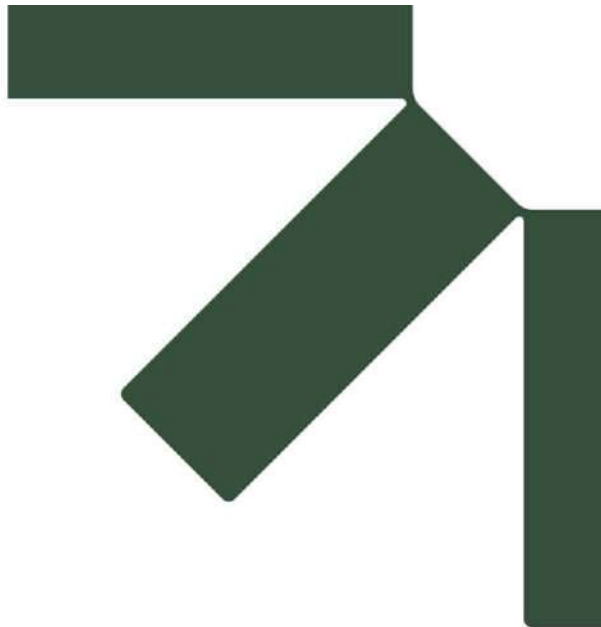




Transport Statement

**Targeted Lung Health Checks Unit, Wythenshawe
Hospital, Manchester**

Manchester University NHS Foundation Trust

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Basis of Report

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Appendices

- Appendix A Site Accessibility Plans**
- Appendix B Existing Site Plans**
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1.0 Introduction

Background

- 1.1 SLR has been appointed by Manchester University NHS Foundation Trust (MFT) to provide a Transport Statement for a planning application for the installation of a Targeted Lung Health Check modular facility around Entrance 7 of the Wythenshawe Hospital in the southern area of Manchester.
- 1.2 Additionally, it is proposed to redevelop part of the area to the south of the site, which is currently used for informal parking or storage, providing new formal car parking spaces.
- 1.3 The Government has announced that the NHS will roll out targeted lung screening across England. Currently, lung health checks are only available in some parts of England. They will be available everywhere by 2029, starting in areas with higher lung cancer rates and new locations are being added regularly.
- 1.4 The Trust intends to deliver the TLHC facility within the Wythenshawe Hospital campus as soon as possible, as the Wythenshawe Hospital is a world class research hospital and centre of clinical excellence, supported academically by the University of Manchester.

Structure of the Report

- 1.5 This Transport Statement (TS) has been prepared in accordance with guidance provided by the Department for Transport's (DfT) 'Guidance for Transport Assessment' (2014) document and has been prepared to inform Planning and Highways Officers at Manchester City Council (MCC) of all current traffic and transportation matters associated with the application.
- 1.6 Following this introductory chapter, the report provides the following information:
 - **Section 2: Policy Context**– outlines the national and local policy relevant to the proposed development;
 - **Section 3: Baseline Conditions** – discusses the existing site and the local highway network (including pictures and measurements obtained in a site visit) and reviews the available accident data in the vicinity of the site;
 - **Section 4: Accessibility by Sustainable Modes of Travel** – describes the accessibility of the site by all modes of sustainable transport;
 - **Section 5: Proposed Development** – sets out the development proposals, access and servicing strategy, parking proposals;
 - **Section 6: Transport Impact Assessment** – outlines the vehicular trip generation of the proposed scheme and the consented land use, and the impact of the site redevelopment on the site access junction operation;
 - **Section 7: Travel Plan Strategy** – a light-touch strategy to reduce the number of car trips generated by the site, with a specific focus on reducing single occupancy vehicle journeys; and
 - **Section 8: Summary and Conclusions** – summarises the findings of the TS and provides the report conclusions.



2.0 Policy Context

Overview

- 2.1 This section of the report provides an outline of national and local policy applicable to the development site. It is important that the TS is in accordance with such guidance and that the principles of development are consistent with national and local policies.

