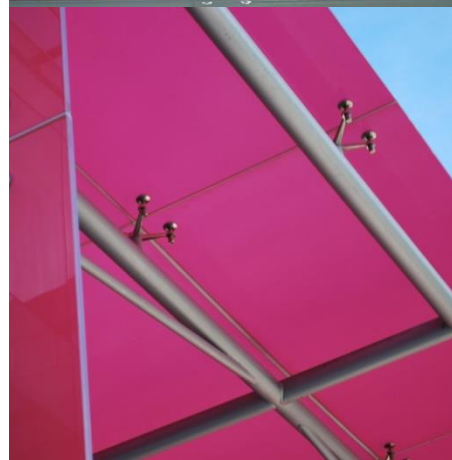
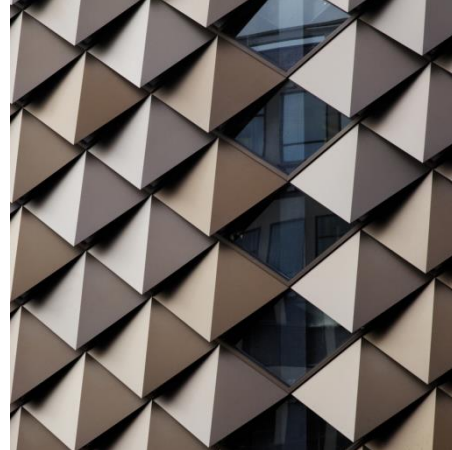


North Manchester General Hospital – Decant Village

Transport Statement

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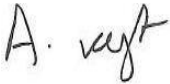
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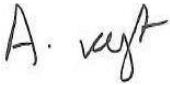
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Appendices

Appendix A – Proposed Layout
Appendix B – Proposed Pedestrian Access

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Manchester University NHS Foundation Trust (MFT) (the 'Trust') to provide traffic and transport advice in relation to a temporary office block at North Manchester General Hospital (NMGH).
- 1.1.2 This application seeks full planning permission for the erection of temporary modular office accommodation to facilitate wider regeneration works at the NMGH site. The temporary accommodation will be delivered in two phases. The first phase of development comprises a 2 storey building and the second phase involves the addition of a further 2 storeys to accommodate a total of 292 office based staff. The temporary accommodation is proposed to be removed after 5 years once NMGH campus regeneration works have been concluded.
- 1.1.3 The application also includes the provision of and improvements to a footpath route north of the site of the proposed building to Central Drive.
- 1.1.4 As the site of the proposed building is located on an existing car park that can accommodate c. 28 estate vehicles, these spaces would be removed to accommodate the proposed development.
- 1.1.5 The proposed site plan and red line boundary is included in **Appendix A**.

1.2 Purpose of this Report

- 1.2.1 This Transport Statement (TS) has been prepared in order to consider the development proposals, provide advice in regard to certain traffic and transport elements of the development proposals, and to consider the potential impact on the surrounding area from a traffic and transportation perspective.

1.3 Structure of the Report

- 1.3.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.
- 1.3.2 **Section 2** also reviews highway safety, existing parking arrangements and existing travel patterns.
- 1.3.3 The development proposals are summarised in **Section 3**, including the proposed parking provision and access arrangements.
- 1.3.4 The accessibility of the site by sustainable modes of travel is assessed in **Section 4**.

- 1.3.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals and the highway impact.
- 1.3.6 **Section 6** summarises key national and local transport planning policy, and **Section 7** provides a report summary and conclusion.

2.0 Site Location and Highway Layout

2.1 Site Location

- 2.1.1 North Manchester General Hospital (NMGH) is located within the bounds of Manchester City Council, approximately 4km to the north of Manchester City Centre. The site is located within the southern area of the wider NGMH campus, with **Figure 2.1** below showing the site of the proposed building:

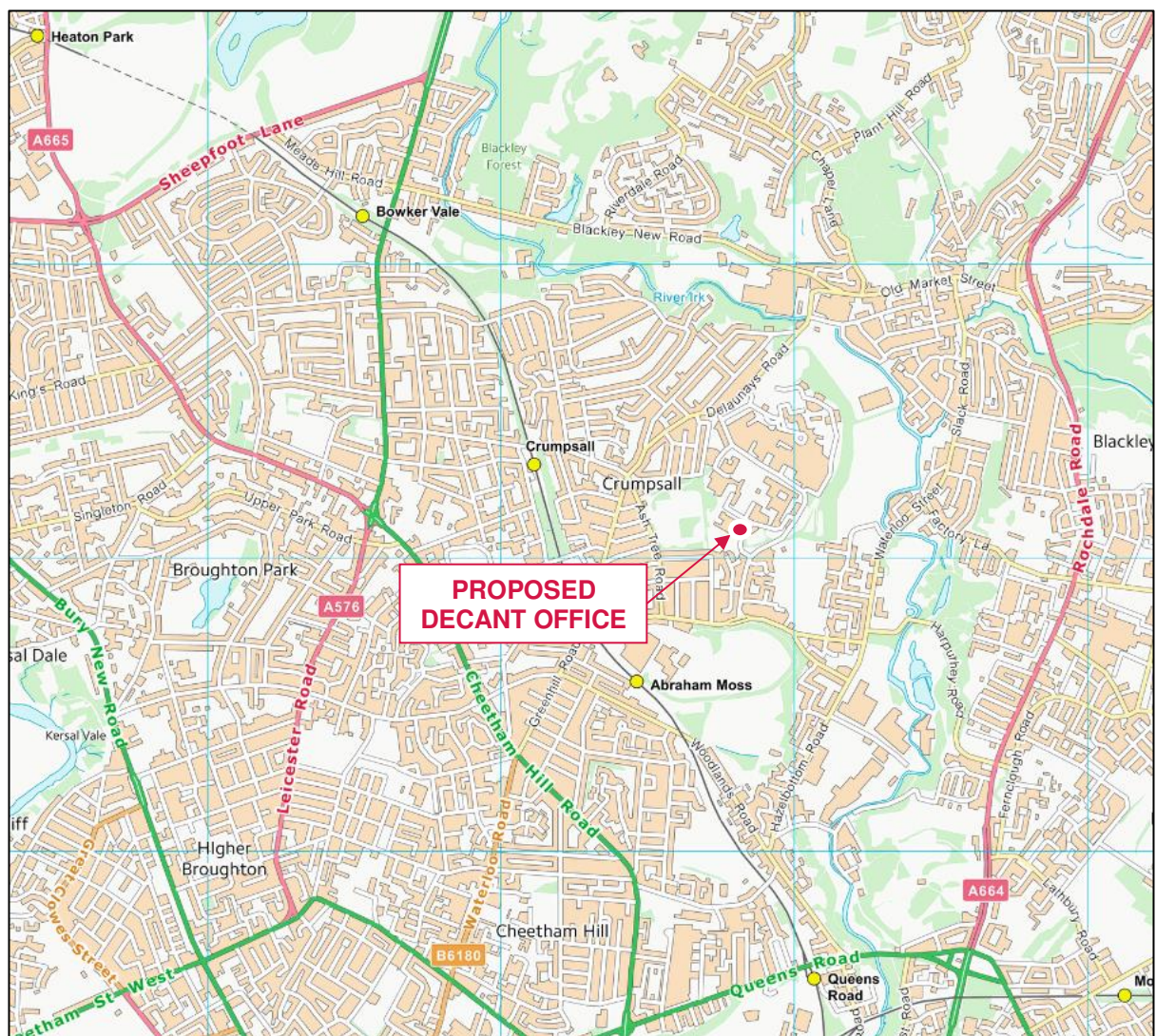


Figure 2.1 – Site Location in Relation to the Regional Highway Network
(Source: OS Maps)

- 2.1.2 Additionally, **Figure 2.2** below shows the site of the proposed building in a local context relating to the local highway network:



Figure 2.2 – Site Location in Relation to the Local Highway Network
(Source: OS Maps)

- 2.1.3 The surrounding area is predominantly residential in nature, with local centres, schools, medical centres and GP practices spread out in the wider neighbourhood. The site is located c. 1.1km to the south-east of Crumpsall town centre and is c. 1km to the east of the Crumpsall Metrolink station. Alternatively, the site is c. 900m to the north of the Abraham Moss Metrolink station.

2.2 Existing Use and Access Arrangements

- 2.2.1 The site of the proposed building is located adjacent to the Estates and Transport facility for the wider NMGH campus, and is used as a car park for staff, contractors, and estate vehicles. The car park can accommodate c. 28 estate vehicles, however there are c. 36 additional parking spaces to the west of the site of the proposed building along the perimeter of the Estates Central Store.

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- 2.2.2 The vehicular access points to the site of the proposed building are located off Ellis Drive via a gated entry point directly to the north, with an additional access further to the west of Ellis Drive and the Estates Central Store. Pedestrians and cyclists can also access the site of the proposed building in a similar manner to the vehicular access.
- 2.2.3 At present, pedestrian access to GMMH (and Central Drive beyond) is obtained via an unnamed road off Ellis Drive, utilised by vehicles accessing the staff section of the Pennine Acute Hospital car park. The road has no footway and has c. 9 on-street parking bays along the carriageway, as such pedestrians share the route with vehicles. Pedestrians could then walk across the Pennine Acute Hospital car park to the east, or across the Sir Sidney Hamburger Unit car park to the west, to access the remainder of the NMGH campus.

2.3 Local Highway Network

Eyam Road / Magna Drive

- 2.3.1 Forming the eastern boundary of the site of the proposed building, Eyam Road commences at a priority junction with Ellis Drive and extends for c. 140m in an approximate southerly alignment where it terminates at a priority junction with Crescent Drive and Charminster Drive. Magna Drive commences at a priority junction off Eyam Road and extends for c. 100m in a westerly direction, terminating at a cul-de-sac. Magna Drive is a new private road constructed to serve a new residential development (Manchester City Council (MCC) planning ref: 098807/OO/2012/N1) to the south.
- 2.3.2 The carriageways comprise an average width of 5m and has good pedestrian infrastructure in the form of street lighting, c. 2m-wide footways along both sides of the road, dropped kerbs, and tactile paving. In the vicinity of the site, the footway provision along Eyam Road is reduced to the eastern side of the carriageway.
- 2.3.3 There is also an existing Public Right of Way (PRoW) running between Ash Tree Road and Waterloo Street (bisecting Eyam Road, Crescent Drive and Brightside Road) adjacent to the southern boundary of the site. Where the PRoW bisects Eyam Road, there are dropped kerbs and tactile paving along both sides of the carriageway.
- 2.3.4 To the north of Magna Drive, Eyam Road is subject to Traffic Regulation Orders (TROs) in the form of double yellow parking restrictions (no waiting at any time).

Ellis Drive

- 2.3.5 To the north of the site of the proposed building, Ellis Drive extends for c. 330m in an approximate west-to-east alignment, then follows the perimeter of the existing GMMH Headquarters and extends northwards. Entrance into the GMMH Headquarters is controlled with barriers. Both terminuses of Ellis Drive are dead ends.

