
1.0 INTRODUCTION

1.1 This Technical Note has been prepared by David Tucker Associates to provide an overview of the vehicle access, public transport strategy, air quality management, trip generation and parking associated with proposals for the development of land at M6 Junction 11 to provide upto 2 million sqft of employment development. The location of the site is shown on **Appendix A**.

1.2 The site, which falls within greenbelt and covers a gross area of approximately 100ha, is located to the south of M6 Junction 11, to the north-east of Featherstone and immediately east of Shareshill. The land is bound to the west by the A460 Cannock Road, to the east by the M6 Motorway, and to the south by Hilton Lane.

2.0 BACKGROUND

2.1 A new link between the M54 and M6 North is being promoted by Highways England (HE). Representations to the consultation have been made on behalf of the Hilton Park site. The scheme is current submitted for DCO which is due to be considered in late 2020.

2.2 If granted the scheme will provide significant spare capacity on the A460. The promoters of the site have held ongoing discussions (since 2016) with the HE regarding both the implications of the link road and the traffic impact of the development.

2.3 They have confirmed that they will continue to work with the promoters of the land in the development of the schemes and in particular make available their traffic models (and other background data such as ecological assessments and survey work) at the appropriate time to ensure the impacts of the scheme are fully considered and, as necessary, mitigated.

2.4 As part of those discussions, HE have provided the layout of the road in CAD format and this has been overlaid on the masterplan to show the interaction with it. The masterplan has been amended to reflect the permanent land take

proposed by HE and the associated landscaping.

- 2.5 A new bridge over the link road will be required to provide access to the site. That bridge will require planning permission and technical approval from HE at the appropriate stage but there are no constraints to providing that and there are numerous recent examples (including Coventry Gateway (A46), Lubbesthorpe New Community (M1) and Blythe Valley Park (M42) where such arrangements have been provided. More locally the development of I54 required the provision of a new junction and access bridge over the M54 so there is significant precedent to such arrangements.
- 2.6 The cost of providing the bridge will be borne by the developer and is included in the development appraisal undertaken by them to test the viability of the overall development scheme. It is thus deliverable.
- 2.7 In addition discussions have been ongoing with HE to review and agree the headline traffic generation issues of the development proposals. The trip rates and strategic distribution of traffic from the site have been agreed with Highways England.
- 2.8 Furthermore, Staffordshire County Council has been consulted on the proposals and the implications discussed in headline terms. Officers have confirmed that they will require in due course full wider assessment of any local plan proposals and the developer remains willing to engage in that process proactively.

3.0 VEHICLE ACCESS

- 3.1 The site can currently be accessed either via the M6 J10A/M54 J1 or via the M6 J11 and A460, and will be well placed to benefit from the future M54 to M6/ link road and J11 improvements proposed. Due to the site's beneficial location it is considered highly suitable for substantial high quality employment development serving both local and strategic markets.
- 3.2 Following consultation with the County Council and concerns about the future use

of the A460 by through traffic (discussed in more detail below), the scheme has been amended to remove the roundabout junction and replace it with a realigned road with the priority through to the site, hence reducing the attractiveness of the A460 south of the site access for through, or development generated, traffic.

- 3.3 The junction has been tested to ensure it has capacity to serve the development and the indicative layout attached at **Appendix B**.

4.0 PUBLIC TRANSPORT STRATEGY

4.1 Context and Aims

4.1.1 Public transport access to new major industrial and warehousing development has evolved over recent years and it is now possible and viable to serve site specific shift change patterns by public transport from wider catchment areas. In this case the site benefits from existing services on key routes and this can be expanded to accommodate other key catchment / demand areas.

4.1.2 On that basis, the emerging public transport strategy for the site seeks the following aims:

Direct Aims

- Site Commercial Viability, i.e. that operators on the site are able to recruit sufficient workforce.
- Local Economic Prosperity, i.e. full utilisation of the site to maximise its logistics usefulness to local industry and support their retention and growth, and encourage inward investment to the area.

Indirect Aims

- Economic Fairness and Redistribution, i.e. provide access to employment opportunities for those not able to afford to run a car.
- Social Inclusion, i.e. provide access to employment for those not able to drive for non-financial reasons, e.g. health condition that prevents holding a driving licence.

- Environmental Impact, i.e. reduce transportation externalities by promoting use of sustainable modes.

4.1.3 In terms of specific objectives, the catchment should be considered against the following;

- Workforce that lives within 60 minutes door-to-door travel time of the site (broadly a 40 minute bus travel time).
- Number of low-income households within a 10-minute walk of a direct bus service to the site.
- Preventing highway traffic congestion by attracting potential car users to bus – and other sustainable modes – and thus a lower car-driver modal share.

4.2 Site Location and Public Transport Context

4.2.1 A summary of the local bus services running on the A460 past the site is provided in **Table 1** and shown on **Appendix C**.

Table 1 – Existing Bus Service Summary

No.	Route	Frequency & First and Last Services					
		Mon - Fri		Sat		Sun	
67	Wolverhampton - Cannock via Sharesill	4 services per day		3 services per day		-	
		First	Last	First	Last	-	-
		08:11	14:41	10:17	14:32	-	-
70/70E	Rugeley - Cannock - Wolverhampton	30 minutes		30 minutes		2 hours	
		First	Last	First	Last	First	Last
		06:02	20:20	07:13	20:20	09:05	17:04
154	Hednesford - Cannock - 154 - Wolverhampton	Hourly		Hourly		-	
		First	Last	First	Last	-	-
		05:23	23:27	05:23	23:27	-	-
X68	Cannock Chase Hospital - New Cross Hospital - Wolverhampton	Hourly		-		-	
		First	Last	-	-	-	-
		07:46	18:46	-	-	-	-

4.2.2 There is scope to further enhance and upgrade these services to meet the needs

of end users. This approach has worked successfully at a number of major strategic employment sites including Birch Coppice and Magna Park, where existing routes have been supplemented with shift change public and private services.