National Planning Policy

National Planning Policy Framework

- 2.1 The latest National Planning Policy Framework (NPPF) was published in December 2024 by the Ministry of Housing, Communities and Local Government, replacing the previous versions published in 2012, 2018, 2019 and 2023. The NPPF sets out the government's planning policies for England and how these are expected to be applied.
- 2.2 Paragraph 111 states that planning policies and development should support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.
- 2.3 Paragraph 115 states that proposals must ensure that safe and suitable access for all users and modes of transport is provided. Additionally, paragraphs 117 specify that designs for access and site layouts should prioritise pedestrians, cyclists and public transport users so that travel by these modes is encouraged through design, whilst also supporting decarbonisation through transport.
- 2.4 The impact of transport as a result of the proposals is referenced in paragraph 116. Paragraph 116 is the most significant policy point relating to transport and states that *"...development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios"*.
- 2.5 Paragraph 118 references the need to provide detailed Transport Assessments and Travel Plans to mitigate the impacts of the proposals in line with the broader transport goals of the NPPF, such as sustainability or better design to reduce decarbonisation.
- 2.6 Overall, the NPPF requires all development to ensure that the site is accessible by all modes of transport (particularly sustainable transport modes), with suitable access and layout design for these modes included within the proposals. Additionally, the NPPF sets out that impacts of transport of the proposals should be mitigated.
- 2.7 A Travel Plan Strategy has been included in this report, which will form the basis of a long-term management strategy for the site, in line with the future Travel Plan for the whole Wythenshawe Hospital / Trust, delivering sustainable transport objectives.



Local Planning Policy

- 2.8 Relevant transport planning policy and guidance at the local level is contained within the Manchester Core Strategy document, the Places for Everyone Spatial Plan, and the Greater Manchester Transport Strategy.

Manchester Core Strategy

- 2.9 The Core Strategy forms the key document in Manchester's Local Development Framework and was adopted in 2012. It sets out a number of strategic policies that will guide the development of the city. Policy SP1 sets out the spatial principles that will guide development to 2027. One of these principles is as follows:

"New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport."

- 2.10 In addition, the policy goes on to state that developments in all parts of the city should 'improve access to jobs, services and education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision'.

- 2.11 This is reinforced through policy DM 1 of the Core Strategy, which concerns development management. This states that all developments should have regard to specific issues including the access to new development by sustainable transport modes and vehicular access and car parking.

- 2.12 Policy T1 of the Core Strategy concerns sustainable transport. It states that the Council will support proposals that:

- a) *"Improve choice by developing alternatives to the private car."*
- b) *Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*
 - i) *Pedestrians and disabled people*
 - ii) *Cyclists, public transport,*
 - iii) *Commercial access,*
 - iv) *General off-peak traffic,*
 - v) *General peak time traffic."*

- 2.13 The development proposals are in line with these policy objectives, ensuring that the site will be accessible to all users by a range of different transport modes.

- 2.14 Policy EC12 of the Core Strategy concerns the University Hospital South Manchester (Wythenshawe Hospital), stating that the hospital has plans to:

"expand its operation, emphasising its role in key health care areas, bio-science and pharmaceuticals. Hospital expansion will include a mix of education and conference facilities, clinical trial labs, fitness/well being centre, an innovation centre, incubator units, an hotel and ancillary offices".

- 2.15 Any development will be expected to:



- a) *Support continued growth and development of the hospital;*
- b) *Assist the continued regeneration of Wythenshawe through enabling access to the facilities and employment opportunities created;*
- c) *Take advantage of the proposed extension of Metrolink and its proximity to the hospital site; and*
- d) *Address road access to the site and any conflict between road users.*

Places for Everyone Spatial Plan

2.16 The new spatial plan for nine authorities of Greater Manchester sets out a long-term plan for jobs, new homes, and sustainable growth. This is a Strategic Plan, and the Core Growth Area of the plan looks to, *'provide conditions to boost the role of Greater Manchester as a Global City...the growth potential of the Core Growth Area will continue through higher density development, building in opportunity areas'*.

2.17 The relevant Policy Objectives are as follows:

- **Objective 3:** Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester;
- **Objective 4:** Maximise the potential arising from our national and internal assets;
- **Objective 5:** Reduce inequalities and improve prosperity;
- **Objective 6:** Promote the sustainable movement of people, goods and information; and
- **Objective 7:** Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region.

Greater Manchester Transport Strategy 2040

2.18 Transport for Greater Manchester (TfGM) has developed a 2040 Transport Strategy that sets out ambitions for a radical new approach to planning Manchester's transport system in support of long-term needs and aspirations.

2.19 The vision is for Greater Manchester to have *"World class connections that support long-term, sustainable economic growth and access to opportunity for all"*. The Transport Vision aims are as follows:

- a) Supporting Sustainable Economic growth;
- b) Protecting Our Environment;
- c) Improving Quality of Life for All; and
- d) Developing an Innovative City Region.



- 2.20 The 2040 Vision is supported by policies and proposals for improving the transport network in the medium term up to 2025 structured around spatial themes. A common theme is the need to tackle congestion on Manchester's transport networks and minimise the negative impacts of traffic on communities.
- 2.21 The development proposals aspire to conform to the vision and goals as set out within the 2040 Vision Document by ensuring that the site is accessible by a variety of sustainable transport modes in order to deliver a quality development that enhances the environment.