Transport Statement

- 2.3.6 In the vicinity of the site, Ellis Drive comprises a single carriageway with an average width of c. 5.5m, complete with c. 2m-wide footways along at least one side of the carriageway. There are also dropped kerbs and tactile paving where appropriate. The road is also well-lit with street lights at regular intervals.
- 2.3.7 There are on-street parking bays at several areas of Ellis Drive to the west of the site, these are appropriately signed for permit holder parking only. The remainder of Ellis Drive is subject to TROs in the form of double yellow parking restrictions.

Charminster Drive / Crescent Drive

- 2.3.8 To the south of the site, Charminster Drive commences at a signalised junction off Crescent Road and extends for c. 200m towards the north, where it continues on as Crescent Drive for c. 300m in a northerly direction before terminating at a mini-roundabout with Central Drive adjacent to the existing Pennine Acute Hospital. Charminster Drive is bordered by residential dwellings and local roads, whereas Crescent Drive continues on to form part of the eastern boundary of the NMGH campus and is predominantly bordered by woodland. **Figure 2.3** shows the signalised junction where the road commences:



Figure 2.3 – NMGH Access off Charminster Drive

- 2.3.9 In the vicinity of the site, the roads comprise a two-way single carriageway with an average width of 5.5m. There is footway provision along both sides of Charminster Drive averaging 1.5m in width, however this provision minimises to only being present on the western side of Crescent Drive but is

Transport Statement

complete with dropped kerbs and tactile paving. There is also a zebra crossing along Crescent Drive, and the roads are well-lit.

- 2.3.10 The roads are subject to a speed limit of 30mph, where there are traffic calming measures such as speed humps to enforce this in the vicinity of the site. The roads are also subject to TROs in the form of double yellow parking restrictions for its entire length.
- 2.3.11 There are several bus stops along the road, however these only comprise a pole with journey information. These buses link the site to areas such as Eccles, Pendleton, Middleton, Hightown, Cheetham Hill, Failsworth, Hollinwood, and Harpurhey.
- 2.3.12 On site observations have again indicated that the junction and road are lightly trafficked during peak and off-peak periods.

Delaunay's Road

- 2.3.13 Delaunay's Road commences at a priority junction with Crumpsall Lane, Ash Tree Road and Landsdowne Road and extends for c. 950m towards the north-east, where it continues on as Mill Brow at its terminus. Most notably, at c. 525m to the north-east of the priority junction, Delaunay's Road provides access onto Crumpsall Way, which is one of the main vehicular entrances into the NMGH campus.
- 2.3.14 In the vicinity of the site, Delaunay's Road comprises a two-way single carriageway with an average width of 9m. The road widens in the vicinity of the hospital access at Crumpsall Way to accommodate turning lanes.
- 2.3.15 There is good pedestrian infrastructure on Delaunay's Road, comprising footways averaging 2m in width along both sides of the carriageway. The footways are complete with dropped kerbs where appropriate, and the road is also well-lit by street lights at regular intervals. Immediately to the west of the Central Drive / Delaunay's Road exit, there is a Puffin crossing facility with dropped kerbs, tactile paving and guard rail fencing.
- 2.3.16 Delaunay's Road is subject to a speed limit of 30mph. The road is also bordered by residential dwellings and local shops, as such there are areas for on-street parking available. Different restrictions apply at different areas of the road as certain lengths are marked for resident permit holders only, certain areas allow for a maximum stay of 20 minutes with no return within 40 minutes, whereas certain areas allow for a maximum stay of 3 hours with no return within 4 hours between 08:00 – 19:00 on Mondays to Fridays. Where there is no parking, the remainder of the road is marked with TROs in the form of double yellow parking restrictions.

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- 2.3.17 There are also bus stops along Delaunay's Road located c. 75m to the west of the Crumpsall Way access. These bus stops are available in pairs and comprise a pole with journey information. The westbound bus stop has additional infrastructure such as a shelter and seating. Buses that call at these stops link staff, patients and visitors to Manchester City Centre, Middleton, Pendleton, Failsworth, Higher Blackley, and Sale (further information in **Section 4.4** below).
- 2.3.18 On site observations and a review of online information have shown that Delaunay's Road does not experience high levels of congestion or queuing and traffic flows are relatively modest.
- 2.3.19 **Figure 2.4** below shows the NMGH accesses off Delaunay's Road, in and out of the hospital from Crumpsall Way and Central Drive respectively:



Figure 2.4 – NMGH Access off Delaunay's Road (Crumpsall Way (left) and Central Drive (right))

2.4 Highway Safety

- 2.4.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the TfGM reported road accidents website for the most recent five years. The details of the search are contained in **Figure 2.5**:

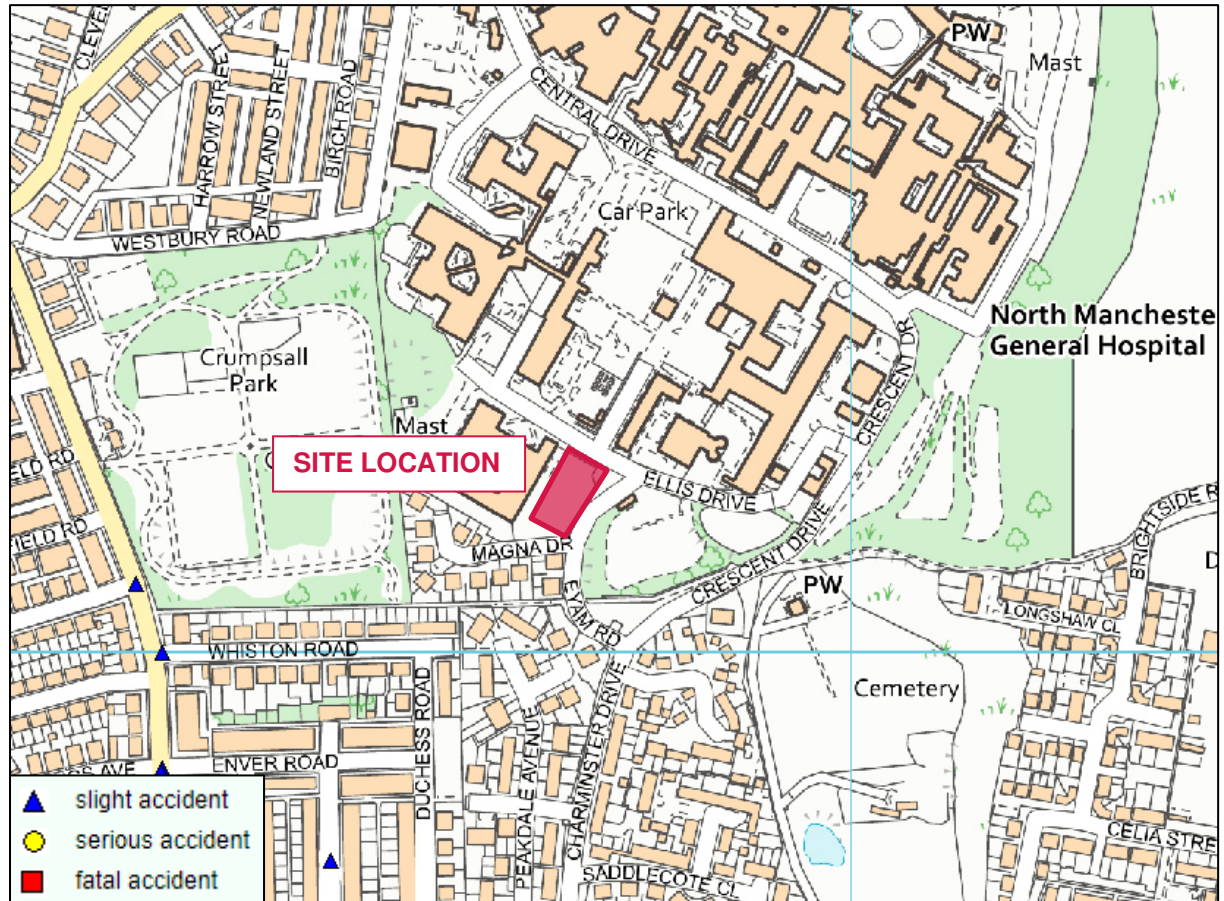


Figure 2.5 – Extents of Search Area
(Source: TfGM)

- 2.4.2 There have been no collisions in the immediate vicinity of the site of the proposed building in the latest five-year period available.
- 2.4.3 Following a review of the records in the vicinity of the site, there is no significant concentration of vehicle collisions at any single location that would suggest there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Introduction

- 3.1.1 This application seeks full planning permission for the erection of temporary modular office accommodation to facilitate wider regeneration works at the NMGH site. The temporary accommodation will be delivered in two phases. The first phase of development comprises a 2 storey building and the second phase involves the addition of a further 2 storeys to accommodate a total of 292 office based staff. The temporary accommodation is proposed to be removed after 5 years once NMGH campus regeneration works have been concluded.
- 3.1.2 The application also includes the provision of and improvements to a footpath route north of the site of the proposed building to Central Drive.
- 3.1.3 As the site of the proposed building is located on an existing car park that can accommodate c. 28 estate vehicles, these spaces would be removed to accommodate the proposed development.
- 3.1.4 The proposed site plan and red line boundary is included in **Appendix A**.

3.2 Proposed Access Arrangement

- 3.2.1 It is envisaged that the existing vehicular access arrangement off Ellis Drive would be maintained; however, vehicles would be signposted to use a one-way system by entering from the Estates Building access further to the west of the site of the proposed building, following the perimeter of the Estates Building, prior to arriving at the proposed development. Vehicles will then exit from the north of the site of the proposed building.
- 3.2.2 There would be a new pedestrian access point from the east of the building off Eyam Road. This would direct pedestrians into the reception area and to the staircases and lifts. There are also two stairwells to the north and south of the building.
- 3.2.3 Additionally, from the north of the site, there would be a direct pedestrian route along a quiet road which leads to the GMMH development plot with minimal conflict with vehicles compared to the existing situation. This is illustrated in **Appendix B** to the rear of the report.
- 3.2.4 This footpath would be created along the west side of the unnamed road off Ellis Drive (described in **Section 2.2** above), which would link to the existing footway along the perimeter of the Pennine Acute Hospital car park. Pedestrians would then walk across the car park for c. 12m, where another dedicated footpath would extend directly onto Central Drive.

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- 3.2.5 To accommodate the pedestrian route, it is envisaged that c. 2 parking spaces adjacent to the Sir Sidney Hamburger Unit would need to be removed. Approximately 11 parking spaces within the Sir Sidney Hamburger Unit would be retained but moved slightly to the west.

