



Blood and Transplant

Manchester Blood Centre, Plymouth Grove:
New Outdoor Freezer Units

Travel Plan – Planning Application
128612/FO/2020

NHS Blood & Transplant

SECTION 1 Contents

SECTION 1	Contents	2
SECTION 2	Introduction & Scope	1
SECTION 3	Description of the Development	2
SECTION 4	Benefits of a Travel Plan	3
SECTION 5	Objectives	5
SECTION 6	Implementation & Delivery	8
SECTION 7	Site Audit	9
SECTION 8	Action Plan & Conclusion	13

SECTION 2 Introduction & Scope

2.1 Overview

- 2.1.1** This document outlines the requested Travel Plan for Planning Application 128612/FO/2020, the Installation of 3no. cold storage units together with a temperature controlled corridor link to the existing building for a temporary period of 5 years.
- 2.1.2** The overall objective of this plan is to ensure that staff attending or employed in the refrigerated unit development use more environmentally friendly modes of transport and reduce dependency on the car.
- 2.1.3** Manchester City Council has requested the plan address these key points:
- The measures proposed to reduce dependency on the private car by those attending or employed in the development
 - Commitment to surveying the travel plans of staff during the first 3 months of use of the development and thereafter from time to time
 - Mechanisms for the implementation of the measures to reduce dependency on the private car
 - Measures for the delivery of the specified travel plan services
 - Measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing the dependency on the private car
- 2.1.4** This Travel Plan will be attached to Planning Application 128612/FO/2020 for the staff and visitors travelling to the development in the Planning Application for business travel, commuting journeys and deliveries.
- 2.1.5** However, it should be noted that there are no staff employed by the development neither are there visitors to the development. As the units are for storage purposes, the loading process has been absorbed into the workflow of current employees. There are no plans to employ anyone in connection with these storage units in the future, neither is there a need for people to visit the Development which is for storage only.

SECTION 3 Description of the Development

- 3.1 The Development in Planning Application 128612/FO/2020 contains three outdoor freezer units, connected to the Manchester Blood Centre building via a new link corridor, all located within an over-spill car park accessed off the A5184 (Plymouth Grove). Freezer units were positioned on the car park in July 2020. The purpose of the units is to provide additional cold storage for blood plasma, required in connection with the NHS Convalescent Plasma Programme for the treatment of Covid-19. Donated plasma is being stored within the freezer units so that should clinical trials show benefits to patients, there are stocks ready to use at hospitals around the country.
- 3.1.1 The Development consists of a total floor area of 47.5sqm, spread over a single storey, which will be used for cold storage of blood plasma required in connection with the Convalescent Plasma programme for the treatment of Covid-19.

SECTION 4 Benefits of a Travel Plan

4.1 What are the Benefits of a Travel Plan?

4.1.1 Corporate Responsibility

A Travel Plan in general aims to make significant changes to the way people travel to their place of work, in this case, the Development detailed in Planning Application 128612/FO/2020. A successful travel plan will result in a better local environment for pedestrians and cyclists and result in cleaner air and less congested local streets.

4.1.2 Positive Publicity

If the Development necessitated employees or visitors, producing a travel plan for the Development, and generating positive publicity would improve NHSBT's environmental image. It reassures the public and our neighbours that NHSBT has considered the effects of theoretical employees and visitors to the site.

4.1.3 Increased Travel Choice

A wider range of travel options, savings and benefits would in theory enhance the recruitment and retention of staff who might have worked for the Development. The Travel Plan would in turn lead to greater social inclusion enabling those who do not have access to a car to travel to the Development or visit more easily.

4.1.4 Health Benefits

Many alternative forms of travel include an element of exercise that could have lead to a healthier workforce, possibly also leading to improved morale and a reduction in health related absences.

4.1.5 A More Accessible Site

Limiting the number of cars arriving at the Development could have reduced congestion both at the development itself and on the approach roads to the development; making the development safer and more accessible.

4.1.6 Financial Savings

A Travel Plan can reduce corporate transport overheads by minimising business mileage and the number of parking spaces needed.

4.1.7 Better Time Management

The automatic use of the car for business travel is not always the most cost effective or efficient option. Alternatives can be cheaper, faster (particularly for long journeys) and provide additional time in which to prepare for meetings or carry out work that would not be possible when sat at the wheel of a car. However in this case the Development does not generate the need for employees or visitors to undertake journeys to the site which would lead to this benefit.

SECTION 5 Objectives

5.1 Measures Proposed to Reduce Dependency on the Private Car

- 5.1.1** Manchester City Council have requested that NHSBT show the measures proposed to reduce dependency on the private car by those attending or employed in the development.
- 5.1.2** NHSBT's objective is to reduce dependency on the private car by those attending or employed in the Development outlined in Planning Application 128612/FO/2020
- 5.1.3** This objective has been achieved. Whilst under construction up to 4 extra vehicles were driven to the development on a daily basis. These vehicles were owned by contractors and necessary for carrying workforce and materials. They were accommodated by using visitor parking which is situated at the front of the Blood Centre, adjacent to the Security Lodge:



- 5.1.4 Construction work started on Wednesday 24th June 2020 and was complete on Friday 3rd July 2020. The refrigerated units were delivered on 7th July, 14th July and 8th September 2020. All works vehicles had left the site by 8th September 2020.