Summary

- 2.22 The following chapters of this Transport Statement will demonstrate that the development proposals follow relevant national and local planning policy guidelines.
- 2.23 The proposed development, with fewer car parking spaces, will contribute staff and visitors to make smarter choices in the way they travel can reduce the congestion, carbon emissions, pollution and noise within Manchester, helping the city and the wider region to achieve their environmental targets.



3.0 Baseline Conditions

- 3.1 A site visit was undertaken by SLR staff on 4th September 2024 between 13:00 and 15:00 to examine the site and to observe its transport and highway operational characteristics.

Site Location and Existing Development

- 3.2 The development site is on the north western area of the Wythenshawe Hospital campus, close to the Southmoor Road / Floats Road junction. **and** will be called 'Hospital Western Access Road' onwards (see **Figure F**).
- 3.3 below displays an aerial image of the site and the existing site plans can be found in **Appendix B** at the rear of this report.

Figure A: Site Location



- 3.4 **Figure B** shows a view from the current vehicular site access.
- 3.5 The parking area in front of the hospital Entrance 7 (North West Heart Centre building), where the new modular units and the ancillary building will be installed, has currently 19 spaces, including 4 for blue-badge users (see **Figure E**).
- 3.6 The area to the south of this site is currently used for informal parking (see **Figure D**) and for some periods for construction storage (e.g. skips, portacabins, tools or materials), when this area is temporarily fenced



- 3.7 Access to Entrance 7, Entrance 8 (Transplant Unit) and Entrance 10 (Children's Department) and the aforementioned parking areas around them is provided from Southmoor Road, between the junction with Floats Road and the bus stop loop road, as shown in **Figure E**. This road is for two-way traffic and will be called 'Hospital Western Access Road' onwards (see **Figure F**).

Figure B: Development Site



Figure C: Car Park on Site



- 3.8 Meanwhile, the parking areas to the north of the North West Heart Centre building has 25 spaces, including 15 for disabled users.
- 3.9 There are also additional parking areas around Entrance 10 (Children's Department) and to the south of the parking area to be redeveloped, although that facility is for nursing staff only as indicated by signage.



- 3.10 Whilst access to some of the bays to the north of the North West Heart Centre building is not restricted, access to the rest of the bays in that area, as well as Entrance 7, Entrance 8 (Transplant Unit) and Entrance 10 (Children's Department) and the parking areas around them is gate-controlled.

Figure D: Area to South of the Site to be Formalised as a Car Park



Figure E: Access to the Hospital Western Access Road from Southmoor Road



Figure F: Hospital Western Access Road to the NW and SE of the Site



Local Highway Network

Southmoor Road

- 3.11 Southmoor Road (see **Figure G**) is a key highway corridor in the area, running through the hospital campus (with this section having an east-west alignment) and connecting it with capital highways in the south eastern area of Manchester (with this section having a north-south alignment) as Hollyhedge Road (leading to Wythenshawe), Roundthorn tram stop and the A560 Altrincham Road (leading to the M56 and M60. This road acts as a collector of local residential and industrial / commercial roads.

Figure G: Southmoor Road



- 3.12 Parking is not permitted on any side of the road along most of its length, as enforced by double yellow lines or double red lines, with the latter being observed mainly along the southern side of the road and on access roads to parking areas (as shown in **Figure H**).
- 3.13 Trees and green areas can be observed on both sides of the road.
- 3.14 Street lighting is provided on this road, while footways can be found along the southern side of the road (and on the northern side to the east of The Langley Building and around the Outpatients parking area access points).
- 3.15 Traffic-calming measures as speed tables, speed humps and coloured strips around Entrances 4 and 5 (also shown in **Figure H**).
- 3.16 Dropped kerbs and tactile paving can be found at junctions with access roads to parking areas and also at the site access junction.
- 3.17 Zebra crossing points are available around the Entrance 5 and the Outpatients parking area and also close to the main parking area and The Nightingale Centre.

Figure H: Southmoor Road Double Red-Lines and Traffic Calming Measures



Floats Road

- 3.18 Floats Road links Southmoor Road with the Roundthorn Business Park to the north and the Staff Car Park and Newall Green to the south (see **Figure I**).
- 3.19 It is a single carriageway, two-way road, subject to a 20mph speed limit to the south of the junction with Southmoor Road, and a 30mph speed limit to the north of it.

