

Waverley All Through School, Yardley Green Road, Small Heath Technical Addendum to Transport Assessment including On-Street Parking Management Strategy

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## **Catalyst Lend Lease**

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## 1 Introduction

#### 1.1 BACKGROUND

- 1.1.1 A planning application was submitted to Birmingham City Council (BCC) in October 2009 (Ref: 2009/05454/PA) to support the development of land accessed from Yardley Green Road to accommodate educational facilities.
- 1.1.2 In particular, WSP prepared the submitted Transport Assessment and Framework Travel Plan to support the development.
- 1.1.3 The proposed facility will comprise the redevelopment on Yardley Green Road of the existing Waverley School, currently located on Hob Moor Road, providing secondary educational facilities for learners between the ages of 11 and 16 years old. It will also comprise primary educational facilities for learners between the ages of 5 and 11 years old. It is envisaged that the proposed school will provide an 'All Through' system allowing learners to complete their primary and secondary education on one site.
- 1.2 PURPOSE OF THE REPORT
- 1.2.1 The purpose of this report is to address comments relating to the Transport Assessment and Travel Plan submitted previously to BCC and to discuss possible solutions to manage the demand for on-street parking on Yardley Green Road.
- 1.3 REPORT FORMAT
- 1.3.1 Following this brief introduction, this report will comprise the following items as discussed and requested by BCC:
- Chapter 2 provides clarification information requested by highways officers from BCC;
- Chapter 3 details committed development in the local area;
- Chapter 4 details the site visit undertaken to investigate the current level of on-street parking along Yardley Green Road and the feasibility of the proposed management scheme;
- Chapter 5 considers the proposed on-street car parking management strategy; and
- Chapter 6 summarises the findings of the report and draws a conclusion.

## 2 Background Information

#### 2.1 INTRODUCTION

- 2.1.1 BCC in their post submission comments required some additional information to clarify certain elements of the proposed school, this additional information is set out below.
- 2.2 SCHOOL INFORMATION
- 2.2.1 It is proposed to accommodate an 'All Through' school on Yardley Green Road which will provide educational facilities for both primary and secondary aged learners.
- 2.2.2 The primary educational facilities will be provided for learners between the ages of 5 and 11 years old and the secondary educational facilities will be provided for learners between the ages of 11 and 16 years old.
- 2.2.3 It is currently envisaged that the primary educational facilities will accommodate approximately 630 learners and the secondary educational facilities will accommodate approximately 900 learners. Therefore it is proposed to provide educational facilities for a total of circa 1530 learners between the ages of 5 and 16 years old at the 'All Through' school on Yardley Green Road.
- 2.2.4 The exact breakdown of teaching, support, cleaning and kitchen staff is currently unknown but WSP understands that there will be a total of 60 staff working at the primary school and a total of 150 staff working at the secondary school.

#### 2.3 DEVELOPMENT PROPOSALS

**Proposed Development** 

- 2.3.1 It is proposed to provide new primary educational facilities as well as relocating the existing Waverley Secondary School to a site located off Yardley Green Road to provide an 'All Through' School.
- 2.3.2 It is proposed to accommodate a building arrangement comprising 'three bars'. The concept is detailed further on the Site Layout Plan (ref 09067\_00\_P004) attached at **Appendix B** of the Transport Assessment.
- 2.3.3 In addition to this, it is proposed to provide associated sports facilities including a full size synthetic turf pitch, a single court Multi Use Games Area (MUGA) for the use of primary learners and a three court MUGA for the use of the school and the community, grass playing fields and a four badminton court sports hall.

#### Site Access Arrangements

- 2.3.4 Two vehicular site access points are proposed at the site, the primary access is located at the eastern edge of the site frontage onto Yardley Green Road and will be used to access the main car parking area and for the use of service vehicles. There is a secondary minor access proposed located at the western edge of the site frontage which is proposed to provide access primarily for coaches.
- 2.3.5 The site access proposals are included on **Drawing GA001 Rev A** and the swept path analysis is included on **Drawing ATR001 Rev A**, both attached at **Appendix A** of this report.
- 2.3.6 A pedestrian access will be provided which will ensure safe access for pedestrians and will be separated from vehicular traffic accessing the site.