5.2 Deliveries

- 5.2.1 The Development stores Plasma which is collected from NHSBT Donor Centres situated across the North. Plasma is collected in our Donor Centres and delivered to Manchester via our Bulk Movement Vehicles (BMVs). NHSBT Manchester currently have 3 BMVs which deliver blood and plasma from Donor Sessions to the Manchester site. Plasma is processed through the Manufacturing Department and stored in the Refrigerated Units.
- 5.2.2 There has not been a requirement to increase deliveries to Manchester – the plasma collection and delivery has been absorbed into the already established routes.
- 5.2.3 There has not been a requirement to change the route into the site due to the Development, and plasma is unloaded directly to our Manufacturing Department:





5.3 **A commitment to Surveying Staff and Visitors Connected to the Development**

5.3.1 Manchester City Council have asked that NHSBT show a commitment to surveying the travel plans of staff during the first 3 months of use of the development and thereafter from time to time

5.3.2 The Development does not require any staff or visitors. However, a survey could cover the following:

- How staff currently travel to work
- Why do they choose to travel this way
- Where are they travelling from
- What measures would be most popular/effective

SECTION 6 Implementation and Delivery

6.1 Mechanisms for the implementation of the measures to reduce dependency on the private car

6.1.1 The Development has not generated any extra traffic to the site to increase the usage of private vehicles since it went live so implementation has not been necessary.

6.1.2 However, in implementation NHSBT would have introduced the following measures:

- A Travel Plan Co Ordinator
- Staff Focus Groups

6.1 Measures for the Delivery of Specified Travel Plan Services

6.2.1 Delivery is not currently required as the Development has not generated any extra private vehicle usage. However, a list of actions that could be taken and are already in place is listed in the Action Plan.

6.3 Measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car attached to the Development in Planning Application 128612/fo/2020

6.3.1 There is unfortunately no way to monitor and review this Travel Plan as the Development does not require employees or visitors.

6.1 As per condition, the Travel Plan and its relevance will be reviewed in 9 months time to ensure it is achieving its objective of reducing dependency on the private car to the Development in Planning Application 128612/FO/2020

SECTION 7 Site Audit

7.1 This section outlines the different modes of travel available to the Development.

7.2 Car parking

7.2.1 The Development has 1 entrance for car users. The main entrance is approached from Plymouth Grove. There are currently no car parking spaces attached to the Development. There are no spaces available for staff or spaces for visitors as the Development does not have any staff or visitors.

7.3 Car Sharing

NHSBT discourages car sharing due to Covid. However, there is not specific car parking for car sharers, as no one is required to attend the Development.

7.4 Rail

7.4.1 If there were any employees or visitors to the Development, they could consider Rail Travel. Manchester Piccadilly railway station is located c.2.5km to the north of the Development – a c.15 minutes bus journey. The station provides a range of direct rail services to nearby towns.

7.5 Bus

7.5.1 The closest bus stop to the site is located on Plymouth Grove immediately opposite the Development.

7.5.2 Services which stop within 4 minutes' walk of the Development include:

Service No.	Route	Frequency Monday-Friday Day	
		Arrivals	Return Journey
197	Albert Square, Stockport – Plymouth Grove Opposite Blood Centre	Every 30 minutes	-
50	East Didsbury – Upper Brook Street (Swindon Grove)	Every 10 Minutes	Every 10 Minutes
191	Albert Square, Stockport – Plymouth Grove Opposite Blood Centre	-	Every 30 minutes

7.6 Cycling

7.6.1 In terms of a suitable distance for journeys by bicycle, the Department for Transport's (DfT) Local Transport Note 2/08 'Cycle Infrastructure Design' notes that many utility cycle trips are under 3 miles (c.5km), but that for commuter journeys a distance of over 5 miles (c.8km) is not uncommon.

7.6.2 There are not any staff or visitors connected to the Development, however it is possible for anyone living within 5km of the Development to cycle within a 20-minute cycle ride. NHSBT also offer a cycle to work scheme to all centre staff.

7.6.3 With regards to on-site cycle facilities, the Development itself does not have any bike storage due to the lack of visitors or employees.

7.7 Walking

7.7.1 There are no employees attached to the development, however they could consider walking to the Development. The surrounding roads include an extensive network of footways which connect into the neighbouring residential areas and beyond. These footway connections provide links to existing bus stops on Plymouth Grove immediately outside the Blood Centre, which provides access to rail and tram links within Manchester city centre.

7.7.2 A pedestrian crossing is provided on Plymouth Grove immediately outside the Blood Centre to assist in the safe crossing of potential future visitors and staff.