Figure I: Floats Road





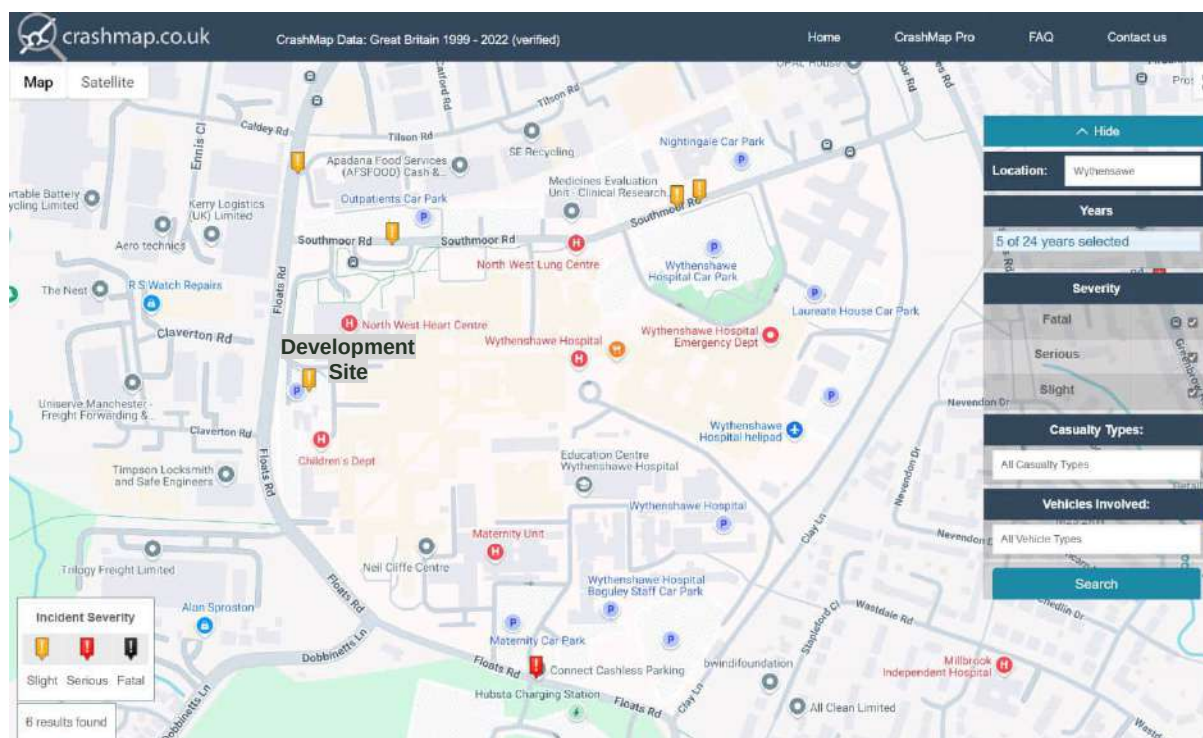
- 3.20 Parking is not permitted along any of the carriageway sites as enforced by double yellow lines.
- 3.21 Junctions with minor roads take the form of T-priority junctions.
- 3.22 The road is covered by a system of street lighting. A footway is present on one of the sides only, with around 1.5m to 2m, with this facility alternating sides at different sections.
- 3.23 Dropped kerbs can be found around junctions, with tactile paving being also provided at some of them.

Road Safety Analysis

- 3.24 A review of collision records for the local highway network has been undertaken using data available on the CrashMap website. CrashMap uses data collected by the police for collisions occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 3.25 The CrashMap analysis has been undertaken for the most recent five-year period, between January 2018 and December 2022. Only six collisions have been recorded within the hospital campus as shown in **Figure J**.



Figure J: Collision Search Area (Source: CrashMap)



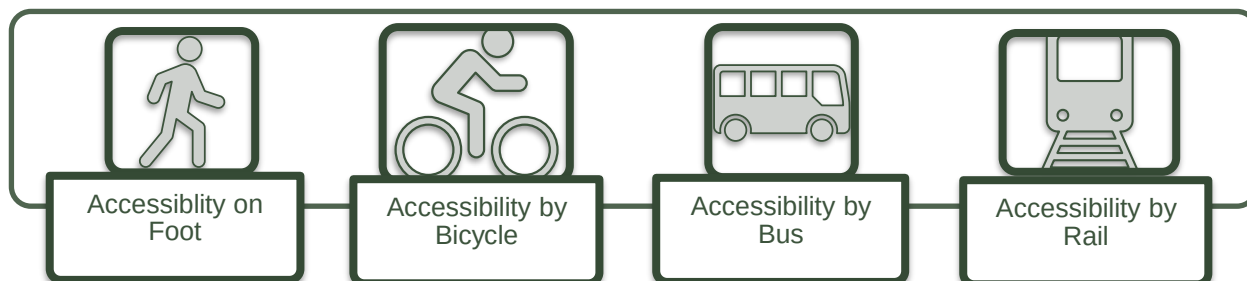
- 3.26 Cars were involved in six collisions, a motorcycle in one and a pedestrian in another one.
- 3.27 In relation to casualties, seven were car occupants, one was a motorcycle rider, and another one was a pedestrian. Five collisions resulted in slightly injured casualties, with one resulting in a seriously injured casualty. No fatal accidents were recorded in the study area.
- 3.28 In relation to the location of the collisions, one of them was recorded at informal car park to the south of the TLHC building, with a car and a pedestrian being involved, with the latter getting slight injuries.
- 3.29 Three collisions were recorded along Southmoor Road, each of them involving two cars and resulting in a vehicle occupant getting slight injuries.
- 3.30 A collision was recorded on Floats Road to the north of the junction with Southmoor Road, with three cars being involved and two vehicle occupants getting slight injuries.
- 3.31 Finally, another collision took place on Floats Road, around the Staff Car Park entrance. A car and motorcycle were involved, with the rider of the latter getting serious injuries.
- 3.32 It can be seen from the review of the personal injury collisions, given the variety of road users involved and the low level of collisions recorded within the hospital campus, that there are no identifiable trends which would give rise to any highway safety concerns.