#### Parking Provision

- 2.3.7 The masterplan includes the provision of 100 standard parking spaces and ten disabled parking spaces to serve the site.
- 2.3.8 Parking standards for primary and secondary educational facilities are not provided within the Birmingham City Council Draft Parking Strategy or in PPG13: Transport. Parking standards are only provided for further and higher educational establishments, which would not be representative of the Waverley 'All Through' school as some learners are able to drive to further and higher education facilities. It has therefore been agreed with Highways Officers at BCC that a comparison will be made between the existing provision at the current Waverley School on Hob Moor Road and the proposed provision at the redeveloped Waverley School on Yardley Green Road. This will allow the likely level of parking required to be ascertained.
- 2.3.9 There are currently 50 parking spaces provided at the existing Waverley School and 110 staff, of which 50 are teaching staff, 50 are non-teaching staff and 10 are cleaning/catering staff.
- 2.3.10 This is the equivalent of a ratio of 1 parking space for every 0.45 staff. It is proposed to provide a total of 110 parking spaces for the new 'All Through' school and it is envisaged that there will be in the order of 210 staff members for the primary and secondary educational facilities. This is the equivalent of a ratio of 1 parking space for every 0.52 staff.
- 2.3.11 It can be seen that the proposed provision expressed as a ratio of parking spaces to staff is comparable to the current provision at the existing Waverley School. Further justification of this provision has been provided in the Transport Assessment and is summarised below.
- 2.3.12 In the absence of any BCC parking level guidelines and in order to justify the proposed parking provision from first principles, the following assumptions have been made:
- The 210 members of staff have been split between teaching, non-teaching, catering and cleaning posts in the same proportions as at the existing Waverley School. Therefore it has been assumed there are approximately 90 teaching, 90 non-teaching, 15 cleaning and 15 catering staff who will work at the school;
- Approximately 80% of teaching staff will be present at the school at any one time due to the remaining 20% not being present because of various reasons including sick leave, annual leave, working off-site etc. This assumption was taken from a recent project involving a local authority site during which WSP were informed that on a typical day 20% of full time staff are absent from the site due to annual leave, sick leave, meetings etc.;
- Approximately 60% of non-teaching staff will be present at the school at any one time due to sick leave, annual leave, part time/job share posts. This was based on the assumption that 20% of full time staff will be absent from the site at any one time but also takes account that more of non-teaching jobs are part time or job share posts; and
- Of these staff present at the school at any one time, 80% (based on the average percentage of staff travelling by car at the Waverley and Star Bank schools) will access the school by car.

- 2.3.13 These above assumptions equate to a total provision of 58 car parking spaces being required for teaching staff and a total provision of 43 car parking spaces being required for non-teaching staff. This would leave a total of 9 parking spaces to be used by other visitors to the site, which includes cleaning and catering staff. It should be noted however that the majority of catering and cleaning staff will live locally which will allow them to use more sustainable modes of travel to access the site.
- 2.3.14 It is therefore the opinion of WSP that sufficient parking is proposed at the Waverley 'All Through' School and will ensure that staff parking does not overspill onto Yardley Green Road.

## 3 Committed Development

#### 3.1 INTRODUCTION

- 3.1.1 This section considers committed developments which BCC consider could have an impact on the highway network local to the proposed Waverley School. Two committed developments are considered in this chapter, the first being the former Yardley Green Hospital site and the second being the Heartlands Hospital Medipark (for which it is understood that planning consent has recently lapsed).
- 3.1.2 It has been agreed with Highways Officers at BCC that details are provided within this Technical Addendum relating to these developments including the development proposals and the junction capacity assessment conclusions included in their supporting Transport Assessments.
- 3.2 YARDLEY GREEN HOSPITAL
- 3.2.1 A planning application was submitted to support the redevelopment of the former Yardley Green Hospital site for health uses in 2006. In particular, the development was proposed to comprise the following:
- Medium Secure Unit;
- Enhanced Services Centre;
- Children and Adolescent Mental Health Centre;
- Child Development Centre;
- Heart of England Foundation Trust Parking; and
- Parking areas south of existing Kingfisher House and Herondale.
- 3.2.2 Existing uses on site which are proposed to be retained include the Little Bromwich Centre, Nightingale House and Newbridge House.
- 3.2.3 The following junctions were considered as part of the supporting Transport Assessment:
- Main site access/Yardley Green Road;
- Yardley Green Road/Blake Lane/Hob Moor Road;
- Yardley Green Road/Little Bromwich Road/Newbridge Road; and
- Hob Moor Road/Newbridge Road/Heybarnes Road.
- 3.2.4 The Yardley Green Road/Little Bromwich Road/Newbridge Road roundabout was assessed as part of the above assessment and as part of the Waverley 'All Through' School Transport Assessment.