7.8 Visitors

7.8.1 There are currently no visitors to the Development. However they could use any of the above described methods of transport.

7.9 Communication and Marketing

7.9.1 As there are no staff employed by the Development and no visitors to the Development it is not possible to communicate or market this plan. However this would be carried out in the following ways:

7.10 Recruitment information

This would be the most important method as the Travel Plan would be communicated to employees before they take the role to make them aware of alternative methods of transport before they begin their employment. Alternative travel details regarding how to get to the site via public transport, walking and cycling could be sent out either with application forms or with information about coming to interviews.

7.10.1 Staff Induction

Again, this would communicate the Travel Plan in the early days of employment in connection to the Development.

7.11 Posters

A noticeboard could be situated in the area of the Refrigerated Units enabling NHSBT to highlight transport information.

7.12 The Intranet

The intranet is already used to highlight schemes such as Cycle to Work, all employees have access to this site.

SECTION 8 Action Plan & Conclusion

8.1 The following measures are already in place at the Development:

8.1.1 Measures to increase walking

- Marked pedestrian route around the building and through the car park
- Safe, paved walkways with CCTV coverage and security lighting
- Separate pedestrian entrance on Hyde Grove and Upper Brook Street in addition to the main access way on Plymouth Grove
- Shower facilities on site and a drying room for wet clothes

NHSBT could also consider:

- Engagement from the Health and Wellbeing Team to encourage walking and demonstrating its mental and physical health benefits

8.2 Measures to increase cycling

- Cycle to work scheme
- Covered, secure cycle stands close to the main entrance for staff and visitors in a well lit area
- Shower facilities on site and a drying room for wet clothes

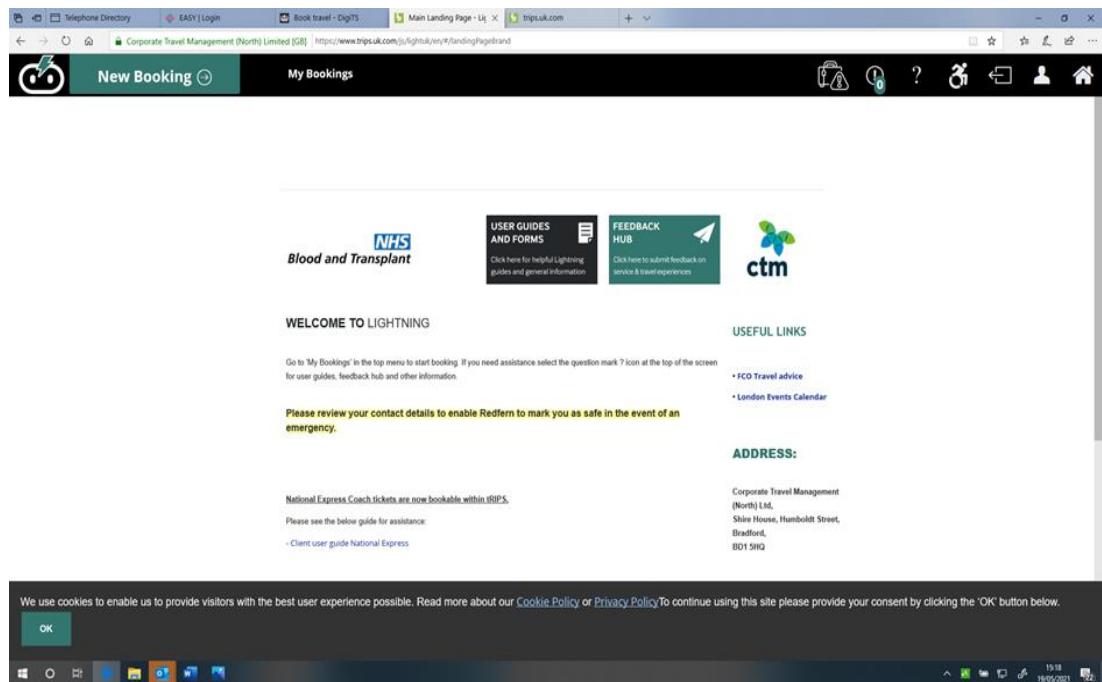
8.2.1 NHSBT could also consider:

- Marking a cycle route from the main entrance to the cycle shelter
- Engagement from the Health and Wellbeing Team to encourage walking and demonstrating its mental and physical health benefits

8.3 Measures to increase public transport usage:

- Interest free loans for season tickets
- Encourage staff to use public transport for business travel

- An easy to access system to book public transport for Business Travel:



- Public transport routes timetables, travel information lines (Traveline: 0870 608 2 608) are publicised, for staff and visitors in the main reception area.

In conclusion, The Development is located in a sustainable location to take advantage of a range of public transport opportunities and active travel modes. Had the Development required staff or generated visitors this would have provided realistic alternative travel options to the private car for both to travel by sustainable means.