3.3 Parking Provision

Car Parking

- 3.3.1 At the time of writing, parking at NMGH is scattered through the campus. However, a c. 1,600-space multi-storey car park (MSCP) is proposed as part of the wider NMGH Masterplan to consolidate all parking opportunities, maximise use of available space, whilst reconfiguring traffic flows around the campus.
- 3.3.2 It is also noted that the wider NMGH campus currently comprises a total provision of c. 1,965 spaces with 387 patient / visitor spaces, 1,436 staff spaces, 96 blue badge spaces, and 46 drop-off points.
- 3.3.3 Curtins undertook an independent parking beat survey on Tuesday 17th March 2020 as part of a Preliminary Transport Assessment (TA) (Document ref: **74638-CUR-00-XX-RP-TP-001-V02**) for the wider NMGH Masterplan. As part of the TA, it was concluded that the overall car parking across the NMGH campus does not reach capacity, but specific car parks do approach or reach capacity throughout the day.
- 3.3.4 As such, prior to the delivery of the MSCP, it is envisaged that the car parking needs of the temporary office building can be accommodated onsite. This is considered to be justified as the development would be relocating staff that are currently situated onsite / already park onsite, instead of developing a new build office building and having to cater for new members of staff.

Cycle Parking

- 3.3.5 To encourage staff to travel by sustainable modes, it is envisaged that 12 cycle parking spaces would be provided in the form of sheltered cycle racks at a dedicated area adjacent to the proposed decant building. This is in accordance with the cycle parking standards set out in the MCC Core Strategy, which states that office developments should cater for 1 cycle parking space per 200m² (equating to c. 12 spaces for 2,500m² NIA of office space).
- 3.3.6 An accessible shower will also be provided at each floor, along with a space for secure lockers allocated within each open plan office.

3.4 Proposed Servicing Arrangements

- 3.4.1 Refuse and service vehicles would be able to manoeuvre across the site of the proposed building via the existing vehicular access points.

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- 3.4.2 The waste forecast has been calculated based on the recommendations set by the Waste Storage and Collection Guidance for New Developments (GD04), Version 6.00. The proposed building would comprise c. 3,016m² Gross Internal Area (GIA), c. 2,500m² Net Internal Area (NIA) of office space (Use Class B1). For robustness, the calculations will be based on the higher GIA of 3,016m².
- 3.4.3 The waste weekly arisings have been calculated based on MCC's GD04 Guidance recommendations for offices of 2,600l per 1,000m² of gross floor space. An initial recycling percentage of 60% has been estimated for calculation purposes. The recycling rate can be updated upon review of the actual recycling rates following occupation.
- 3.4.4 Based on these requirements, the forecast waste volume generated by the proposed development would be:
- Non-recyclable waste – 3,137l;
 - Dry mixed recycling (comprising paper, cardboard, plastic and aluminium) – 3,529l;
 - Glass recycling – 1,176l; and
 - Total – 7,842l.
- 3.4.5 It is envisaged that the collection service will be provided by a private collector at a frequency of at least 3 collections per week. Assuming this waste collection frequency, the required waste containers per stream for the proposed development are as follows:
- Non-recyclable waste – 1 x 1,100l Eurobin;
 - Dry mixed recycling – 1 x 1,100l Eurobin + 1 x 660l wheeled bin;
 - Glass recycling – 1 x 660l wheeled bin; and
 - Total – 2 x 1,100l Eurobin + 2 x 660l wheeled bin.
- 3.4.6 **Drawing 74638-CUR-00-XX-DR-TP-05001-P01** shows an 11.2m Large Refuse Vehicle manoeuvring the site of the proposed building, entering from the Estates Building entrance to the west and following the perimeter of the Estates Building, prior to arriving at the proposed development. Refuse vehicles will then exit from the north of the site of the proposed building.
- 3.4.7 **Drawing 74638-CUR-00-XX-DR-TP-05002-P01** also shows emergency access undertaken by a 7.7m fire tender entering directly from the north of the site of the proposed building. The vehicle can then turn at the space to the south of the building and exit in forward gear.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Accessibility by Cycle; and
- Accessibility by Public Transport.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution for Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**.

CIHT Category	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Suggested Acceptable Walking Distances

4.2.2 To assist in summarising the accessibility of the site by foot, distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips have been considered. These are a good approximation for trips associated with the development.

4.2.3 There are well established local routes through and behind the surrounding housing areas which provide permeable pedestrian infrastructure across the North Manchester General Hospital (NMGH) campus. Notwithstanding this, pedestrian routes into the NMGH campus are restricted by fencing and walls. There is an existing Public Right of Way (PRoW) running between Ash Tree Road and Waterloo Street

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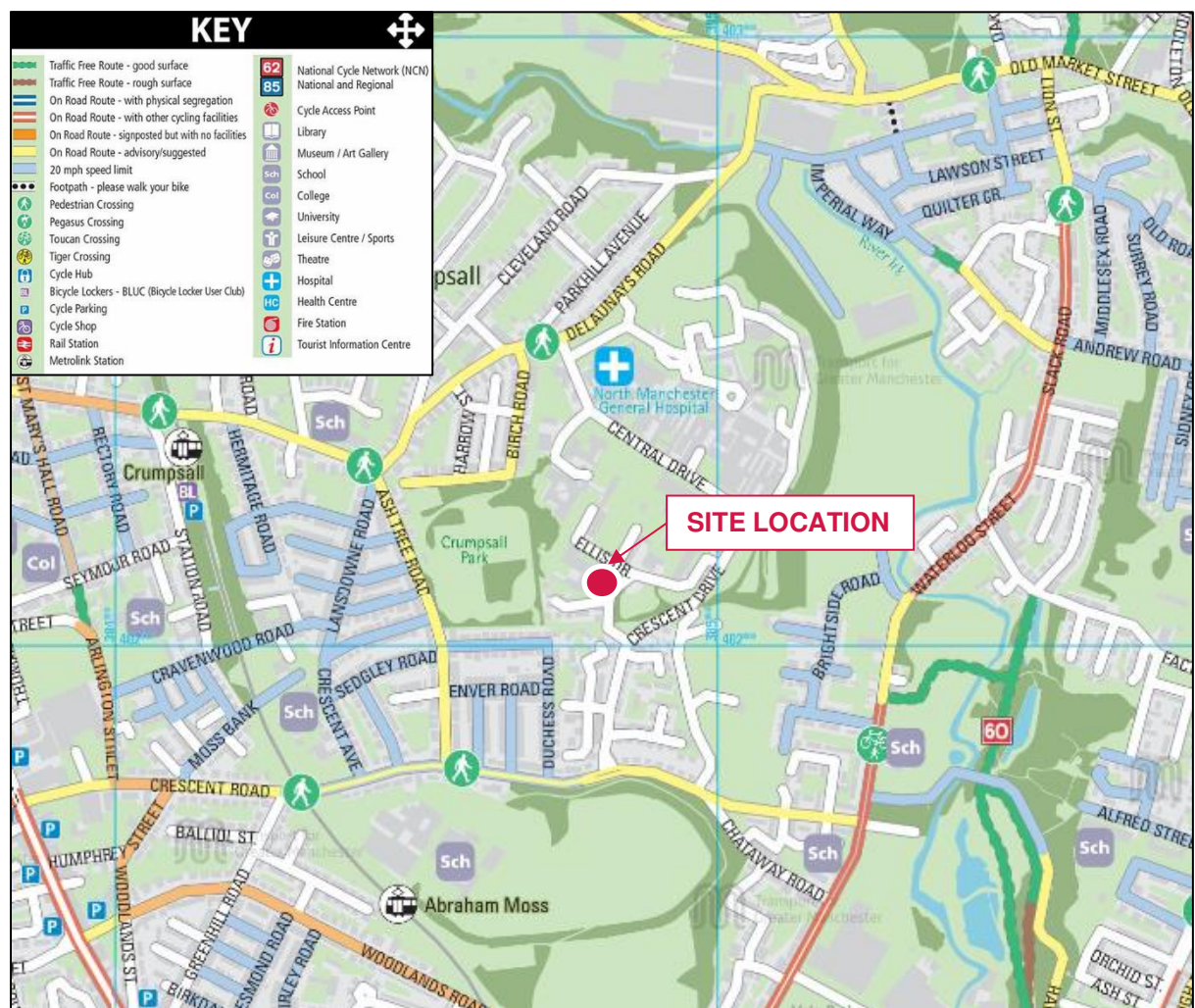
(bisecting Eyam Road, Crescent Drive and Brightside Road) directly adjacent to the southern boundary of the site, but there is no direct access to the NMGH campus through the adjacent Crumpsall Park.

- 4.2.4 Within a 500m walking distance from the site of the proposed building lies several residential areas such as those along Magna Drive and Charminster Drive to the south. The existing and proposed Greater Manchester Mental Health (GMMH) facilities and a large proportion of the NMGH hospital campus are located within this walking distance from the site of the proposed building.
- 4.2.5 At a 1,000m walking distance from the site of the proposed building, additional residential areas off Delaunay's Road, Parkhill Avenue, Cleveland Road, and Birch Road to the north and north-west can be accessed. The NMGH hospital campus and local shops and amenities along Delaunay's Road are also within reach, the latter of which includes hot food takeaway, newsagent, convenience stores, and place of worship.
- 4.2.6 At a 1,000m walking distance from the centre of the site of the proposed building, more facilities within Crumpsall to the west can be accessed. These include a Boots pharmacy, Crumpsall Lane Primary School, a local barber shop, public houses, restaurants, post office, cafés, Crumpsall Park, nurseries and sessional care, St Annes RC Primary School, and a nursing home. All of the residential dwellings along and between Ash Tree Road and Lansdowne Road are also accessible, along with those along Bank Road, Clifdale Drive and Kearsley Road.
- 4.2.7 To the east and south-east of the site, this catchment includes Crumpsall Jewish Cemetery, Irk Valley Community School, Lower Crumpsall Recreation Ground, and a waste paper recycling centre. Residential areas to the east and south-east include those along Waterloo Street, Brightside Road, Celia Street, Crescent Road, Chataway Road, and the area to the south of Crumpsall Park.
- 4.2.8 To the south of the site, this catchment includes the Abraham Moss Community School, library, swimming pool, and the Abraham Moss Metrolink station. This presents a good opportunity for future residents, staff and visitors to shift to sustainable multi-modal transport options.
- 4.2.9 Further afield but within a 2,000m walking catchment from the centre of the site of the proposed building lies the outskirts of Broughton Park to the west, areas of Cheetham Hill to the south, areas of Higher Blackley and Blackley to the north, and Harpurhey to the east. All of these areas comprise a variety of amenities such as schools, residential areas, recreation grounds, leisure / shopping outlets, libraries, food and drink outlets, community centres, fitness centres, fire stations, parks etcetera.
- 4.2.10 As mentioned in **Section 2.4** earlier, the local roads in the vicinity of the site benefit from good infrastructure such as wide footways, adequate crossing points and street lighting. It can be concluded that the site of the proposed building is highly accessible on foot.

