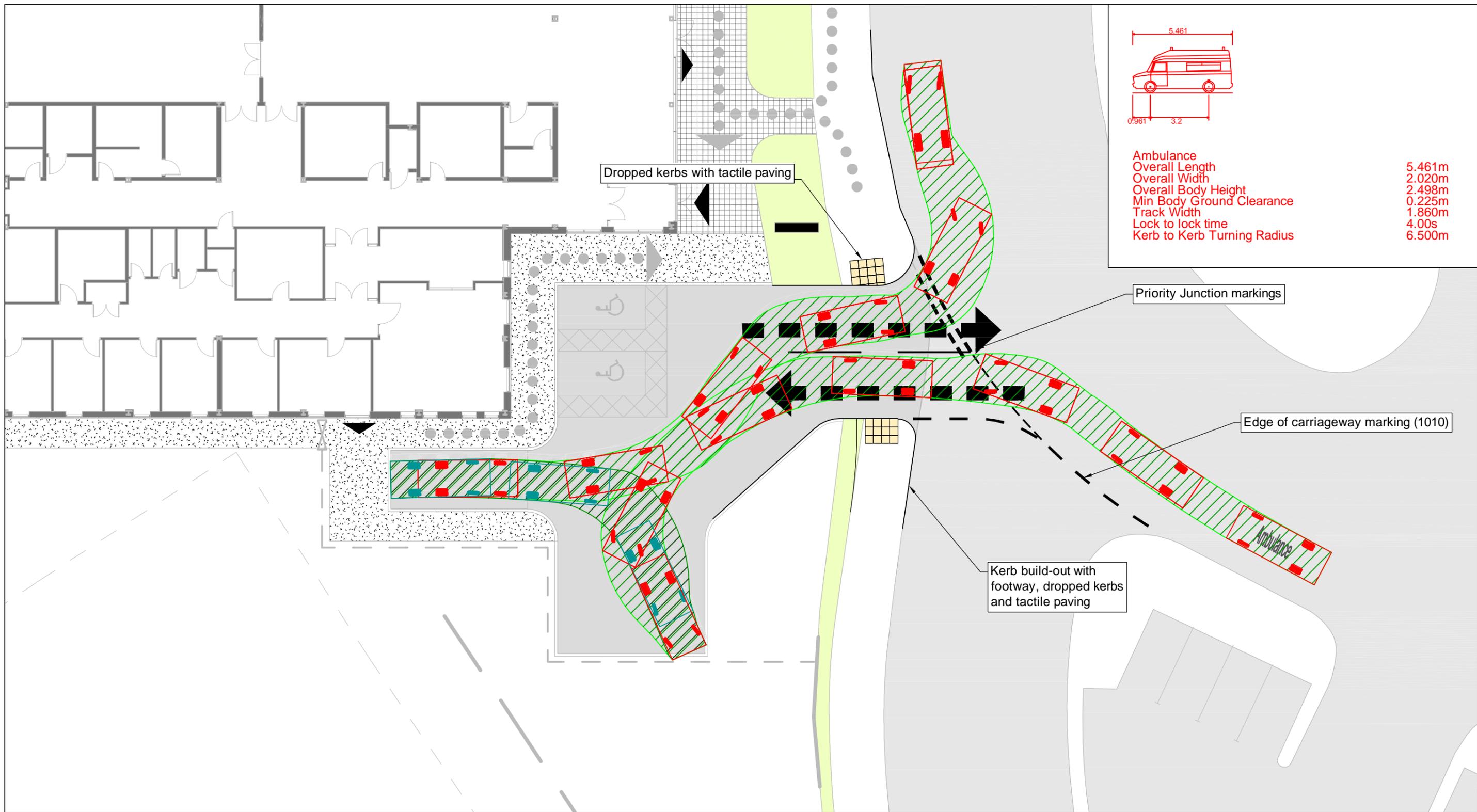
Existing Fence

Existing Car Park

Existing Car Park

Existing Car Park

## **B. Proposed Access Arrangement and Ambulance Vehicle Tracking**



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	Ground floor Royal Liver Building Liverpool L3 1JH United Kingdom T +44 (0)151 482 9910 F +44 (0)151 236 2985 W mottmac.com	Client  <b>AIRBUS BROUGHTON</b>	Rev	Date	Drawn	Description	Ch'k'd	App'd	Title  <b>Proposed Access Arrangement          and Ambulance Vehicle Tracking          Using Hammer Head and          Reversing into Bay</b>	Drawn	M.S.Davies	
			P2	24.06.19	MSD	Junction amended	KB	DD		Checked	K. Blakey	
			P3	02.07.19	MSD	Final layout	KB	DD		Approved	D.Drury	
			Scale at A3 <b>1:200</b>									Security
Drawing Number <b>401713-MMD-00-XX-DR-C-0001</b>									<b>STD</b>	<b>PRE</b>	<b>P3</b>	