- 4.2.3 The nearest bus stops are adjacent to the south-west corner of the site along the A460 opposite Church Road. In due course these will be upgraded and as necessary stops provided within the site itself.
- 4.2.4 The nearest railway station is at Landywood, located within 5km to the east of the site. Cannock Railway Station is located approximately 6.5km to the north-east of the site, which is considered to be an appropriate distance from the site due to the good access to bus services along the A460. The site is also located within 1km of a post office.
- 4.2.5 Whilst some employees would need to travel by car, the site offers significant opportunities to improve accessibility to and from the expected employment catchment, including the provision of high quality, site specific, public transport shuttle buses and comprehensive travel planning measures. Such measures have proved very successful on similarly located large scale employment and warehousing developments at significantly reducing the need to travel by car.
- 4.2.6 There are a number of significant industrial and warehouse operators in and around the region who are actively promoting shift change buses to serve the sites. Examples are of these services shown at **Appendix C**. We understand from discussions with the operators (principally Arriva) that provided buses are running with sufficient patronage, they should be self-supporting and hence sustainable in the long term.
- 4.2.7 For example, Amazon at Rugeley has significant demand and we understand is operating a mode share approaching 60% by bus. It supports services to Birmingham, Walsall and Wolverhampton.
- 4.2.8 I54 has a wide range and successful level of bus services to it. These services

penetrate local areas of labour in the Black Country and provide links to Stafford and Cannock. Number 154 runs past the Hilton Park site and provides an established route to and from Stafford and Penkridge to serve the site for early morning shift changes.

4.3 **Employment Distribution**

4.3.1 In this case, the site is capable of being well served by high quality public transport along the A460 corridor providing easy access to nearby centres and facilities, and to a large pool of available labour in Cannock, Wolverhampton and other nearby settlements, particularly the Black Country, via existing services.

4.3.2 Employment demand from further afield can be also be readily provided with new shift change services. This might include for example a bespoke shift change service to Sandwell in a similar vein to the Rugeley services described above.

4.3.3 The South Staffordshire Site Allocations Issues and Options consultation Addendum to the Initial Sustainability Report by AMEC included at section 3.8 a map showing economically deprived areas within South Staffordshire. It is evident from the map that the Hilton Park site is situated within the vicinity of relatively deprived areas - specifically to the north of an area considered to be the most deprived.

4.3.4 Therefore, development of the site would offer a range of employment opportunities, around 4,000, to both local communities as well as people from further afield significantly benefiting the area.

4.3.5 A 30 minute drive time employment catchment area for the site has been identified and is attached as **Appendix D**. The catchment incorporates a number of key potential employment generators, such as Wolverhampton, Walsall, Wednesbury, Lichfield, Stafford and Rugeley. It also covers the Sandwell travel to work area (TWA), which is a deprived area that would benefit from employment opportunities provided by the proposed development.

4.3.6 The existing ONS data for Journey to work patterns within the local area show the following distribution of journey to work trips for employees working in South Staffordshire.

Table 2 – 2011 Census – Employee Distribution

South Staffordshire	37%
Wolverhampton	19%
Cannock Chase	10%
Telford and Wrekin	2%
Walsall	7%
Dudley	10%
Sandwell	2%
Lichfield	2%
Birmingham	2%
Stafford	8%
Total	100%

4.3.7 Based on the above, more than 60% of the broad home place locations (South Staffs, Wolverhampton and Cannock) are already served by public transport corridors.

4.3.8 Further investment in routes to the south to Walsall, Dudley, Sandwell could increase this to 85%.

4.4 **Likely Catchment and Potential Bus Services**

4.4.1 It is generally expected that the shift change times for frontline operational staff would follow the standard three-shift pattern for 24-hour working, i.e. 6am-2pm, 2pm-10pm and 10pm-6am; some occupiers might run a two-shift pattern, e.g. 7am-7pm and 7pm-7am or their own variants of that. There would be management and administration staff on-site: these are expected to work typically between 8.30am and 5pm.

4.4.2 Bespoke bus services could be tailored to shift change times, which could vary between site uses and across the year; seasonal variations in shift patterns are typical for logistics operations.

4.4.3 Based on the above, it is likely that demand for services could be either;

Wolverhampton – Cannock Corridor – Service Enhancements on existing routes.

Site – Sandwell / Dudley – new site specific shift change route.

4.4.4 The movement corridors which these relate to are shown on **Appendix D**.

5.0 AIR QUALITY MANAGEMENT AREA

5.1 The site is not within an Air Quality Management Zone (AQMA). The closest AQMA to the site is located along the A460 through Featherstone to the immediate south-west of the site. An extract showing this AQMA is attached as **Appendix E**.

5.2 As set out in the Environmental Assessment for the link road at para 5.9.17, the scheme will result in improvements in Air Quality at this location due to the reduction in vehicle flows thus:

“There would be improvements of $>-4 \mu\text{g}/\text{m}^3$ to the NO₂ annual mean concentrations experienced at 14 receptors (R334-R336, R373-R383) located closest to the A460 Cannock Road, through Featherstone and Hilton, to the west of the Scheme, resulting in concentrations of $18.5 \mu\text{g}/\text{m}^3$ to $21.3 \mu\text{g}/\text{m}^3$. This is due to the decrease in traffic flow on this road (-21,985 AADT, -3072 HDVs and a change of speed band in the AM-peak, Inter-peak and PM-peak periods) as a result of the alternative route provided by the Scheme.”



6.0 TRIP GENERATION AND DISTRIBUTION

6.1 Trip Generation

6.1.1 For the purposes of headline assessment of the traffic impacts of the scheme, a preliminary assessment of traffic generation assuming the site comes forward as a mix of B1/B2/B8 uses has been agreed with Highways England. This covers the wide mix of uses being promoted including small scale offices.

6.1.2 The scheme has been tested for a development of 190,000 sqm. The current masterplan shows marginally less than this and hence the assessment is robust.

Table 3 – Preliminary Vehicle Trip Generation (190,000sqm)

	Morning Peak (08:00 – 09:00)			Evening Peak (17:00 – 18:00)			12 Hour (07:00 – 19:00)		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Vehicles									
Trip Rates per 100sqm	0.258	0.084	0.342	0.056	0.288	0.344	1.651	1.662	3.313
Trip Generation	490	160	650	106	547	654	3,137	3,158	6,295
OGVs									
Trip Rates per 100sqm	0.014	0.014	0.028	0.011	0.009	0.020	0.182	0.177	0.359
Trip Generation	27	27	53	21	17	38	346	336	682

6.1.3 This make no specific allowance for off-peak shift changes which would reduce peak hour impacts and will be refined in due course.