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4.3 Accessibility by Cycle

- 4.3.1 In order to assist in assessing the accessibility of the site by cycle, an 8km cycle catchment for the site of the proposed building has been considered. The 8km (5-mile) cycling distance refers to a recommendation by Cycling England in the document ‘*Integrating Cycling into Development Proposals*’ (2009), which states: “*most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further (i.e. for work, a distance of 5 miles should be assumed)*”.
- 4.3.2 The 8km catchment extends as far as Simister in the north, Pendlebury to the west, Salford to the south-west, Manchester City Centre to the south, and Failsworth to the east. The local cycle map in the vicinity of the site is shown in **Figure 4.1** below:



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- 4.3.3 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". The Bee Network comprises signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike, where quieter existing streets are to be connected, leading to existing and proposed cycle-friendly crossing points across busier roads.
- 4.3.4 A number of 'Beeways' (the most direct route between crossing points) serve the immediate locality and a number of crossing points have already been built, providing the potential for cycle-friendly access to the site. This is shown in **Figure 4.2** as follows:

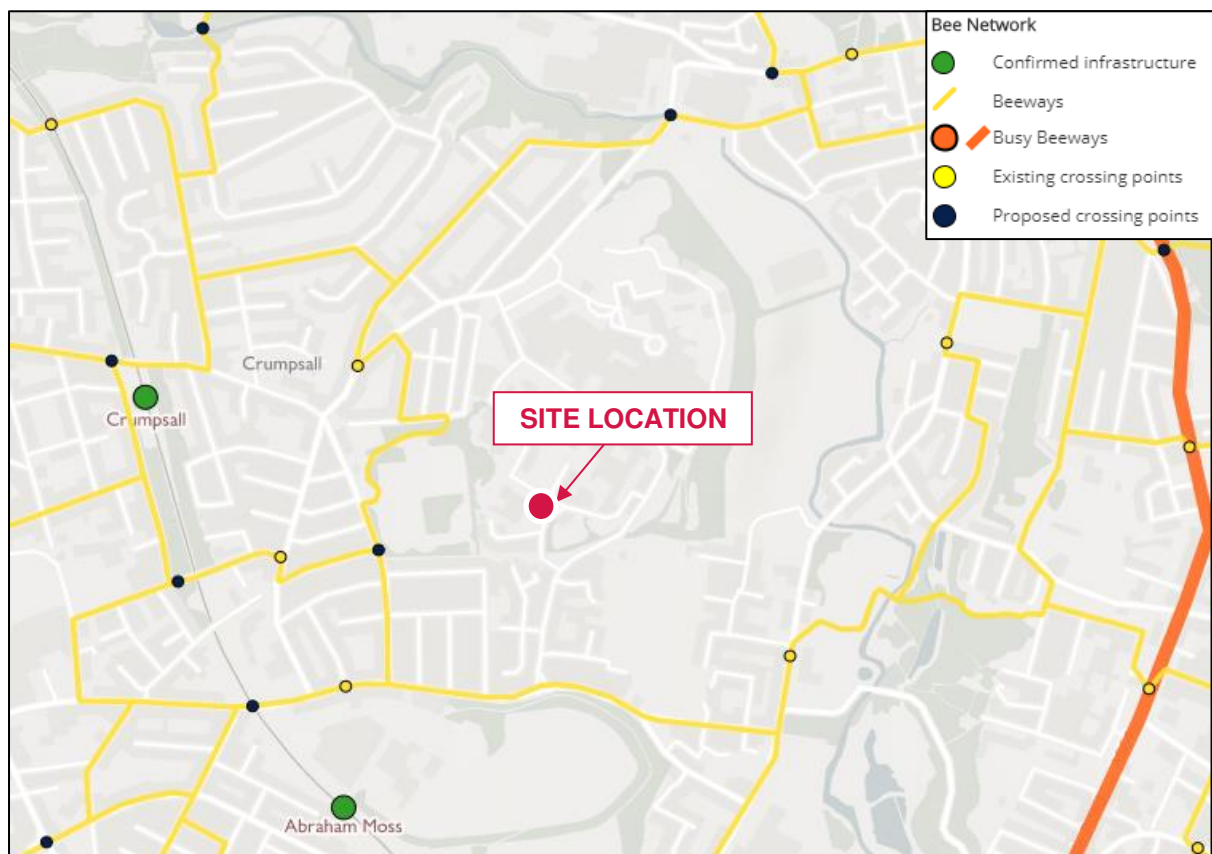


Figure 4.2 – Bee Network in the vicinity of the site
(Source: MappingGM)

- 4.3.5 The closest designated cycle route on the National Cycle Network (NCN) to the site is Route 60, accessed via Waterloo Street to the east. This section is the northern terminus of Route 60, where it comprises a mixture of on- and off-road paths linking Harpurhey in the north of Manchester to Reddish in Stockport via East Manchester. The majority of the traffic-free path that makes up part of Route 60 is the section it shares with the Fallowfield Loop between Reddish and Sportcity – where the Manchester City Football Stadium is – via a disused railway path and the Ashton Canal.

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- 4.3.6 Most notably, the site benefits from low speed limits in the surrounding areas, along with cycle infrastructure such as cycle lanes on Waterloo Street, indicating that there is an opportunity for cycling as a sustainable mode of travel to and from the site.

4.4 Accessibility by Public Transport

- 4.4.1 **Figure 4.3** shows a map of the public transport network in the vicinity of the site, comprising bus, rail, and Metrolink services:

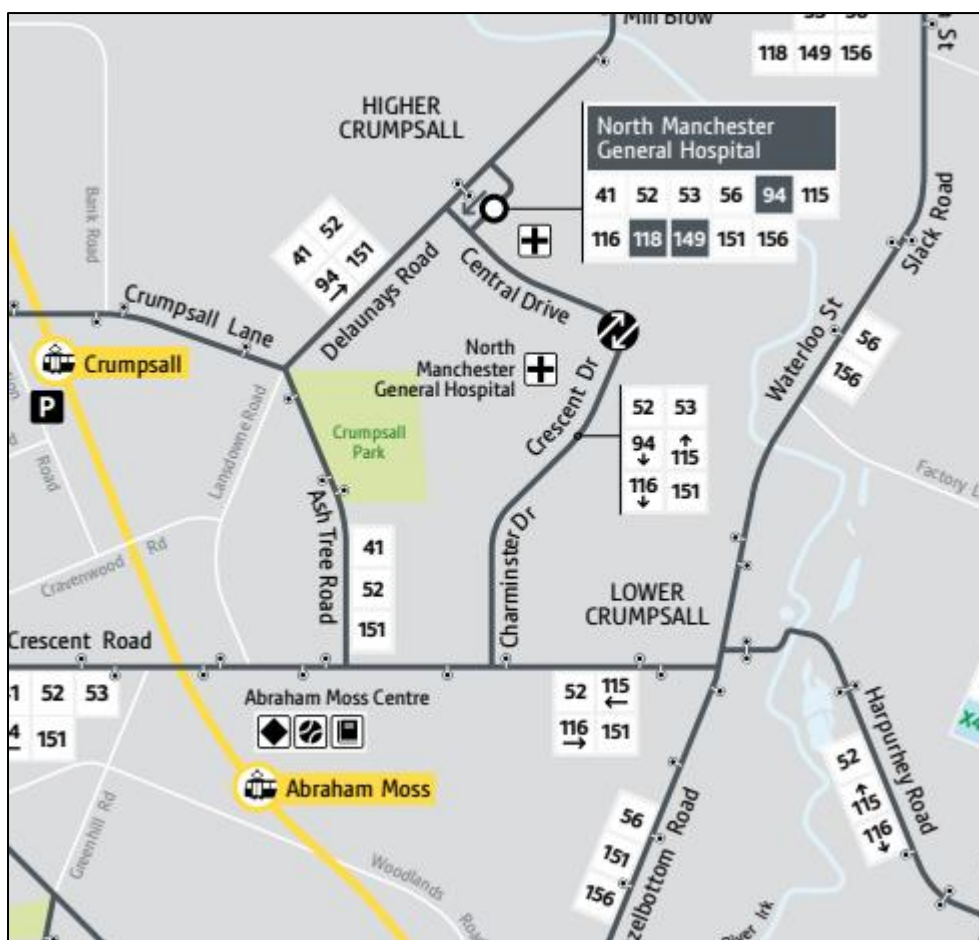


Figure 4.3 – Public Transport Network Map

(Source: TfGM)

Bus Accessibility

- 4.4.2 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document '*Guidelines for Planning for Public Transport in Development*' indicates that ideally, a bus stop should be located within 400m from a new development.
- 4.4.3 The nearest bus stops are located along Crescent Drive and Central Drive, located c. 300m to the east and to the north respectively. There are additional bus services at the main entrance to the hospital,

Transport Statement

located c. 500m to the north. **Table 4.2** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
From Crescent Drive and Central Drive:				
52	intu Trafford Centre – Eccles – Pendleton – NMGH – Moston – Failsworth	30 mins	30 mins	30 mins
53	Cheetham Hill – Gorton – Rusholme – Old Trafford – Salford Quays – Pendleton	30 mins	30 mins	Hourly
94	NMGH – Cheetham Hill – Prestwich – Unsworth - Pilsworth	Hourly	Hourly	-
From NMGH Main Access (as above, with the addition of:)				
41	Sale – Northenden – Manchester – North Manchester General Hospital – Middleton	15 mins	15 mins	30 mins
56	Manchester – NMGH – Manchester circular	30 mins	30 mins	-
115	Middleton – White Moss – Moston – NMGH circular	Hourly	Hourly	-
116	Middleton – Higher Blackley – NMGH circular	4 in the AM	4 in the AM	-
118	Middleton – Collyhurst – Moston – NMGH	15 mins	20 mins	30 mins
149	NMGH – Hollinwood – Oldham – Chadderton circular	Hourly	Hourly	Hourly
151	Hollinwood – Failsworth – Collyhurst – NMGH – Cheetham Hill – Mandley Park	Hourly	Hourly	-
156	Manchester – NMGH – Higher Blackley – Middleton	30 mins	30 mins	Hourly

Table 4.2 – Summary of Bus Service Frequencies

4.4.4 These buses provide access to many residential areas and surrounding towns, as well as and Manchester City Centre. On site observations undertaken in March have indicated that there are circa 30 buses per hour using the wider NMGH campus.

4.4.5 On the above basis, it can be considered that the site is highly accessible by bus.

Rail Accessibility

4.4.6 The nearest rail station to the site is Manchester Victoria station, located c. 4km to the south of the site. The station lies outside the acceptable maximum 2km walking catchment; however, it can be accessed

Transport Statement

as part of a multi-modal journey by a combination of walking and bus, by cycle, or via the Yellow Line on the Metrolink network that leads to Abraham Moss station.

4.4.7 **Table 4.3** shows the frequencies of regular trains that run from Manchester Victoria Train Station:

Destination	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
Newcastle	4	4	2
Manchester Airport	4	2	2
Wigan Wallgate	3	1	1
Middlesbrough	2	2	1
Rochdale	6	2	2
Liverpool Lime Street	1	1	1
Scarborough	1	1	1
Bolton	7	4	3
Stalybridge	2	2	2
Todmorden	4	2	2

Table 4.3 – Summary of Rail Services calling at Victoria

4.4.8 The trains that service Victoria Rail Station run regularly 7 days a week from a number of different locations within the North West; this provides frequent access for staff and visitors to the site. More locally, the above services provide access to residential areas such as Ashton-under-Lyne, Salford, Eccles and Rochdale.