- 3.2.5 In the Yardley Green Hospital Site Transport Assessment, the said roundabout was forecast to operate outside acceptable thresholds of capacity under the 2010 AM base + development scenario. RFC values of 0.873 and 0.895 were forecast on the Yardley Green Road (E) and Newbridge Road arms of the roundabout respectively. The Transport Assessment stated that the table included in the report demonstrated that 'the junction between Newbridge Road and Yardley Green Road would operate below capacity in the 2010 design year following the redevelopment of the Yardley Green Hospital site.' Although, the results of the modelling undertaken by the consultants for the Yardley Green Hospital site, suggests the contrary, there was no mitigation put forward for this junction as a result of this proposal. This junction was modelled as part of the TA for the Waverley 'All Through' School and operated within satisfactory thresholds, and therefore required no mitigation. It is therefore considered that no mitigation is required as a result of the Waverley 'All Through' School proposal and additionally that the development at Yardley Green Hospital will not affect the Waverley 'All Through' school proposals.
- 3.3 HEARTLANDS HOSPITAL MEDIPARK
- 3.3.1 A planning application was submitted to support the development of land adjacent to Heartlands Hospital in 2003. In particular, the development was proposed to comprise the following:
- The relocation of existing staff and visitor parking facilities;
- The redevelopment of part of the existing hospital site to reprovide existing facilities and provide an expanded clinical trials facility;
- The development of a medical research and development park;
- A small-scale stand-alone clinical facility; and
- Environmental enhancements.
- 3.3.2 The following junctions were discussed in the supporting Transport Assessment:
- Site access; and
- Belchers Lane/Bordesley Green/Bordesley Green East.
- 3.3.3 It can be seen in the aforementioned Transport Assessment that two junctions were considered, neither of which were considered in the Transport Assessment for the Waverley 'All Through' school. It is therefore considered that the development of the Medipark at Heartlands Hospital will not affect the Waverley 'All Through' school proposal.
- 3.3.4 In any case, it is understood that the outline permission may have lapsed in September 2008. If this is the case, then the proposals are no longer "committed development" and there is therefore no need to consider its impact on the surrounding highway network.

## 4 Site Visit

#### 4.1 INTRODUCTION

4.1.1 A site visit was undertaken on Tuesday 24 November 2009 between 10:00 and 11:30 hours. The purpose of the site visit was to ascertain the level of parking currently experienced on Yardley Green Road (typically associated with Heartlands Hospital) and to establish the availability of space on-street to provide parking bays.

#### 4.2 SITE VISIT FINDINGS

- 4.2.1 The southern side of Yardley Green Road was surveyed to establish the location and width of driveways and other access points which it is proposed could be covered by Traffic Regulation Orders (TROs) to prevent obstruction of these access points.
- 4.2.2 The southern side of Yardley Green Road was surveyed from the Yardley Green Road/Newbridge Road roundabout to approximately 250m to the west of the proposed site (as far as the access to the Yardley Green Hospital site), to ascertain the length of highway which could be available for on-street parking.
- 4.2.3 In addition, the northern side of Yardley Green Road was surveyed between the Heartlands Hospital staff site access and the Yardley Green Road/Newbridge Road roundabout. This was surveyed to establish the current level of on-street parking fronting the Heartlands Hospital site.
- 4.2.4 It was found that between the staff access to Heartlands Hospital and the eastern boundary of the proposed site which is a distance of 55m, a total of 10 cars were observed to be parked in this area. Between the eastern boundary of the proposed site and the bus stop located near to the Yardley Green Road/Newbridge Road roundabout which is a distance of 210m, a total of 36 cars were observed to be parked in this area.
- 4.2.5 Additional parking was observed on the southern side of Yardley Green Road within the on-road cycle lane provided. Approximately 6 cars were observed to be parked within this area of Yardley Green Road.

#### 4.3 PROPOSALS

4.3.1 The measurements taken during the site visit discussed above have been used to prepare the proposed on-street car parking management strategy detailed in **Chapter 5** of this report.