4.0 Accessibility By Sustainable Modes of Transport

Introduction

- 4.1 A key element of national and local policy is to ensure that developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but 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.



Pedestrian Accessibility

- 4.2 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, topography and other local facilities.
- 4.3 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 (commuting and local services). These are reproduced in **Table A**.

Table A: CIHT Suggested Acceptable Walking Distances

CIHT Classification	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

- 4.4 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 001** in **Appendix A** shows distances of 500 metres, 1,000 metres and 2,000 metres from the centre of the site, which are identified as 'Desirable'. Catchments have been measured from the building access.
- 4.5 The 500-metre catchment incorporates the surrounding hospital buildings to the site, as well as some industrial units, reaching Ledson Road to the north, the Tilson Road / Sidcup Road junction to the north east, New Islington Metrolink stop to the east, The Nightingale Centre access off Southmoor Road to the east, the Floats Road / Dobbinetts Lane junction to the south, Claverton Road to the west and Caldey Road to the north west. The catchment incorporates the closest bus stops to site on Southmoor Road (130m away);



- 4.6 Meanwhile the 1-kilometre walking catchment encompasses further residential and commercial areas in all directions. The Roundthorn tram stop on Southmoor Road is included within this catchment.
- 4.7 Finally, the 2-kilometre catchment includes the industrial and commercial area up to Altrincham Road to the north, Baguley to the north east, Newall Green to the south east, Broomwood Park to the west, and the residential area around Shady Lane to the north west.
- 4.8 The local infrastructure is considered adequate for pedestrians as the following are provided on:
- Southmoor Road has ample footways on both sides and zebra crossing points and informal junction crossing points with dropped kerbs and tactile paving (see **Figure K**);
 - Floats Road (to the south of the junction with Southmoor Road) has a 20mph speed limit and traffic-calming measures;
 - Additional off-road routes as Clay Lane or the path to Manor Farm Park are also available;
 - Comprehensive street lighting is also provided on the surrounding highway network, as well as Clay Lane, to assist with pedestrian connectivity during hours of darkness.
- 4.9 The site is therefore concluded to be highly accessible on foot, with convenient access to a wide range of transport facilities and residential areas.

Figure K: Pedestrian Crossing Facilities on Southmoor Road



Cycle Accessibility

- 4.10 Cycling is a popular mode of transport and is an effective mode for short trips.
- 4.11 The DfT's Local Transport Note 1/20 'Cycle Infrastructure Design' states that many utility cycle journeys are under 3 miles (approximately 5 kilometres) although for commuters a trip distance of over 5 miles is not uncommon. Consequently, cycling has the potential to replace short car journeys, particularly those under 5 kilometres. At a leisurely cycle speed of 10 miles per hour this would equate to a journey of around 25 minutes.
- 4.12 A 5-kilometre cycle catchment from the site is shown in **Plan 002** in **Appendix A**. This demonstrates that the 5-kilometre catchment reaches Brooklands and Northern Moor to the