4.4.9 It is considered the site is highly accessible via rail.

Metrolink (Light Rail)

4.4.10 Staff and visitors can also board the Metrolink at Abraham Moss, which is within a 900m walking distance to the south of the site and can be accessible via bus 53 or 94. **Table 4.4** outlines the frequencies of services calling at this station:

Route	Monday to Thursday	Friday and Saturday	Sundays/Hols
[Green Line] Altrincham – Bury	12-minute frequency between 05:49 and 23:01	12-minute frequency between 05:49 and 00:01	12-minute frequency between 06:49 and 23:01
[Yellow Line] Bury – Piccadilly	12-minute frequency between 05:49 and 23:37	12-minute frequency between 05:49 and 01:49	12-minute frequency between 06:49 and 23:37

Table 4.4 – Summary of Metrolink Services

- 4.4.11 Commuters can change at the Manchester Victoria station to access additional services to Rochdale, Manchester Airport, or larger transport interchanges such as Manchester Piccadilly. It is considered the site is highly accessible by Metrolink (light rail).

4.5 Summary

- 4.5.1 It is considered the site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.

5.0 Traffic Forecasting

5.1 Introduction

5.1.1 The following section contains details on trip generation based on the proposed development.

5.2 Existing Trip Generation

5.2.1 An independent car parking beat survey was undertaken on Tuesday 17th March 2020 for all of the areas of parking across the wider North Manchester General Hospital (NMGH) campus.

5.2.2 The parking beat survey shows that the car park does not reach full occupancy at any time of the day, with the highest occupancy occurring between 13:00 – 15:00 at 54% (15 out of 28 spaces occupied).

5.2.3 As mentioned in **Section 3.2**, the proposed pedestrian route would also require the removal of c. 2 parking spaces adjacent to the Sir Sidney Hamburger Unit. The parking beat survey shows that the Sir Sidney Hamburger Unit car park comprises c. 183 spaces and does not reach full occupancy at any time of the day, with its highest occupancy occurring between 14:00 – 15:00 at 93% (170 out of 183 spaces occupied).

5.2.4 Hence, there would be sufficient spare capacity within these car parks to offset the marginal reduction in the number of spaces and to accommodate the loss of parking at the decant site.

5.2.5 As such, it is not envisaged that the removal of spaces onsite to accommodate both the proposed decant building and the pedestrian route would result in a detrimental highway impact, as the existing car park patrons could park elsewhere in the NMGH campus.

5.3 Forecasted Trip Generation

5.3.1 The main use of the buildings can be classified as c. 2,500m² NIA of office uses (Use Class B1). It must be noted that the development would be relocating staff that are currently situated onsite / already park onsite, instead of developing a new build office building and having to cater for new members of staff. As such, it is not envisaged that any trips would be 'new' to the network.

5.3.2 As the development proposes no car parking provision, any trips generated in the vicinity of the site of the proposed building would dissipate across the wider NMGH campus depending on the location of car parks utilised (should future staff choose to commute by private car). Impacts at any particular junction are likely to be minimal.

5.3.3 It is also noted that the Trust is committed to continue encouraging all staff to travel by public transport or sustainable modes of travel. Therefore, it is anticipated that there will be a shift in the uptake of non-

car modes of travel in future years when the NMGH Masterplan is delivered and allows for more pedestrian and cycle-friendly infrastructure.

5.4 Highway Impact Summary

- 5.4.1 On this basis, Curtins do not believe that capacity assessments would be required, and that the highway network would not experience any adverse traffic impact resulting from the proposed development.

6.0 Transport Planning Policy

6.1 Introduction

- 6.1.1 When developing the scheme proposals, it is important to understand the national and local transport related planning policies. This section aims to outline the key policies throughout relevant policy and guidance documents.

6.2 National Planning Policy Framework (NPPF) 2019

- 6.2.1 NPPF sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.

- 6.2.2 Paragraph 11 states that:

“Plans and decisions should apply a presumption in favour of sustainable development.”

- 6.2.3 For decision taking this means granting permission unless:

“...any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies.”

- 6.2.4 Section 9 of the NPPF is entitled *Promoting Sustainable Transport* and outlines the important role that transport policies have to play in facilitating sustainable development. The section states that:

“The planning system should actively manage patterns of growth ...Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

- 6.2.5 The document emphasises the need for developments to offer a choice of sustainable modes of transport to *“reduce congestion and emissions, and improve air quality and public health”* and provide *“safe and suitable access”* for all users.

- 6.2.6 Paragraph 108 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:

- a) *“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users; and*
- c) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

Transport Statement

6.2.7 The development proposals have shown that safe and suitable access to the site can be achieved, where improvements would be put in place to improve pedestrian access. It is also not anticipated that the proposals would result in any significant impacts on the highway network.

6.2.8 Paragraph 109 of the NPPF states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”

6.2.9 Sensitivity tests using TRICS have demonstrated that any vehicular impact would be negligible on the surrounding area in terms of highways, traffic and transportation.

6.2.10 Paragraph 110 of the NPPF states that applications for development should:

- *“give priority to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport; and*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.”*

6.2.11 The site is in close proximity to the Metrolink stations. The site can be seen to be accessible by multiple modes of sustainable transport such as walking, cycling and public transport, especially through multi-modal trips.

6.2.12 The proposed development accords with the principles of the NPPF.

6.3 National Planning Practice Guidance (NPPG)

6.3.1 In addition to the NPPF, a National Planning Practice Guidance (NPPG) document has also been developed by the Ministry of Housing, Communities & Local Government in 2012, with a revised version in 2020. It brings together planning practice guidance for England and sits alongside the NPPF. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. The guidance states that:

“Travel Plans, Transport Assessments and Statements can positively contribute to:

- *Encouraging sustainable travel;*

- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads.”*

6.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Statement. It also clarifies the process for establishing a scope for what the documents should contain. The NPPG has been considered in the production of this TS.

6.3.3 As outlined above, this TS demonstrates that the site is accessible by active and sustainable modes of travel, and that safe and suitable access can be gained to the development. The development proposals therefore apply the principles set out in the NPPG and will seek to create a sustainable development and make a positive contribution to the local area.

6.4 Manchester Core Strategy (2012 – 2027)

6.4.1 The Manchester Core Strategy promotes similar principles to the NPPF. It contains three specific “Transport” policies, comprising:

- Policy T1 – Sustainable Transport;
- Policy T2 – Accessible areas of opportunity and need; and
- Policy T3 – Strategic Integration.

6.4.2 Policy T1 focuses on sustainable transport and access for all. The accessibility of the site would encourage users of the proposed development to travel by sustainable modes.

6.4.3 Policy T2 of the Manchester Core Strategy states:

“The Council will actively manage the pattern of development to ensure that new development...Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development.”

6.4.4 It is considered the lack of parking provision is justified considering the temporary nature of the development and the availability of additional parking options across the wider North Manchester General Hospital (NMGH) campus. As such, the proposals are in accordance with the transport policies set out in the MCC Core Strategy.

- 6.4.5 Policy T3 is in relation to strategic integration of developments with the sustainable transport network. The proposed development would not prejudice the implementation of any of the strategic integration projects.

6.5 Greater Manchester Spatial Framework (GMSF) 2019 (Draft)

- 6.5.1 The Greater Manchester Spatial Framework (GMSF) has been prepared to set out the approach to housing and employment land across Greater Manchester for the next 20 years. The plan identifies the amount of new development that will come forward, in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused.

- 6.5.2 Policy GM6 of the GMSF, titled 'Accessibility', states:

"In order to accommodate the high levels of economic growth and the associated increase in journeys whilst reducing the congestion and environmental impacts that could adversely affect growth... Key elements of this coordinated approach will include:

- *Designing development and neighbourhoods so as to encourage journeys to be made by walking, cycling and public transport;*
- *Locating development so as to reduce the need to travel by car and the distance travelled, and maximise accessibility by public transport;*
- *Using demand management measures to make best use of our existing highways capacity;*
- *Providing safe and convenient cycle routes that connect people to jobs, key services and recreation opportunities, supported by cycle hire and sharing schemes; and*
- *The continued improvement in public realm in town centres and local neighbourhoods to support the maximum number of local journeys in those locations to be made on foot.*

- 6.5.3 The proposed development does not contravene the plans set out by the GMSF, instead it supports the plans by encouraging future staff and visitors to travel sustainably whenever possible.

6.6 Greater Manchester Transport Strategy 2040

- 6.6.1 In 2015, TfGM began consulting on a 2040 Vision for Transport to deliver a transport system which enables residents, businesses and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car.
- 6.6.2 Under Policy 3, the Transport Strategy states that TfGM will "maintain a conurbation-wide programme of travel choices interventions, supported by journey planning tools and information, to encourage travel

Transport Statement

behaviour change and mode shift, in order to make the most efficient use of available capacity, particularly during peak periods". Such interventions comprise:

- *"Encouraging employers to allow home working on some days;*
- *Measures to encourage people to make at least some of their journeys by public transport, walking and cycling;*
- *Physical measures (bus priority measures, reallocating road space for pedestrian and cycling infrastructure, car share schemes, and constraints on long-stay parking in key centres); and*
- *Promotions and marketing to provide people and businesses with the information, training and incentives to make better informed decisions about how, when and where they travel and the impact of their choices."*

6.6.3 Under Policy 4, TfGM will also "continue to work with planning authorities and developers to ensure the accessibility of new development by sustainable modes and to reduce the impact on the highway network". This will be in accordance with the principles of:

- *"Reducing the need to travel by car, and the distance travelled;*
- *Maximising accessibility by sustainable modes;*
- *Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;*
- *Maximising opportunities to provide additional public transport; and*
- *Designing to encourage active travel."*

6.6.4 It is considered that the development proposals will not adversely impact the transport network, and instead would support the Transport Strategy by enhancing opportunities for sustainable travel by integrating into existing infrastructure.

6.7 Conclusions

6.7.1 It is considered that the proposed development is in line with national and local transport policies and guidance. The site is located within an area which has a range of existing local facilities and plenty of sustainable travel choices.

7.0 Summary and Conclusions

7.1 Summary

- 7.1.1 Curtins has been appointed by Manchester University NHS Foundation Trust (MFT) (the 'Trust') to provide traffic and transport advice in relation to a temporary office block at North Manchester General Hospital (NMGH).
- 7.1.2 This application seeks full planning permission for the erection of temporary modular office accommodation to facilitate wider regeneration works at the NMGH site. The temporary accommodation will be delivered in two phases. The first phase of development comprises a 2 storey building and the second phase involves the addition of a further 2 storeys to accommodate a total of 292 office based staff. The temporary accommodation is proposed to be removed after 5 years once NMGH campus regeneration works have been concluded.
- 7.1.3 The application also includes the provision of and improvements to a footpath route north of the site of the proposed building to Central Drive.
- 7.1.4 As the site of the proposed building is located on an existing car park that can accommodate c. 28 estate vehicles, these spaces would be removed to accommodate the proposed development.
- 7.1.5 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken, which has identified there are no existing safety issues that are likely to be exacerbated by the proposed development.
- 7.1.6 It has been demonstrated in this TS that there is potential to for pedestrians to access the site of the proposed building from Eyam Road and that the existing access arrangement can be maintained, both of which would be safe and suitable for the scale of the development.
- 7.1.7 The waste forecast has been calculated based on the recommendations set by the Waste Storage and Collection Guidance for New Developments (GD04), Version 6.00. The office uses will be served by private refuse collections, and the proposed waste and bin storage area would be located adjacent to the building.
- 7.1.8 Accessibility by sustainable modes of travel is excellent and is exceptionally well located to benefit from existing and proposed pedestrian, cycling and public transport infrastructure in the immediate vicinity of the site. This will be further enhanced by opening up new routes between the buildings and the high-quality public realm improvements.
- 7.1.9 It is not considered that there would be a significant impact of vehicular trips on the surrounding highway network, as a majority of the trips generated by the site are likely to already exist on the surrounding

highway network and are not considered 'new' trips. The removal of spaces onsite to accommodate both the proposed decant building and the pedestrian route is also envisaged to result in an insignificant highway impact, as the existing car park patrons could park elsewhere in the NMGH campus.