## 5 Proposed On-Street Parking Management Strategy

#### 5.1 INTRODUCTION

- 5.1.1 Consultations between BCC and residents/local council members highlighted concerns over the likely demand for on-street parking during the short intervals immediately before the school start time and immediately after school finish time (due to the drop off/pick up of learners). This is further impacted by the existing level of onstreet parking associated with the adjacent Heartlands Hospital.
- 5.1.2 As detailed in the previous chapter, a site visit has been undertaken to assess the baseline traffic conditions on the local highway network and a solution to the possible parking (drop off/pick up) situation has been provided and detailed in the following sections.
- 5.2 PROPOSED ON-STREET PARKING MANAGEMENT STRATEGY
- 5.2.1 As detailed in **Chapter 4**, a site visit was undertaken to ascertain the availability on Yardley Green Road to provide on-street parking bays.
- 5.2.2 In particular, these parking bays will be provided between driveways and access points on the southern side of Yardley Green Road (between the Yardley Green Road/Newbridge Road roundabout and 250m to the west of the western site boundary) and on the northern side of Yardley Green Road (between the eastern end of the road markings associated with the proposed pelican crossing and the bus stop located near to the Yardley Green Road/Newbridge Road roundabout).
- 5.2.3 It is proposed that these parking bays will permit vehicles to be parked for no longer than 20 minutes from Monday to Friday between 07:00 and 18:00 hours. This will provide flexibility for parents visiting the school during the evening for parents' evening and other such events and for those visiting residents living on Yardley Green Road during the evening and at weekends. It will additionally deter long term parking along Yardley Green Road.
- 5.2.4 The Traffic Regulation Order required to be implemented will be offered as an experimental order and will have a trial period of two years to establish whether the order successfully manages on-street parking demand. It is understood that BCC are considering whether to require that the TRO is implemented via a condition. However, due to the nature of TRO's it may not be possible to have this in place prior to occupation of the school. Any condition should therefore only require that the applicant has made all reasonable endeavours to implement the TRO prior to occupation of the school.
- 5.2.5 It can be seen from **Drawing GA002 Rev A** included at **Appendix B** of this report that in the order of 70 on-street parking bays can be provided on Yardley Green Road. It was observed on site currently that cars on average occupied between 5.5m and 5.8m of road space when parked.
- 5.2.6 Therefore parking bays have been provided at 6m in length by 2m in width, with some parking spaces being provided at between 5.5m and 6m in length to maximise the number of on-street parking bays which can be provided on Yardley Green Road.

#### 5.3 ON-STREET PARKING ACCUMULATION EXERCISE

- 5.3.1 It has been agreed with Highways Officers at BCC that a parking accumulation exercise would be undertaken to establish the likely demand for on-street parking at the school start and finish times (due to drop off/pick up of learners). It has been agreed that information regarding modal splits amongst learners would be utilised in this section. These modal splits have been obtained from the Birmingham School Census (2008).
- 5.3.2 As detailed in the Framework Travel Plan for the Waverley School, it has been found that currently only 4.4% of learners attending the existing Waverley School travel to the school by car. At Star Bank Primary School, a comparable primary school in the local area, it has been found that 27.0% of learners travel to school by car.
- 5.3.3 Since it is envisaged that there will be 630 learners in attendance at the primary school and 900 learners in attendance at the secondary school, it is forecast that 170 primary aged learners will travel to school by car and 40 secondary aged learners will travel to school by car. It should be noted that as it is proposed to stagger school start and finish times for the primary and secondary elements of the Waverley 'All Through' school and, therefore, dropping off, picking up and associated demand for spaces will also be staggered. As learners will be arriving and departing at different times, it is not envisaged that 210 parking spaces will be required.
- 5.3.4 It is recognised and agreed that approximately 6% of students are likely to have Special Educational Needs (SENs) and would therefore be brought directly into the site either via private car or by taxi. Taking this into account, it is expected that only 160 primary aged learners and 37 secondary aged learners will be dropped off/picked up on Yardley Green Road.
- 5.3.5 The profile of on-street drop offs and pick ups has been extracted from a recent survey undertaken at George Dixon School in Birmingham. This school provides primary and secondary educational facilities on one site, as per the proposals for Waverley and therefore provides a suitable comparison for this exercise. This profile has been applied to the proposed start and finish times of the Waverley 'All Through' school which are 08:40 to 15:10 for the primary school and 08:50 to 15:00 for the secondary school.
- 5.3.6 A summary of the percentage of on-street drop offs in the AM peak based on the traffic surveys undertaken at George Dixon and the resultant number of vehicles dropping off is given in **Tables 5.1** and **5.2**, below is set out separately for both the primary and secondary aspects of the school.
- 5.3.7 In addition, the on-street parking accumulation has been calculated under the assumption that typically a drop off would take around 10 minutes at the primary school and no longer than 5 minutes at the secondary school.