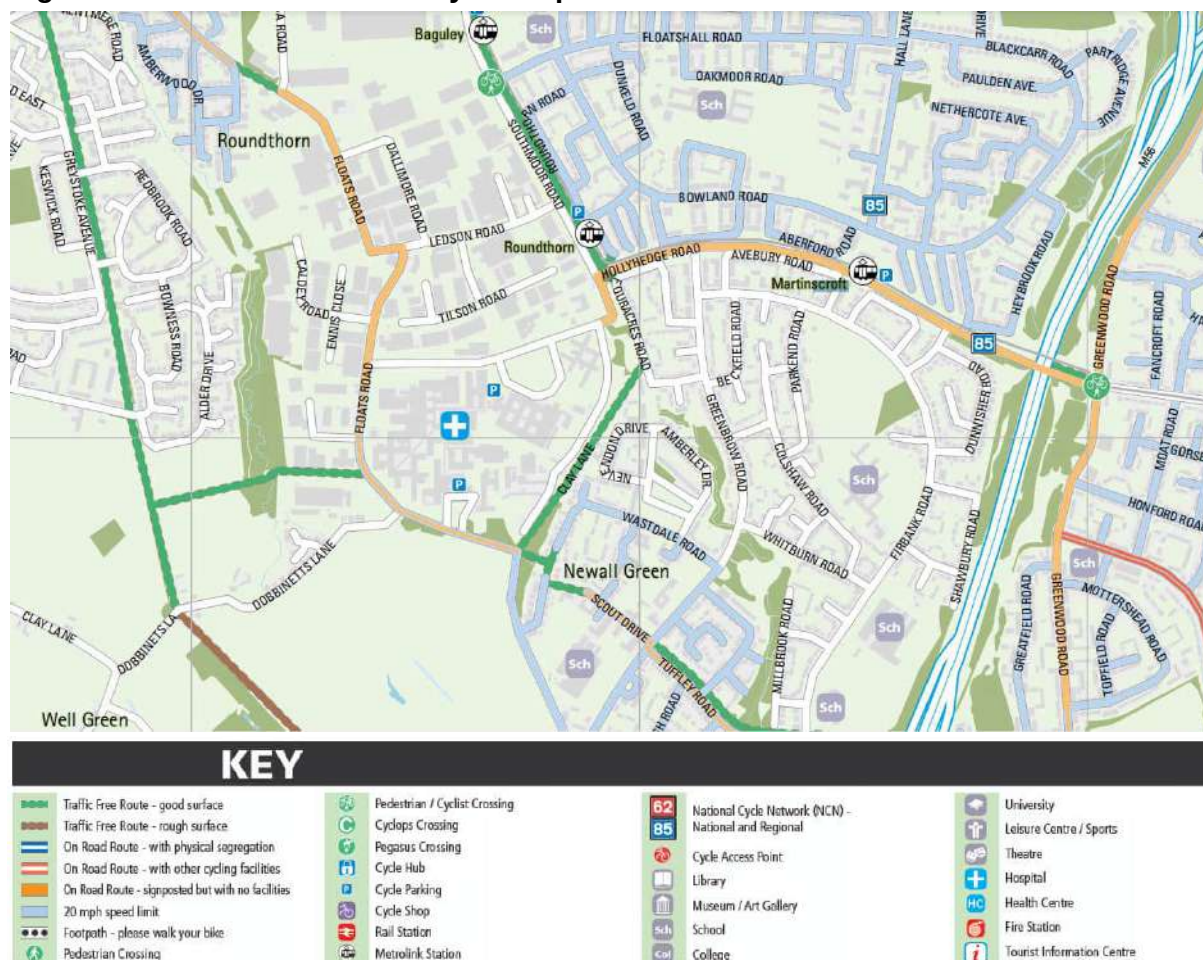
north, Northenden to the north east, Sharston to the east, Wythenshawe and Manchester Airport to the south east, Hale Barns to the south, Hale to the south west, and part of Altrincham to the west and part of West Timperley to the north west. Access to local facilities, residential areas and key rail, tram and bus stations is therefore possible within the 5km cycle zone.

4.13 To travel to and from the site, cyclists have multiple routes available, including:

- An on-road, signalised cycle route on Float Road, linking the site with Roundthorn to the north and Newall Green to the south, where traffic-calmed roads and other cycle routes can be found. To the south west of the site, two off-road paths grant access to the residential area around Greystoke Avenue;
- Another on-road, signalised cycle route along Hollyhedge Road, linking Southmoor Road with Wythenshawe to the east, where again traffic-calmed roads and other cycle routes can be used. A section of this facility is part of Regional Cycle Route 85;
- An off-road, motor traffic-free route on Clay Lane, to the south west of the hospital campus, connecting Hollyhedge Road with Newall Green; and
- An off-road path along the eastern side of Southmoor Road and the tram tracks, linking Hollyhedge Road with Altrincham Road, which is also provided with off-road cycle facilities and grants access to multiple cycle routes in the area.