- 7.1.10 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

7.2 Conclusions

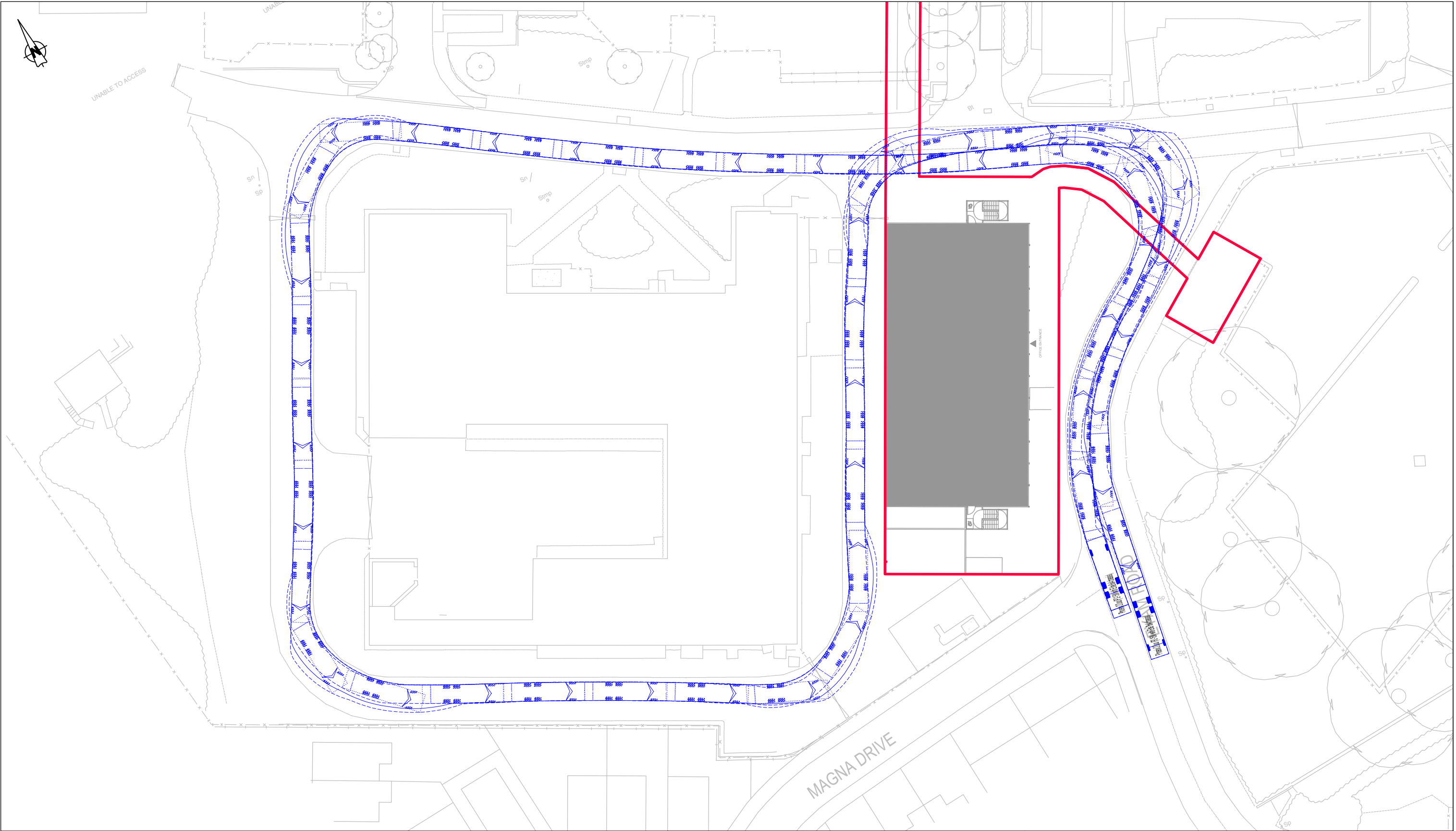
- 7.2.1 From a traffic and transportation perspective, there are no reasons why the development proposals should not be granted planning approval.

74638 North Manchester General Hospital – Decant
Village

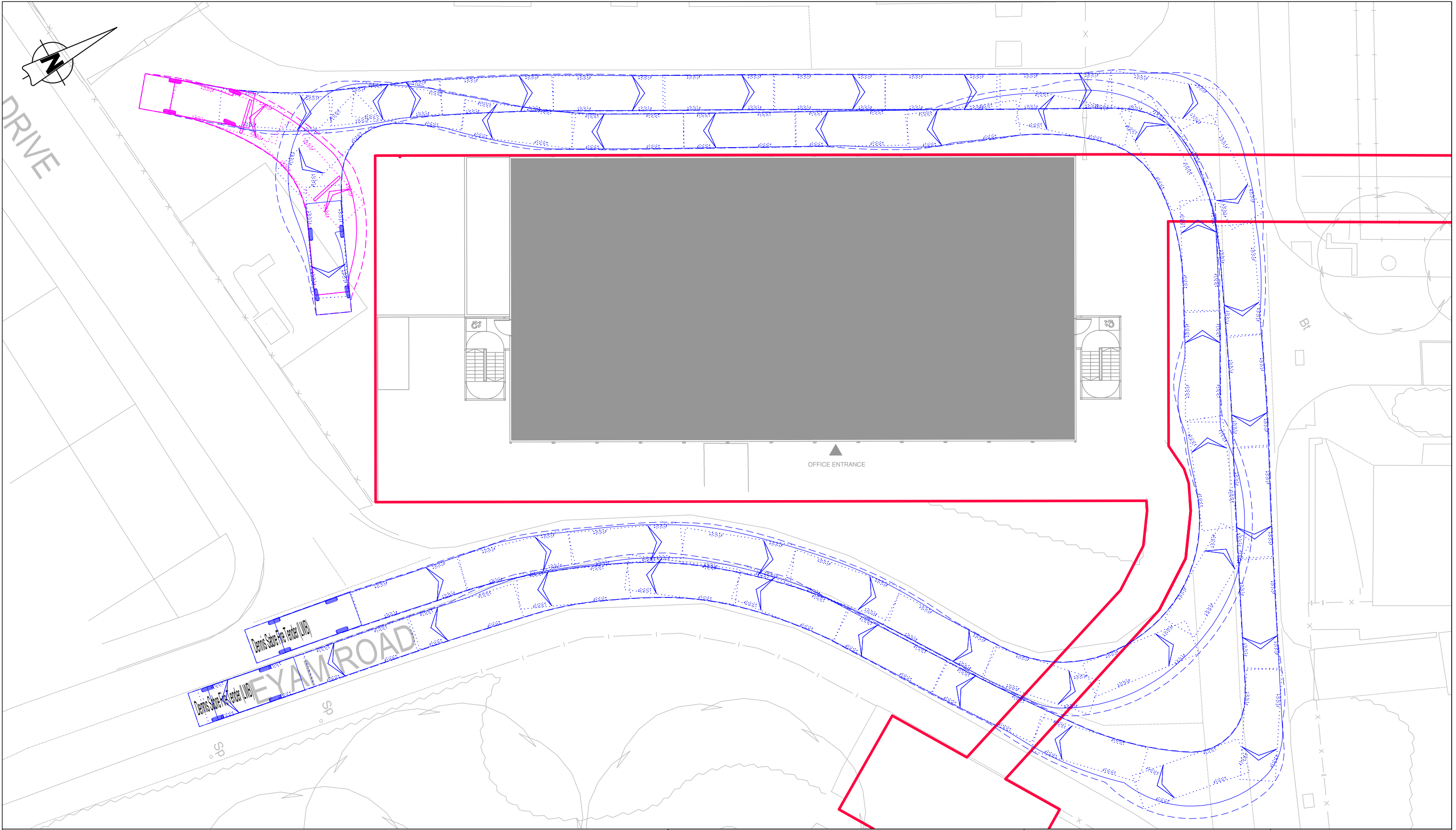
Transport Statement



Drawings



KEY AND VEHICLE PROFILE: SITE BOUNDARY 11.2 1.87 4.815 1.385 Phoenix 2 Duo (P2-15W with Elite 6x4 chassis) Overall Length Overall Width Overall Body Height Min Body Ground Clearance Track Width Lock to lock time Kerb to Kerb Turning Radius 11,200m 2,530m 3,751m 0,304m 2,500m 4,00s 9,500m				curtins Merchant Exchange, 17-19 Whitworth Street West, Manchester, M1 5WG 0161 236 2394 manchester@curtins.com www.curtins.com Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham				Project: NORTH MANCHESTER GENERAL HOSPITAL Drg Title: DECANT VILLAGE SWEPT PATH ANALYSIS 11.2m LARGE REFUSE VEHICLE Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev: 74638 - CUR - 00 - XX - DR - TP - 05001 - P01				Status: PRELIMINARY Drawn By: LL Checked By: DD Designed By: LL Date: 05/08/20 Scale: 1:500	
GENERAL NOTES:				Rev:	Description:				Date:	By:	Chkd:		



KEY AND VEHICLE PROFILE:

— SITE BOUNDARY

Dennis Sabre Fire Tender (LWB)

Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.06s
Kerb to Kerb Turning Radius	7.400m

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Project: NORTH MANCHESTER GENERAL HOSPITAL		Status: PRELIMINARY	
Drg Title: DECANT VILLAGE SWEPT PATH ANALYSIS 7.7m FIRE TENDER		Drawn By: LL	Checked By: DD
		Designed By: LL	Date: 05/08/20
		Scale: 1:250	
Project No:	Originator:	Volume:	Level:
Type:	Role:	Category / Number:	Rev:
74638 - CUR - 00 - XX - DR - TP - 05002 - P01			