Table 5.1: A summary of the on-street drop offs and accumulation during the AM peak (numbers rounded to the nearest whole number) – Primary School

Time Interval During which Vehicles Observed Arriving	Percentage of Arrivals During Specified Interval	Resultant Vehicle Arrivals	Resultant Vehicle Departures	Accumulation
Prior to 08:00	4.35%	7	0	7
08:00 to 08:05	0.00%	0	0	7
08:05 to 08:10	4.35%	7	7	7
08:10 to 08:15	4.35%	7	0	14
08:15 to 08:20	13.04%	21	7	28
08:20 to 08:25	17.39%	28	7	49
08:25 to 08:30	4.35%	7	21	35
08:30 to 08:35	13.04%	21	28	28
08:35 to 08:40	39.13%	63	7	83
08:40 to 08:45	0.00%	0	21	63
08:45 to 08:50	0.00%	0	63	0
08:50 to 08:55	0.00%	0	0	0
08:55 to 09:00	0.00%	0	0	0

Table 5.2: A summary of the on-street drop offs and accumulation during the AM peak (numbers rounded to the nearest whole number) – Secondary School

Time Interval During which Vehicles Observed Arriving	Percentage of Arrivals During Specified Interval	Resultant Vehicle Arrivals	Resultant Vehicle Departures	Accumulation
Prior to 08:00	0.00%	0	0	0
08:00 to 08:05	0.00%	0	0	0
08:05 to 08:10	3.33%	1	0	1
08:10 to 08:15	6.67%	2	1	2
08:15 to 08:20	6.67%	2	2	2
08:20 to 08:25	10.00%	4	2	4
08:25 to 08:30	6.67%	2	4	2
08:30 to 08:35	6.67%	2	2	2
08:35 to 08:40	3.33%	1	2	1
08:40 to 08:45	13.33%	5	1	5
08:45 to 08:50	43.33%	16	5	16
08:50 to 08:55	0.00%	0	16	0
08:55 to 09:00	0.00%	0	0	0

- 5.3.8 It can therefore be seen that the peak combined accumulation of drop off vehicles in the AM period is 85 vehicles for the school between 08:35 and 08:40.
- 5.3.9 A summary of the percentage of on-street pick ups in the PM peak hour based on the traffic surveys undertaken at George Dixon School and the resultant number of vehicles picking up is given in **Table 5.3** and **5.4**, below for the primary and secondary aspects of the school.
- 5.3.10 In addition, the on-street parking accumulation has been calculated under the assumption that drop offs associated with the primary school would typically take 10 minutes and drop offs associated with the secondary school would typically take no longer than 5 minutes.

Table 5.3: A summary of the on-street pick ups and accumulation during the PM peak (numbers rounded to the nearest whole number) – Primary School

Time Interval During which Vehicles Observed Arriving	Percentage of Arrivals During Specified Interval	Resultant Vehicle Arrivals	Resultant Vehicle Departures	Accumulation
Prior to 15:00	24.32%	39	0	39
15:00 to 15:05	10.81%	17	0	56
15:05 to 15:10	10.81%	17	0	73
15:10 to 15:15	29.73%	48	56	65
15:15 to 15:20	8.11%	13	17	61
15:20 to 15:25	16.22%	26	48	39
15:25 to 15:30	0.00%	0	13	26
15:30 to 15:35	0.00%	0	26	0
15:35 to 15:40	0.00%	0	0	0
15:40 to 15:45	0.00%	0	0	0
15:45 to 15:50	0.00%	0	0	0
15:50 to 15:55	0.00%	0	0	0
15:55 to 16:00	0.00%	0	0	0

Table 5.4: A summary of the on-street pick ups and accumulation during the PM peak (numbers rounded to the nearest whole number) – Secondary School