4.14 An extract of the area from the Greater Manchester Cycle Map is illustrated in **Figure L**.

Figure L: Greater Manchester Cycle Map Extract



- 4.15 Additionally, high quality cycle parking facilities can be found around Entrance 5 (shelter with 22 stands for 44 bicycles) and Entrance 6 (a secured shelter with 10 stands for 20 bicycles) as shown **Figure M** and around Entrance 10 (5 cycle lockers and 7 uncovered stands for 14 bicycles) as shown **Figure N**. These facilities allow cycle users travelling to the hospital to park their bicycles.

Figure M: Cycle Parking Facility around Entrances 5 and 6



Figure N: Cycle Parking Facility around Entrance 10



- 4.16 Therefore, cycling has therefore a clear potential to substitute for most of the short car trips, particularly those under 5km and to form part of a longer journey by public transport

Accessibility by Bus

- 4.17 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 400 metres from a new development. This equates to a 5-minute walk.
- 4.18 The site benefits from access to a bus stop within this catchment area, called Wythenshawe Hospital (Stop A) on a loop road off between Hospital Entrances 5 and 6, allowing multiple vehicles to stop without interrupting Southmoor Road through traffic (see **Figure O**).



- 4.19 This stop is used by buses on both directions and is provided with two long shelters, seats, live arrival information boards, a bin and raised kerbs to help passengers alighting from and boarding the bus.
- 4.20 There are additional stops on Floats Road to the north of the junction with Southmoor Road that are less than 400m away from the site, but the
- 4.21 There is a bus stop on Floats Road opposite to the development site, but no services currently stop there.

Figure O: Wythenshawe Hospital (Stop A)



- 4.22 A summary of the bus services and their frequencies from these stops is outlined in **Table B**.

Table B: Bus Services from Local Stops

Route	Destination	Frequency per Hour					
		Monday – Friday				Sat	Sun
		AM Peak	Daytime	PM Peak	Evening		
11	Stockport Interchange > Cheadle > Gatley > Wythenshawe Interchange > Timperley > Altrincham Interchange	20 min	20 min	20 min	30 min to 1h	20 min	30 min



18	Eccles Interchange > Trafford Centre > Sale > Altrincham Interchange > Manchester Airport	1 h	1 h	1 h	1 h	1 h	2 h
19	Wythenshawe Interchange > Brooklands > Sale > Altrincham Interchange	30 min	30 min	30 min	30 min to 1h	30 min	1 h
101	Piccadilly Gardens > Moss Side > Chorlton > Northenden > Wythenshawe Interchange	15 min	15 min	15 min	30 min	15 min	30 min
368	Stockport Interchange > Edgeley > Wythenshawe Interchange > Wythenshawe Hospital	06:31 (o/b); 06:40 (i/b)	No Service	17:46 (o/b); 18:10 (i/b)	18:59, 19:57 (o/b); 19:10, 20:10 (i/b)	18:59, 19:57 (o/b); 19:10, 20:10 (i/b)	No Service

4.23 As **Table B** demonstrates that five bus services stop close to the site which provide frequent connections (and until late in the evening and on weekends) to Wythenshawe, Stockport and Altrincham Interchanges as well as Sale, Chorlton or Manchester city centre, where additional bus services can be taken.

4.24 It is therefore concluded that bus public transport accessibility is good.

Accessibility by Rail

4.25 Whilst there are no rail stations in close proximity to the site, Altrincham station is around 4.5km to the west, with journey times of 15 minutes by bicycle and 30 minutes by bus, where a frequent service to Manchester Piccadilly and Bury can be taken, as well as an hourly service to Chester.

4.26 This station has various facilities including a ticket office, ticket machines, waiting and seating areas, cycle parking, toilets, step-free access to all platforms and small retail units.

4.27 Furthermore, Gatley and Manchester Airport stations, both on the Styal Line, which are around 4km and 5km to the south east respectively. These stations can be reach by bus (and by tram, Manchester Airport only) in around 30 minutes, or by bicycle in around 20 minutes. Frequent services to Manchester Piccadilly, Manchester Victoria and Wilmslow can be taken, with TransPennine Express services only stopping at the airport also reaching Liverpool, Leeds, York, Newcastle or Saltburn.



- 4.28 Manchester Airport has similar facilities as Altrincham while Gatley is a more modest station, with no ticket office, toilet or retail units.
- 4.29 It is therefore possible to travel to site by rail from local, regional and national destinations as part of a multi-modal trip.