6.2 Vehicle Trip Distribution And Assignment

6.2.1 A 30-minute drive-time employment catchment for the site has been identified and a population-weighted assignment model has been used to assign light development traffic, which is based on 2017 population data for all MSOAs located within the catchment area. Routes between the site and MSOAs were plotted using ArcGIS software.

6.2.2 For the purposes of this assessment, assignment has not been weighted based on distance from the site, with all populations within the catchment being treated

equally in this regard. A summary of the resulting light development traffic assignment is provided in **Table 4** below.

Table 4– Preliminary Vehicle Trip Assignment (Lights)

Link	% Assignment	AM Peak Trips	PM Peak Trips	12 Hour Trips
A460 (north of access)	78%	465	480	4,378
A460 (south of access)	22%	131	135	1,235
M54 Link Road				
M6 South	62%	370	382	3,480
M6 North	2%	12	12	112
A460 (east of M6)	14%	84	86	786
M54 East	0%	0	0	0
M52 West	8%	48	49	449
A460 (south of M54)	8%	48	49	449
<i>Other</i>	6%	36	37	337

6.2.3 To provide a robust assessment of the impact of the proposed development on the link road, it has been assumed as a sensitivity test that all traffic travelling to/ from the south (22%) would potentially use the new link road as opposed to the A460.

6.2.4 With regard to HGVs, it is considered that the majority of these would route via the M6 motorway. Consequently, at this stage around 80% of HGVs are assumed to travel to/from the north via the A460 for the purposes of this high-level review, with the remaining 20% travelling to/ from the south (via the Link Road).

6.3 Traffic Impact

6.3.1 The level of flows along the A460 would be significantly reduced through the new link road scheme and this is set out in the Transport Assessment which supports the DCO.

6.3.2 In terms of HGV movements, the TA for the DCO confirms the following significant reductions:

Table 4.4: HGV Flow Relief On A460 With-Scheme

	2015 Base Year Traffic Model HGV Flow (12-hours)	2024 With Scheme Traffic Forecast Flows (12-hours)	HGV Flow Relief (12-hours) on A460
A460 N of Church Rd EB	1,503	97	1,406
A460 N of Church Rd WB	1,594	84	1,510
A460 N of Church Rd 2- way	3,097	181	2,916

6.3.3 SCC has expressed concern that post-opening, the flows on the relieved A460 would remain high. This particularly relates to how M6 Diesel is represented in the reporting and modelling. In response, Highways England has proposed a 'Monitor and Manage' approach. Should HGV flows exceed an agreed threshold, further work would be undertaken between Highways England and SCC to manage the situation, including the possible implementation of a traffic regulation order (TRO).

6.3.4 The details of that mitigation are not currently known but as set out above the access strategy proposed will seek to further reduce the attractiveness of the A460 and would be wholly complementary to any proposals put forward by HE / SCC.

6.3.5 There will be significant overall vehicle reductions in the peak hours on the A460 as demonstrated by Table 4.5 of the Transport Assessment for the DCO:

Table 4.5: Peak Hour Flows On Bypassed Roads

Road Description	Direction	2024, 'Do-Minimum'		2024, 'Do-Something'		Reduction (DM-DS)	
		AM1	PM2	AM1	PM2	AM1	PM2
A460 (at M6 J11)	Eastbound	1,136	1,079	206	126	930	954
	Westbound	891	900	95	71	797	828
A460 (Hilton Lane to New Rd)	Eastbound	1,171	1,158	309	348	862	810
	Westbound	843	919	154	169	689	750
A460 (at M54 J11)	Eastbound	1,079	1,087	335	408	744	679
	Westbound	1,041	1,072	346	280	696	792
A449 (at A5 Gailey)	Northbound	507	871	312	600	195	271
	Southbound	831	475	436	313	395	162
A5 (West of A449 Gailey)	Eastbound	890	851	692	593	198	258
	Westbound	833	902	534	765	299	136

6.3.6 These reductions of nearly 2,000 vehicles an hour will have significant benefit. The proposed development scheme is forecast to add less than 100 vehicles two

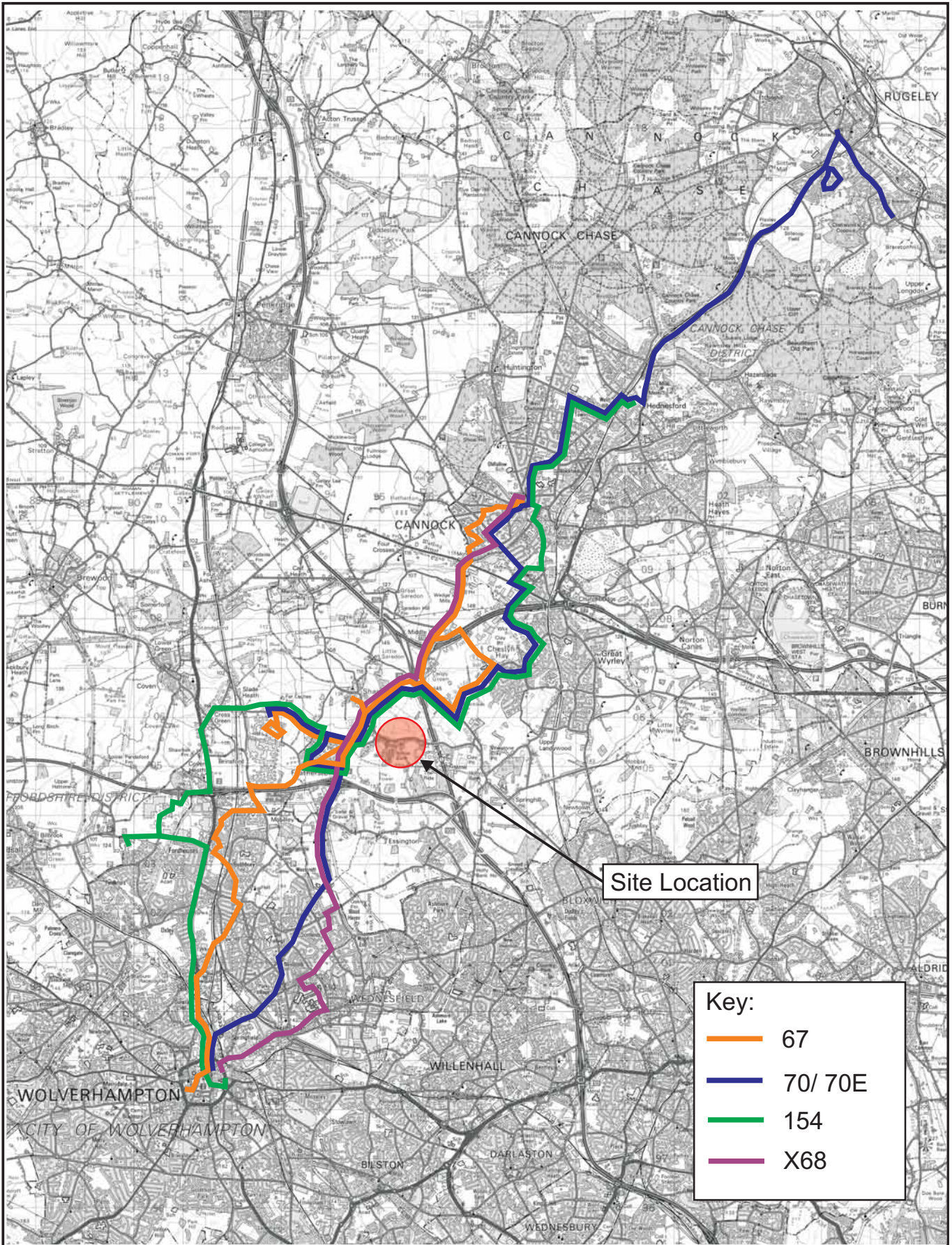
way per hour on the A460 south of the site and therefore can be readily accommodated.