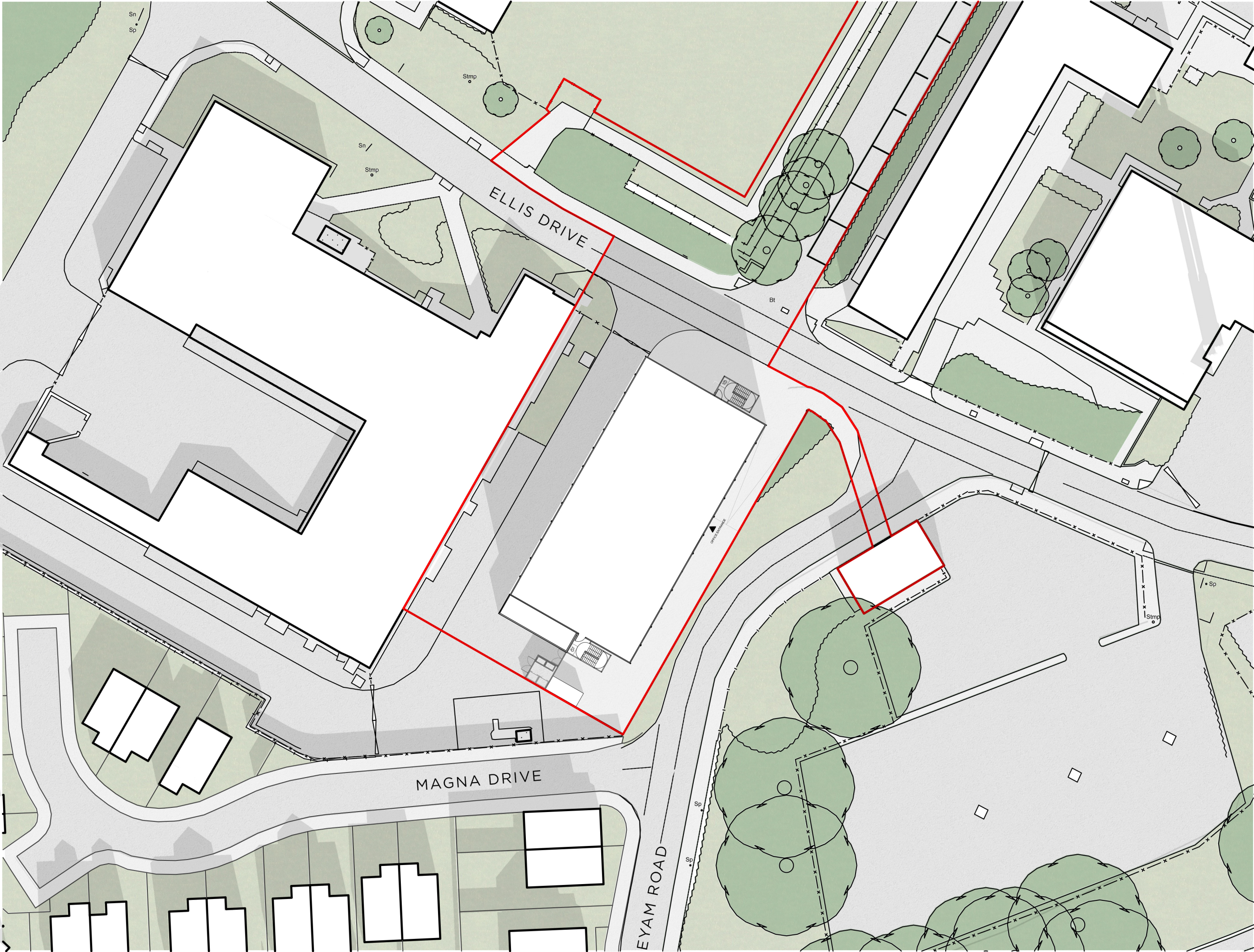
GENERAL NOTES:	Rev:	Description:	Date:	By:	Chkd:
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74638 North Manchester General Hospital – Decant
Village

Transport Statement



Appendix A – Proposed Layout



Site Plan - Proposed
1:500

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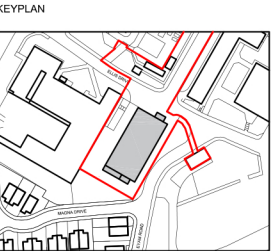
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Key:
— Proposed Site Boundary

REV.	DATE	AMENDMENT
P01	05/08/20	FIRST ISSUE



CLIENT
Manchester University Foundation Trust

SHEPPARD ROBSON

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PROJECT
6512 North Manchester General Hospital Masterplan

SCALE@A3	DATE	ORIGINATOR	CHECKED	AUTHORISED
1:500	01/08/20	SS	DB	AS

Site Plan
Proposed

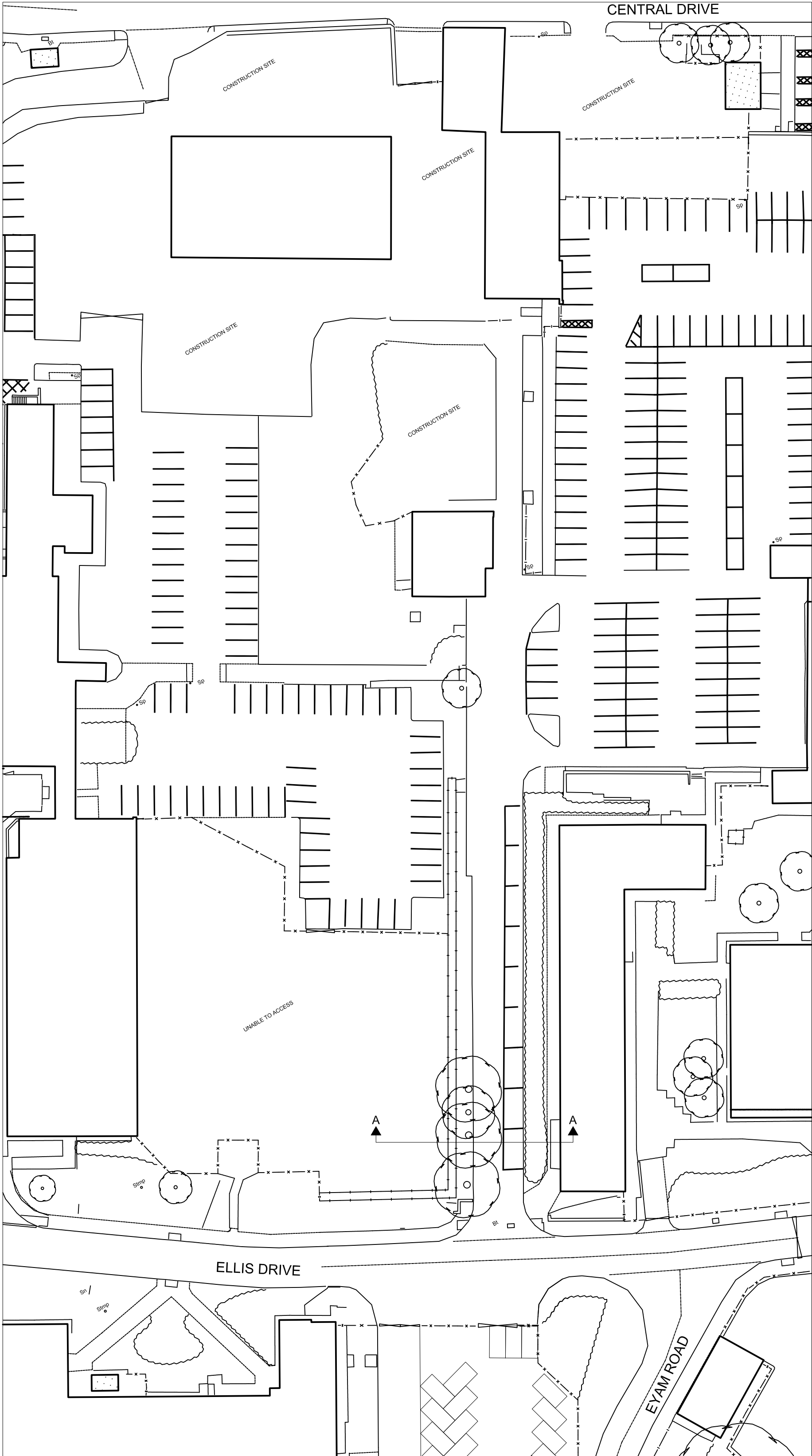
Stage 2			
STATUS	PURPOSE FOR ISSUE	SR NO.	
S2	For Information	6512	
DRAWING NO.		REV.	
6512 - SRA - E1 - XX - DR - A - 00002		P01	