Time Interval During which Vehicles Observed Arriving	Percentage of Arrivals During Specified Interval	Resultant Vehicle Arrivals	Resultant Vehicle Departures	Accumulation
Prior to 15:00	63.83%	24	0	24
15:00 to 15:05	14.89%	6	24	6
15:05 to 15:10	17.02%	6	6	7
15:10 to 15:15	4.26%	2	6	2
15:15 to 15:20	0.00%	0	2	0
15:20 to 15:25	0.00%	0	0	0
15:25 to 15:30	0.00%	0	0	0
15:30 to 15:35	0.00%	0	0	0
15:35 to 15:40	0.00%	0	0	0
15:40 to 15:45	0.00%	0	0	0
15:45 to 15:50	0.00%	0	0	0
15:50 to 15:55	0.00%	0	0	0
15:55 to 16:00	0.00%	0	0	0

5.3.11 It can therefore be seen that the peak vehicle accumulation during the PM pick up period is 80 vehicles between 15:05 and 15:10.

5.3.12 A summary of the total combined on-street parking accumulation based on the profiles set out above for the George Dixon School translated for the proposed Waverley 'All Through' School on Yardley Green Road taking account of the primary and secondary school drop off/pick ups in **Tables 5.1** to **5.4** is given in **Tables 5.5** and **5.6**, below.

Table 5.5: A summary of the total on-street parking accumulation during the AM peak

Time Interval During which Vehicles Observed Arriving	Total On-Street Parking Accumulation Associated with Primary and Secondary School
Prior to 08:00	7
08:00 to 08:05	7
08:05 to 08:10	8
08:10 to 08:15	16
08:15 to 08:20	30
08:20 to 08:25	52
08:25 to 08:30	37
08:30 to 08:35	30
08:35 to 08:40	85
08:40 to 08:45	68
08:45 to 08:50	16
08:50 to 08:55	0
08:55 to 09:00	0

Table 5.6: A summary of the total on-street parking accumulation during the PM peak

Time Interval During which Vehicles Observed Arriving	Total On-Street Parking Accumulation Associated with Primary and Secondary School
Prior to 15:00	63
15:00 to 15:05	62
15:05 to 15:10	80
15:10 to 15:15	67
15:15 to 15:20	61
15:20 to 15:25	39
15:25 to 15:30	26
15:30 to 15:35	0
15:35 to 15:40	0
15:40 to 15:45	0
15:45 to 15:50	0
15:50 to 15:55	0
15:55 to 16:00	0

- 5.3.13 It can be seen from **Tables 5.5** and **5.6** that the maximum accumulation forecast is during the AM peak between 08:35 and 08:40 hours when a total of 85 vehicles are forecast to be parked simultaneously, associated with drop off of learners.
- 5.3.14 This assessment provides a worst case scenario as a number of vehicles dropping off stop for a short instance and then continue on their way leading to a quicker turnover of on-street parking spaces. Additionally, those learners whom share a lift with a friend or a sibling have not been taken into account, which would reduce the demand for on-street parking spaces.
- 5.3.15 It is therefore the opinion of WSP that the proposed 70 on-street parking bays will provide sufficient capacity to accommodate vehicles dropping off and picking up learners from the proposed Waverley 'All Through' School on Yardley Green Road.

## 6 Summary and Conclusions

#### 6.1 SUMMARY

- 6.1.1 Further information relating to learner and staff numbers, committed development and on-site parking was requested by Highways Officers at BCC, this has subsequently been provided in this document.
- 6.1.2 Further concerns were raised by BCC in relation to the management of onstreet car parking on Yardley Green Road. Further work has therefore been undertaken including a site visit, the preparation of a plan illustrating a proposed scheme for managing this parking demand and an on-street parking accumulation exercise. All of which are detailed in the preceding chapters of this report.

#### 6.2 CONCLUSIONS

6.2.1 It is the opinion of WSP that the additional details provided in **Chapters 2** and **3** of this report will satisfy the requirements of BCC. It is also believed that sufficient onstreet parking is proposed to meet the forecast demand and therefore on-street drop offs and pick ups associated with the school will be able to be accommodated within the parking bays provided.

Appendices, Figures & Tables



# Appendix A Drawing GA001 Rev A and Drawing ATR001 Rev A

11050876 Travel Plan



# Appendix B Drawing GA002 Rev A

11050876 Travel Plan