- 6.3.7 To the north the improved J11 will accommodate greater traffic volumes and the new link. The assessment shows the junction to be operating within capacity in the future year of 2039. The Transport Assessment makes reference to a number of reports which have not been published including a Traffic Forecasting and Junction modelling report. These have been requested from HE and once available will be updated to reflect the development proposals at Hilton Park.
- 6.3.8 The local highway network will therefore have sufficient capacity to accommodate the development and at this stage there are therefore no anticipated off-site highway improvement / mitigation works required.

7.0 CONCLUSIONS

- 7.1 A new link between the M54 and M6 J11 is being promoted by Highways England which is supported. The promoted scheme will free up capacity on the A460 and the level of flows along the A460 would be significantly reduced through the new link road scheme.
- 7.2 Ongoing discussions have been held with Highways England regarding both the implications of a new link road and the traffic impact of the proposed development. HE have provided detail of the road alignment and these have been fully incorporated into the scheme to ensure that neither the road scheme nor THE proposed development prejudice each other.
- 7.3 The local highway network will therefore have sufficient capacity to accommodate the development and at this stage there are therefore no anticipated off-site highway improvement / mitigation works required.
- 7.4 The site is well located in terms of existing settlement and public transport networks. It also offers significant opportunities to improve accessibility, including the provision of high quality, site specific, public transport shuttle buses and comprehensive travel planning measures. Such measures have proved very successful on similarly located large scale warehousing developments at significantly reducing the need to travel by car; and
- 7.5 The site is ideally located to serve a number of key employment generators, including the Sandwell TWA which is a deprived area that would clearly benefit from employment opportunities provided by the proposed development.

Appendix A



Site Location

Key:

- 67
- 70/ 70E
- 154
- X68



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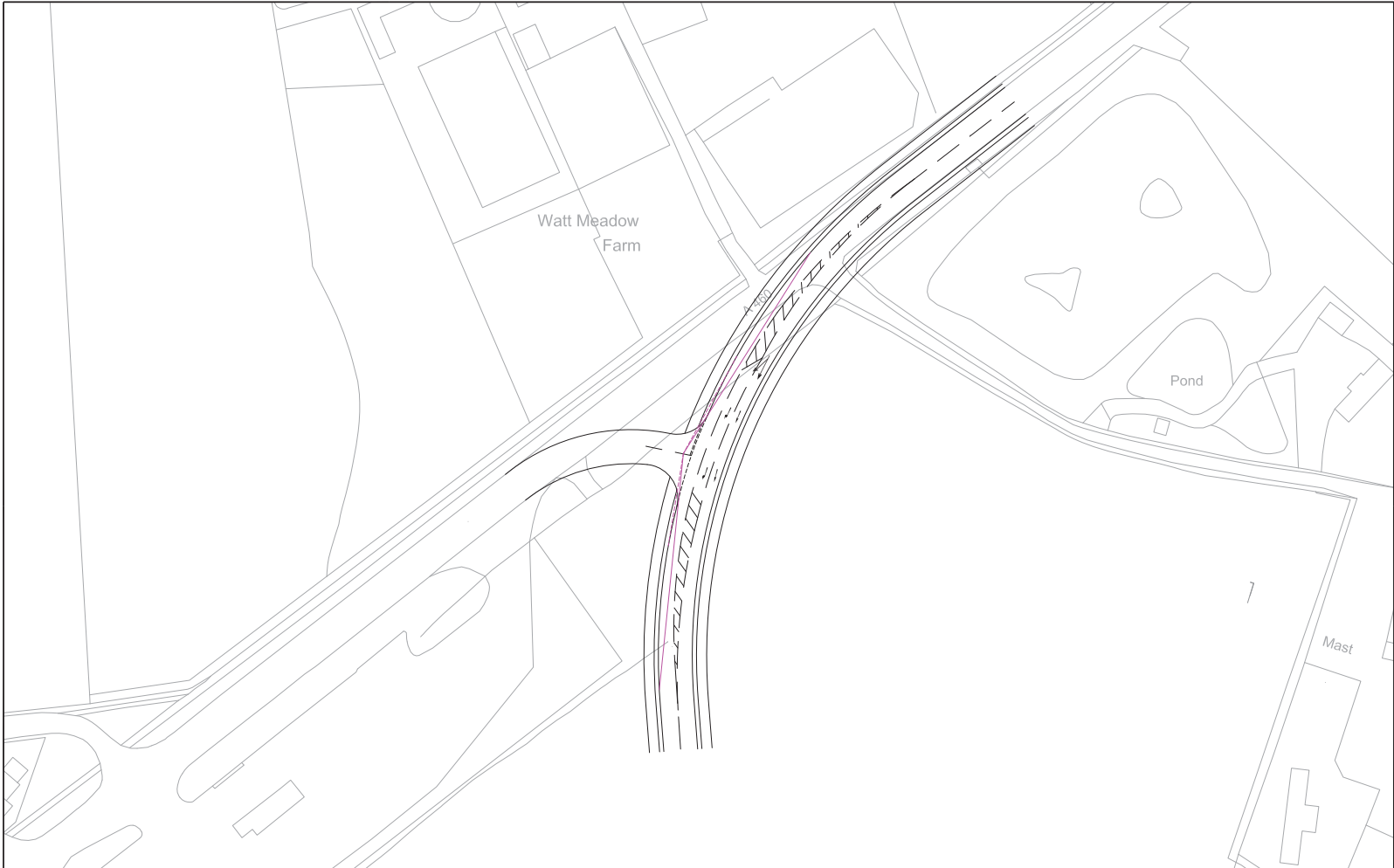
Figure 1
 Drawing Title
 Job Title
 Client