74638 North Manchester General Hospital – Decant
Village

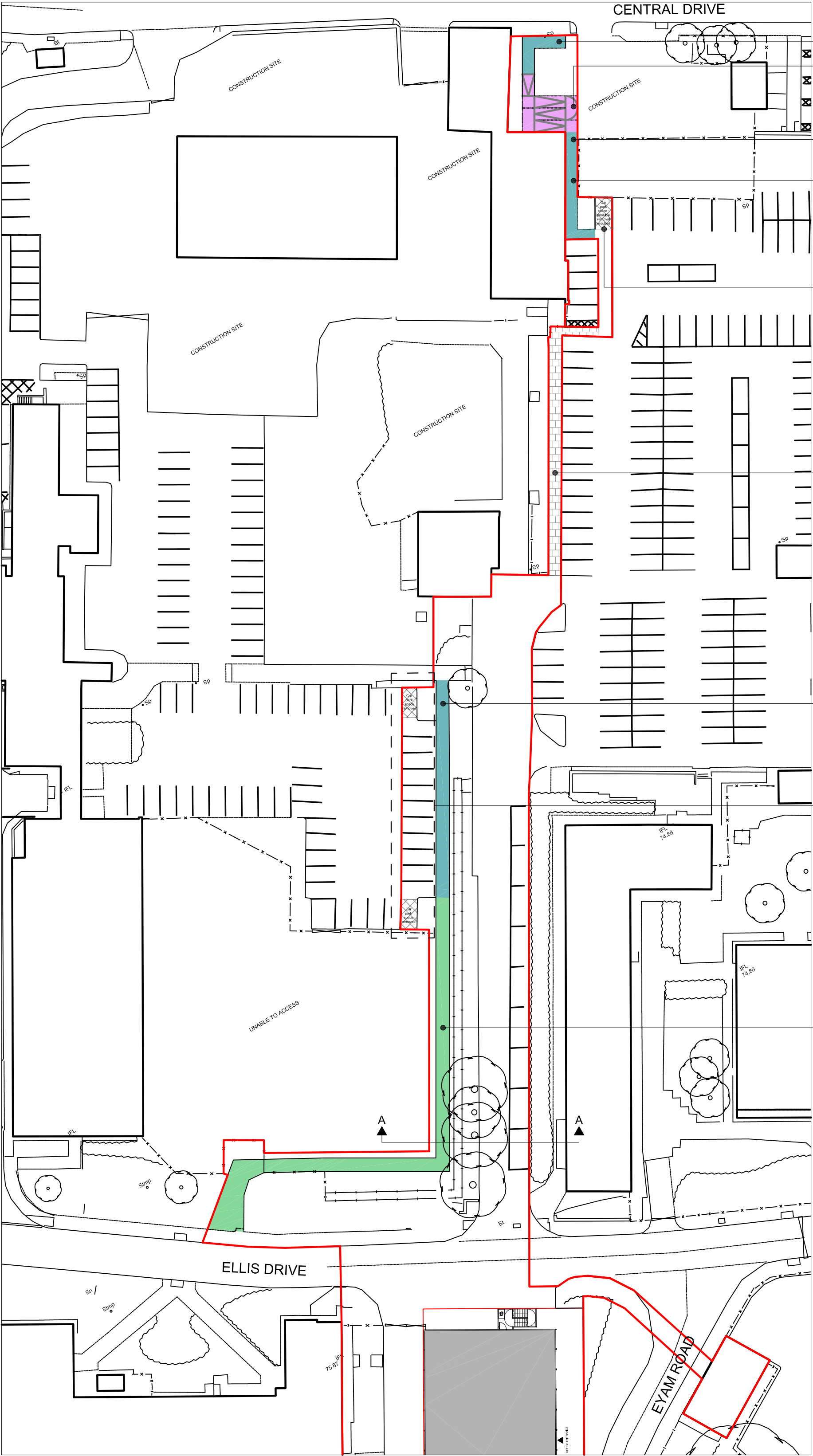
Transport Statement



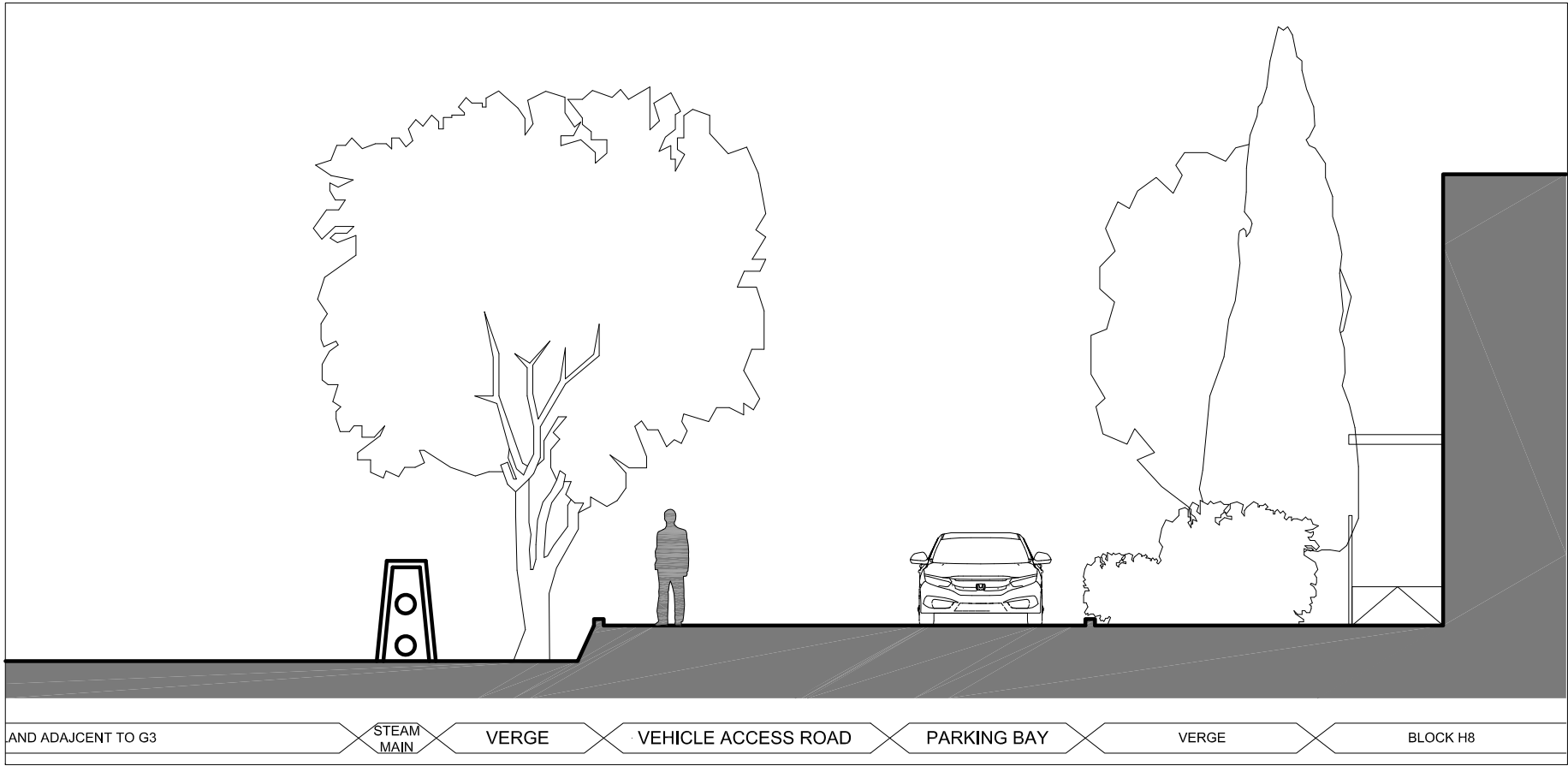
Appendix B – Proposed Pedestrian Access



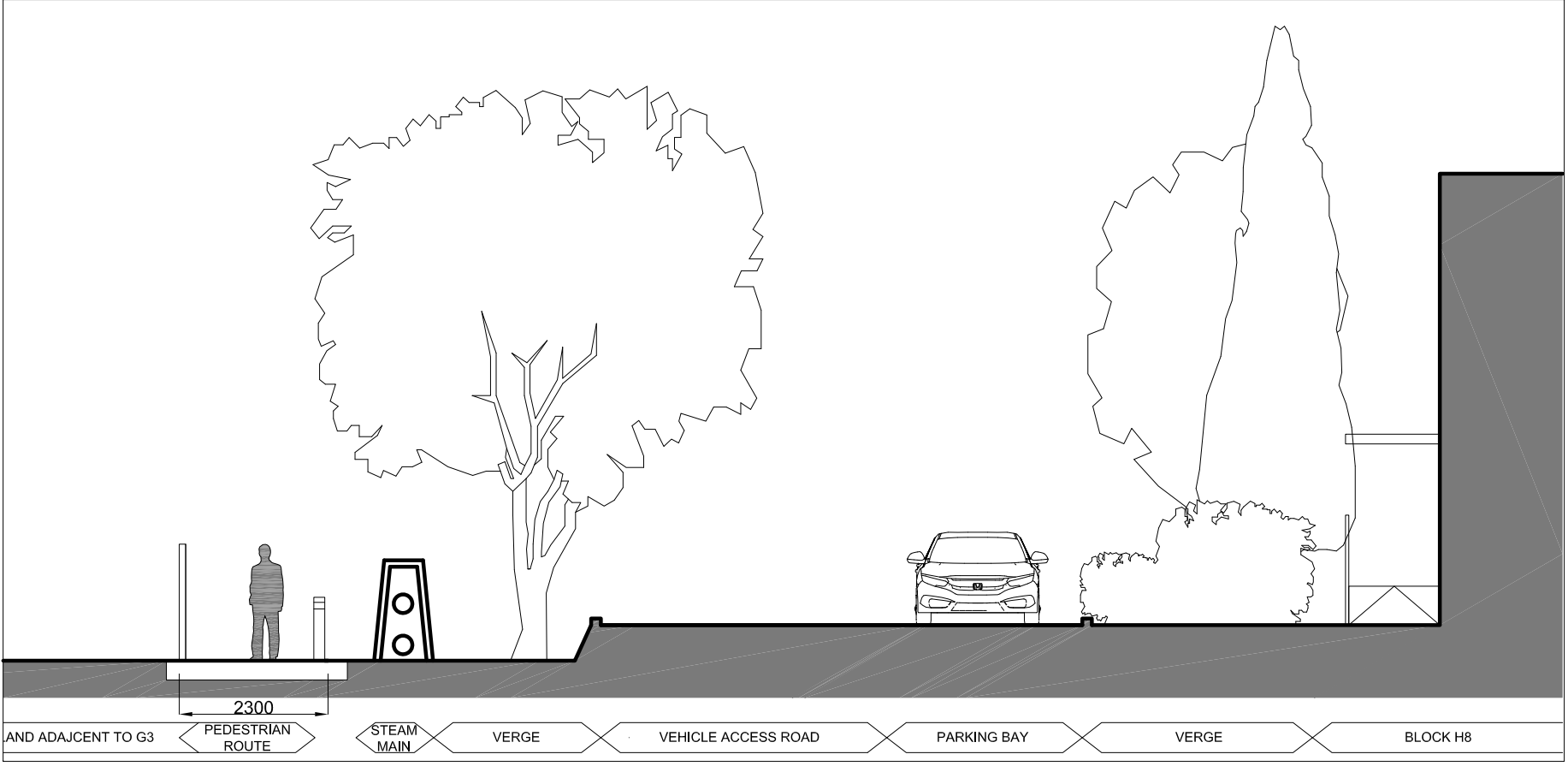
Site Plan - Existing Pedestrian Route



Site Plan - Proposed Pedestrian Route



Section AA - Existing Pedestrian Route
1:100



Section AA - Proposed Pedestrian Route
1:100

Proposed route joins the existing pavement to the right hand side of the bus shelter
Ramp to negotiate circa 1200mm level change from car park down to street level



Section of existing wall removed

New dedicated pedestrian route highlighted blue
- Condition of existing hard standing to be confirmed
- New resin bound paving finish
- Bollard lighting
- Sprayed markings to denote pedestrian route (to match existing routes in car park)



Car park space retained subject to detailed design

Existing pedestrian route retained



New dedicated pedestrian route highlighted blue
- resin bound paving finish

11no. car park spaces moved to accommodate new pedestrian route to east.
2no. car park spaces removed as a result

New dedicated pedestrian route highlighted green
- resin bound paving finish
- bollard lights along length
- new fence to west boundary to prevent access to horticultural land

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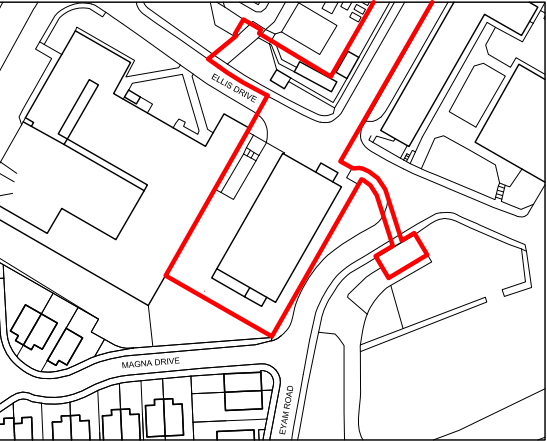
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Key:

- Resin bound paving finish (180m²) (New substrate)
- Resin bound paving finish (116m²) (Existing hard standing)
- Resin bound paving finish (50m²) (New ramp)
- Existing pedestrian route retained

REV.	DATE	AMENDMENT
P01	05/08/20	FIRST ISSUE

KEYPLAN



CLIENT

Manchester University Foundation Trust

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PROJECT
6512 North Manchester General Hospital Masterplan

SCALE@A1	DATE	ORIGINATOR	CHECKED	AUTHORISED
1:200	01/08/20	SS	DB	AS

Proposed Pedestrian Route Improvement Works

Stage 2

STATUS
S2 For Information

DRAWING NO.
6512 -SRA -E1 -XX -DR -A -90201

SR NO.
6512

REV.

P01

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