Drawing No : 15217-03
 Bus Plan
 Hilton Park, M6 Junction 11
 -

Scale : NTS



Appendix B



Based upon the ORDNANCE SURVEY MAPS with the permission of THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE © Crown Copyright AL 100030412 © David Tucker Associates

REV	DESCRIPTION	DRAWN	CHECKED	DATE	DRAWING STATUS	CHECKED BY	DATE



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JOB TITLE	Hilton Park	CLIENT	Nurton
DRAWING TITLE	Proposed Site Access		
SCALE	1/1000@A3	DRAWN BY	BP
DATE	July 2020	DRAWING NO.	15217-03
REVISION	b		

Appendix C



(/west-

midlands/)

HOME (/WEST-MIDLANDS/) // INFORMATION (/WEST-MIDLANDS/INFORMATION)

Buses to i54 South Staffordshire

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i54 South Staffordshire (<http://www.i54southstaffordshire.co.uk/preview/previewi54home.html>) is a high-tech business park close to Junction 2 of the M54 at **Wobaston Road, Pendeford**, on the boundary of South Staffordshire and Wolverhampton.

Getting to i54 South Staffordshire is easy by bus with fast and frequent services from many parts of Wolverhampton.

From Wolverhampton city centre & bus station (*next to Wolverhampton Rail Station*):

- Services **54** (<http://nxbus.co.uk/routes/west-midlands/B054n>) & **154** offer the **quickest route between the i54 site and Wolverhampton City Centre**
- In addition services **6** (<http://nxbus.co.uk/routes/west-midlands/B006v/>) & **6A** (<http://nxbus.co.uk/routes/west-midlands/B006Av/>) offer a **frequent service throughout the day Monday to Saturday** to & from i54 and Wolverhampton city centre/bus station.

If you are travelling by **The Metro** (<http://nxbus.co.uk/the-metro/>), alight at **Wolverhampton St. George's** and catch the **6, 6A, 54 or 154** from Wolverhampton city centre to i54.

Improvements from 26th April 2015:

- **National Express West Midlands now provides exciting new links from Wolverhampton to Stafford (service 54) and from Wolverhampton to Cannock and Hednesford (service 154). The new 54 and 154 will replace the existing 54 between Wolverhampton and Bilbrook. The extended 4 will replace the 54 between i54 and Bilbrook.**
- The **54** runs hourly between Wolverhampton and Stafford via Stafford Road, Pendeford Business Park, i54, Coven and Penkridge. Buses run hourly from early until late on Monday to Saturday daytimes.
- The **154** runs hourly between Wolverhampton, Cannock and Hednesford via Stafford Road, Pendeford Business Park, i54, Featherstone and Cheslyn Hay. Buses run hourly from early until late on Monday to Saturday daytimes.
- Between Wolverhampton, Pendeford Business Park and i54, the **54** and **154** combine to run every 30 minutes throughout the day with extra buses at peak times.
- Our normal range of Daysaver tickets will be available to use and purchase on both services. Regional National Express Travelcards will be valid throughout on the **54** and **154**. Black Country National Express Travelcards will be valid throughout the route of the **154** but only between Wolverhampton and Coven on the **54**.

Getting to i54 South Staffordshire

From:	Service:	Mon -Fri peak frequency	Mon-Fri daytime frequency	Saturday daytime frequency	Sunday daytime frequency	Daily evening frequency	Journey time
Bilbrook Rail Stn	4	every 30 mins	every 30 mins	every 30 mins	N/A	every 30 mins (not Sundays)	8-10 mins
Bilston Bus Stn	25	every 30 mins	every 30 mins	every 30 mins	N/A	N/A	51 mins
Blakeley Green	6, 6A	every 10 mins	every 10 mins	every 10-15 mins	every 30 mins	every 30 mins	13-17 mins
Low Hill	25	every 30 mins	every 30 mins	every 30 mins	N/A	N/A	10 mins
Oxley	54, 154	every 15-30 mins	every 30 mins	every 30 mins	N/A	every 30 mins (not Sundays)	6 mins
Pendeford (Whitburn Close)	6, 6A	every 10 mins	every 10 mins	every 10-15 mins	every 30 mins	every 30 mins	4-8 mins
The Scotlands	25	every 30 mins	every 30 mins	every 30 mins	N/A	N/A	16 mins
Wednesfield	25	every 30 mins	every 30 mins	every 30 mins	N/A	N/A	25 mins
Whitmore Reans	6, 6A	every 10 mins	every 10 mins	every 10-15 mins	every 30 mins	every 30 mins	20-24 mins

Willenhall	25	every 30 mins	every 30 mins	every 30 mins	N/A	N/A	38 mins
Wobaston (Patshull Avenue)	6, 6A	every 10 mins	every 10 mins	every 10-15 mins	every 30 mins	every 30 mins	3 mins
Wolverhampton City Centre	54, 154	every 15-30 mins	every 30 mins	every 30 mins	N/A	every 30 mins (not Sundays)	17 mins
	6, 6A	every 10 mins	every 10 mins	every 10-15 mins	every 30 mins	every 30 mins	34-38 mins

We have a great range of value for money ticket options for commuters, including tickets which can be used on The Metro, these are shown below:

Day tickets & single fares

Adult Regional Daysaver	Unlimited travel for 1 day on National Express West Midlands and National Express Coventry buses. Buy it from the driver!	only £4.60
Adult Day Metro/Bus	Valid on The Metro, our buses and most other operators buses throughout the West Midlands	£6.50
Adult Single Fare	- Short Hop (1-2 Stages) - Max Single Fare (3+ Stages) Staffordshire Fares apply on routes 54 & 154	£1.50 (off - peak) £2.40

Travelcards

Adult Black Country Faresaver	All our buses in the Black Country All day long	1 week 4 week	£15.70 £54.50
		Monthly Direct Debit	under £1.70 per day
Adult Regional Travelcard	All National Express West Midlands & National Express Coventry buses All day long	1 week 4 week	£17.50 £62.50
		Monthly Direct Debit	under £2 per day
Adult Regional Travelcard with Metro	All National Express West Midlands & National Express Coventry buses & METRO All day long	1 week 4 week	£25 £86.80
		Monthly Direct Debit	£74.35
Adult Earlybird	Valid from 04:00 to 09:29 Monday-Fridays excluding Bank Holidays on National Express West Midlands & National Express Coventry buses.	4 week	£31.25
		Monthly Direct Debit	£28.25
Adult Earlybird with Metro	Valid from 04:00 to 09:29 Monday-Fridays excluding Bank Holidays on National Express West Midlands & National Express Coventry buses & Metro.	4 week	£43.50
		Monthly Direct Debit	£37.15

Associated Routes

4 (/routes/west-midlands/B004v/) 6 (/routes/west-midlands/B006v/) 6A (/routes/west-midlands/B006Av/) 25 (/routes/west-midlands/B025n/)
54 (/routes/west-midlands/B054n/) 154 (/routes/west-midlands/B154/)

Like 0  0

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[Offers \(/west-midlands/places-to-visit/offers\)](/west-midlands/places-to-visit/offers)
[Get to your local rugby ground by bus! \(/west-midlands/places-to-visit/get-to-your-local-rugby-ground-by-bus\)](/west-midlands/places-to-visit/get-to-your-local-rugby-ground-by-bus)
[Get to your local football ground by bus! \(/west-midlands/places-to-visit/get-to-the-festive-football-fixtures-by-bus\)](/west-midlands/places-to-visit/get-to-the-festive-football-fixtures-by-bus)
[Parks \(/west-midlands/places-to-visit/parks\)](/west-midlands/places-to-visit/parks)

[Links \(/west-midlands/links/\)](/west-midlands/links/)
[Transport \(/west-midlands/links/transport\)](/west-midlands/links/transport)
[Council \(/west-midlands/links/council\)](/west-midlands/links/council)
[Hospitals \(/west-midlands/links/hospitals\)](/west-midlands/links/hospitals)
[General \(/west-midlands/links/general\)](/west-midlands/links/general)

[About us \(/west-midlands/about-us/\)](/west-midlands/about-us/)
[About National Express West Midlands \(/west-midlands/about-us/national-express-buses\)](/west-midlands/about-us/national-express-buses)
[Bus Alliance \(/west-midlands/about-us/bus-alliance\)](/west-midlands/about-us/bus-alliance)
[Safe Travel Guide \(/west-midlands/about-us/safe-travel-guide\)](/west-midlands/about-us/safe-travel-guide)
[Customer Charter \(/west-midlands/about-us/customer-charter\)](/west-midlands/about-us/customer-charter)
[Disability Awareness & Accessibility \(/west-midlands/about-us/disability-awareness-accessibility\)](/west-midlands/about-us/disability-awareness-accessibility)
[Passenger Promise and Rights \(/west-midlands/about-us/passenger-promise-and-rights\)](/west-midlands/about-us/passenger-promise-and-rights)
[Our bus names \(/west-midlands/about-us/fleet-list\)](/west-midlands/about-us/fleet-list)
[Safer Travel Information \(/west-midlands/about-us/safer-travel\)](/west-midlands/about-us/safer-travel)

 (<http://twitter.com/nxwestmidlands>)
  (<http://www.facebook.com/nxwestmidlands>)



[Legal \(/west-midlands/legal\)](/west-midlands/legal)

[mTicket \(/mtickettravel\)](/mtickettravel)

created by: One Black Bear (<http://oneblackbear.com>)

I

Amazon Fulfilment Centre by bus

If you're commuting to work at Amazon Fulfilment Centre in Rugeley, we offer bus services from Wolverhampton, Walsall & Erdington, 7 days a week.



A5 Wolverhampton to Rugeley Amazon via Bilston, Willenhall & Cannock

	Monday - Sunday	
Wolverhampton Pipers Row	0620	1730
Bilston Mount Pleasant	0631	1741
Willenhall The Dale	0638	1748
New Invention opp Shopping Centre	0646	1756
Bloxwich Wolverhampton Road	0653	1803
Cannock Bus Station	0709	1819
Hednesford Woodys	0715	1825
Rugeley Amazon	0728	1838

A5 Rugeley Amazon to Wolverhampton via Cannock, Willenhall & Bilston

	Monday - Sunday	
Rugeley Amazon	0545	1845
Elmore Lane opp Rugeley Bus Station	0549	1849
Hednesford Woodys	0558	1858
Cannock Bus Station	0604	1904
Bloxwich Wolverhampton Road	0620	1920
New Invention opp Shopping Centre	0626	1926
Willenhall The Dale	0633	1933
Bilston Mount Pleasant	0639	1939
Wolverhampton Pipers Row	0649	1949

A51 Walsall to Rugeley Amazon via Rushall & Walsall Wood

Walsall Hatherton Road
Rushall Library
Sheffield Co-op
Walsall Wood opp shopping centre
Rugeley Amazon

A51 Rugeley Amazon to Walsall via Walsall Wood & Rushall

Rugeley Amazon
Walsall Wood opp shopping centre
Sheffield Co-op
Rushall Library
Walsall Hatherton Road

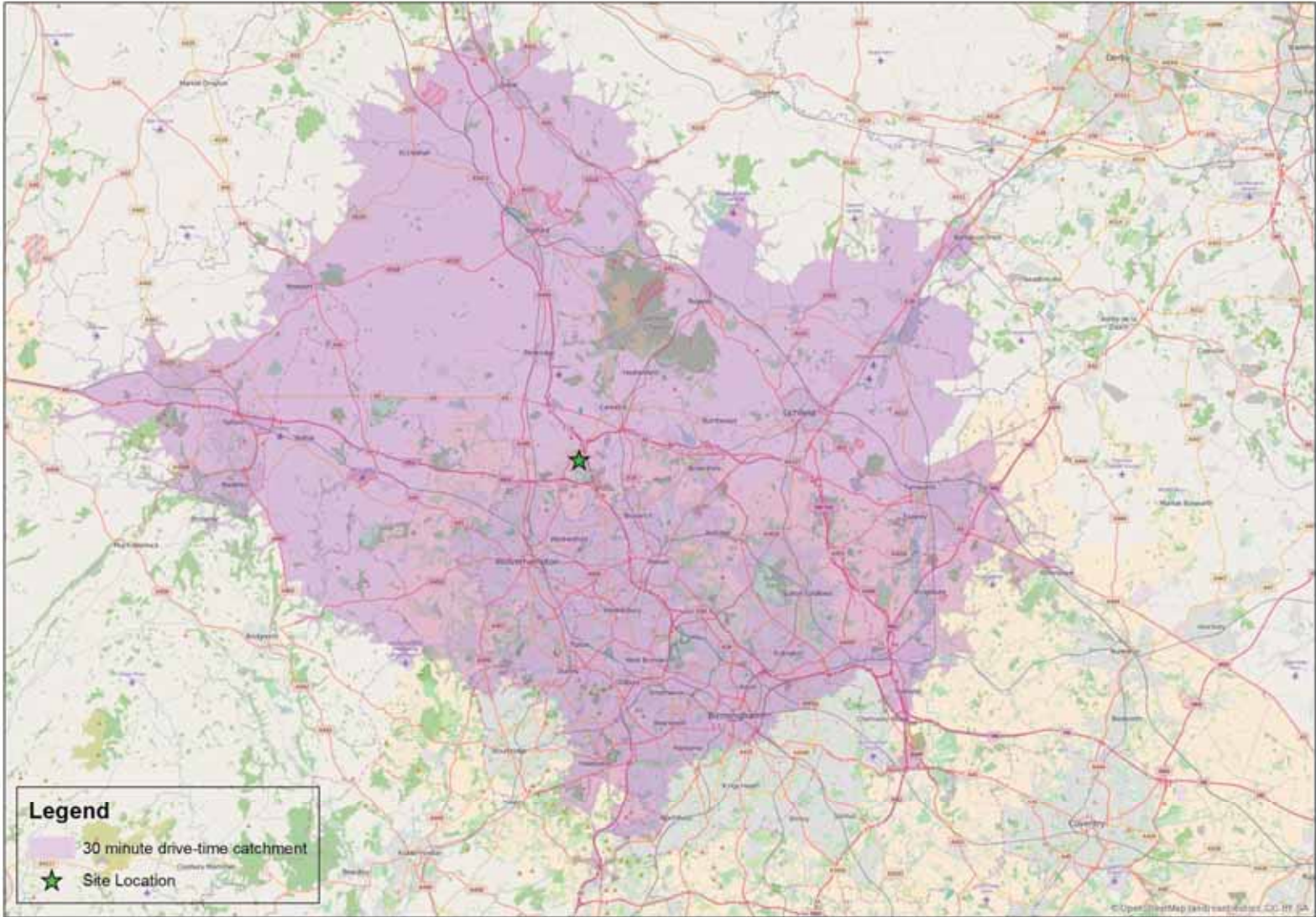
A52 Erdington to Rugeley Amazon Beggars Bush, Kingstanding & Streetly

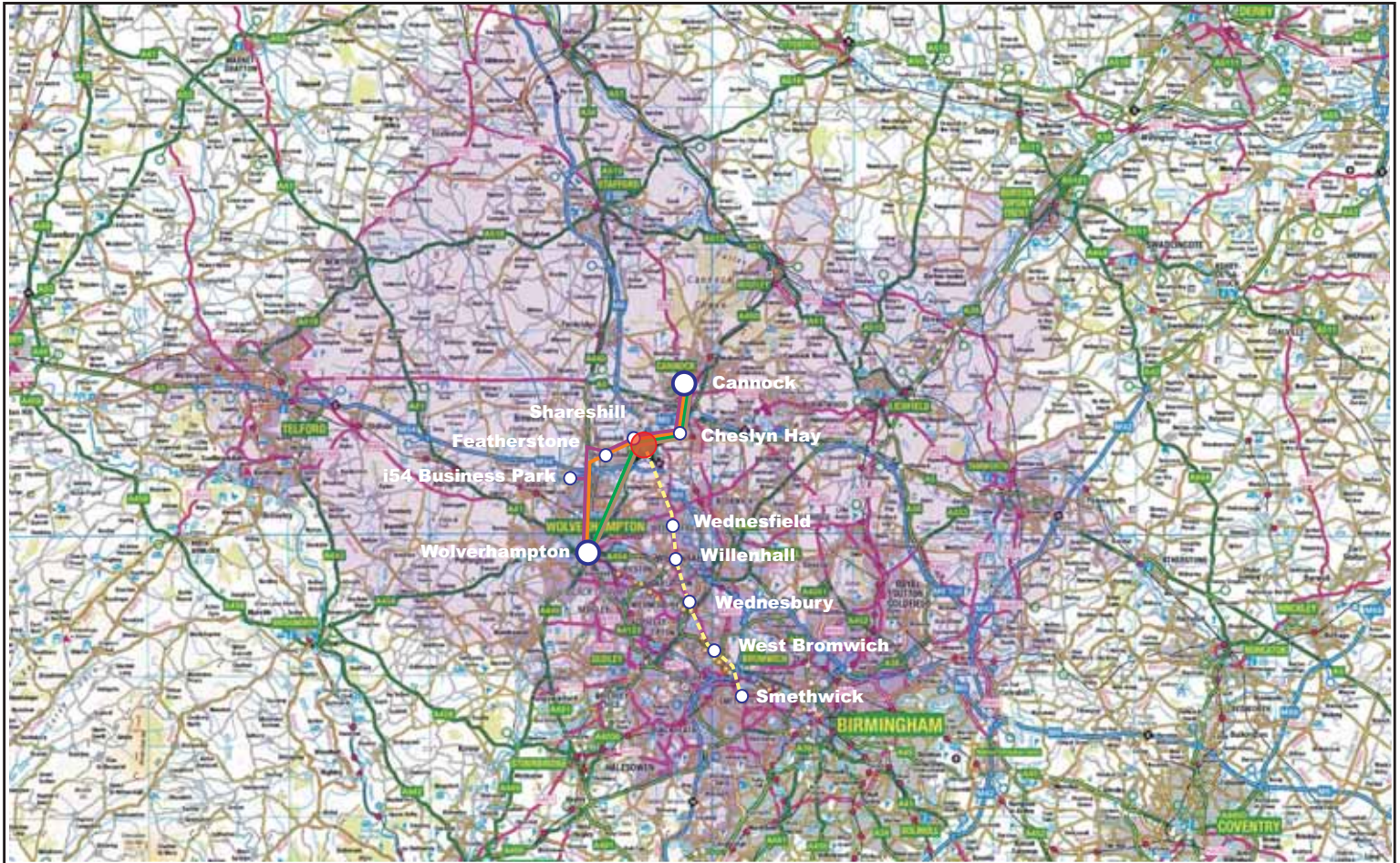
Erdington Six Ways
The Yenton
Boldmere Highbridge Road
Beggars Bush
Kingstanding Circle
Streetly Hardwick Arms
Shire Oak Cross Roads
Rugeley, Amazon

A52 Rugeley Amazon to Erdington via Streetly, Kingstanding & Beggars E

Rugeley Amazon
Shire Oak Cross Roads
Streetly Hardwick Arms
Kingstanding Circle
Beggars Bush
Boldmere Highbridge Road
The Yenton
Erdington Six Ways

Appendix D





David Tucker Associates
 Transport Planning Consultancy
 Forester House, Doctors Lane, Henley-in-Arden
 Warwickshire, B95 5AW
 Tel: +44(0) 1564 793598 Fax: +44(0) 1564 793983
 www.dtatransportation.co.uk

Bus Services

- 67
- 70/70A
- 154
- X68
- Potential Bus Link
- Site Location
- 30 minute drive-time Catchment

Figure 1
 Drawing Title
 Job Title
 Client

Drawing No : 15017-03
 Accessibility Plan
 Hilton Park
 JLL

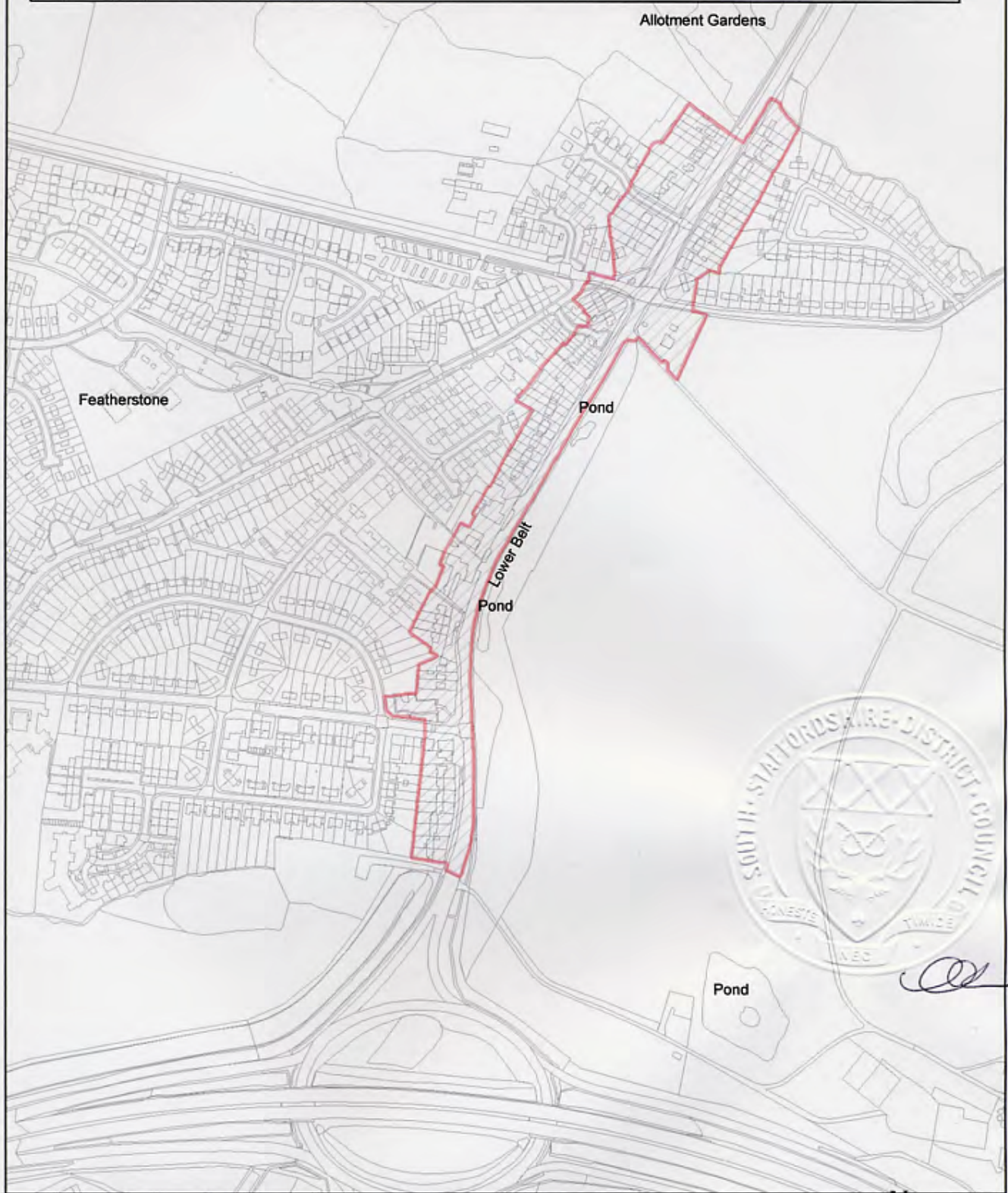
Scale : NTS



Source: OS OpenData 2017

Appendix E

Air Quality Management Area No 3 - Featherstone



South Staffordshire District Council
Environmental Health (General) Services
01902 696000 env.general@sstaffs.gov.uk

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Scale 1:5,000