Accessibility by Tram

- 4.30 The closest Manchester Metrolink tram stop is Roundthorn, which is approximately 850m away to the north east, with journey times of 3 to 4 minutes by bicycle and 12 minutes on foot.
- 4.31 Roundthorn is on the Navy Line, which links Manchester Victoria in the city centre with Chorlton, North Moor, Wythenshawe and Manchester Airport to the south. This station is provided with level access to both platforms, shelters, seating and live information boards on both platforms.
- 4.32 The Manchester Metrolink operational times are from 6:00 to 23:30 Mondays to Thursdays, from 06:00 to 00:30 on Fridays and Saturdays, and from 07:00 to 22:30 Sundays and bank holidays. A service per direction is available per direction every 12 minutes to both ends of the line.
- 4.33 Passengers can change to Grey, Pink, Green and Purple Line services at Trafford Bar, to Blue, Orange and Red Line services at Cornbrook and with Yellow Line services at Market Street.
- 4.34 It is therefore possible to travel to site by tram from local and regional destinations as part of a multi-modal trip.

Access for Disabled Users

- 4.35 For disabled users, there is considerable help available both in the physical transport infrastructure as described previously, but also financially with a pass for free travel in Greater Manchester and in the rest of England under the English National Concessionary Travel Scheme.
- 4.36 The Travel Pass for Disabled People enable eligible users to travel for free:
- On all Greater Manchester buses, trams and trains from 09:30 to midnight from Monday to Friday and all day at weekends and on public holidays; and
 - On buses in the rest of England from 09:30 to 23:00 from Monday to Friday and all day at weekends and bank holidays.
- 4.37 The Travel Plus Pass for Disabled People holders are entitled to free travel:
- On all Greater Manchester buses, trams and trains at any time; and
 - On buses in the rest of England from 09:30 to 23:00 from Monday to Friday and all day at weekends and bank holidays

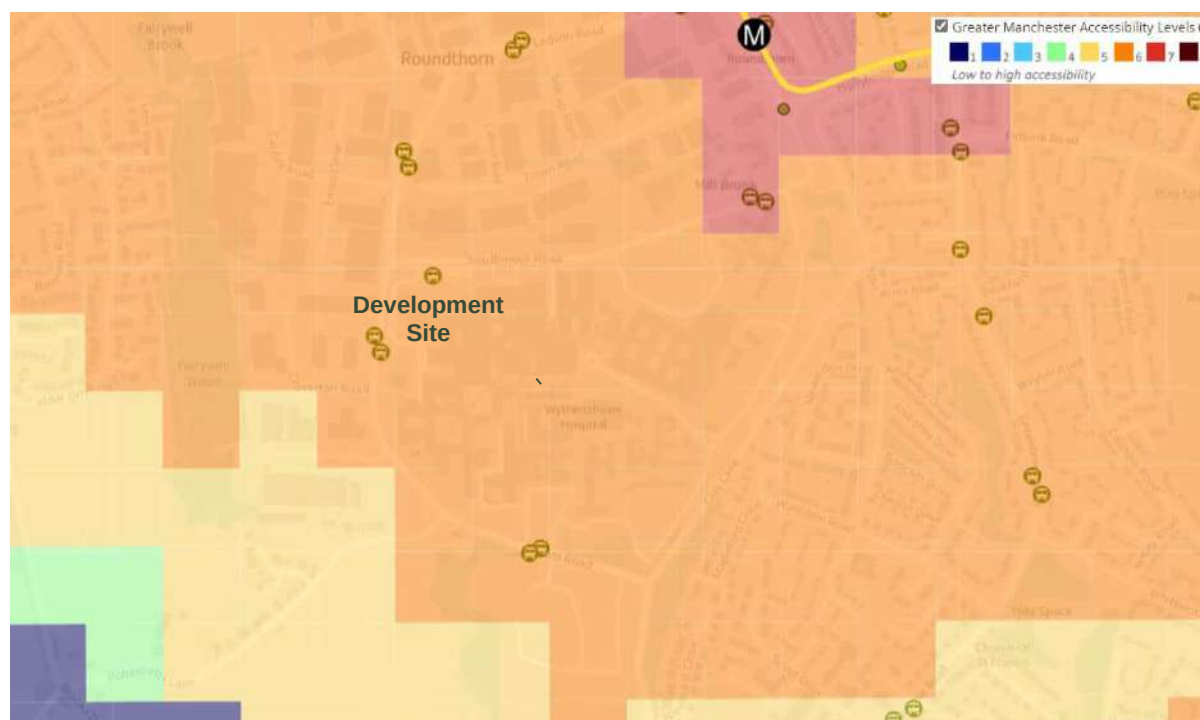


- 4.38 As previously discussed, the highway network around the site includes facilities for disabled users, including visually impaired users, as signal-controlled crossing points, dropped kerbs and tactile paving.

Greater Manchester Accessibility Level (GMAL)

- 4.39 Greater Manchester Accessibility Level (GMAL) is a detailed and accurate measure of the accessibility of a site to both the conventional public transport network (bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service). The GMAL takes into account walk access time and service availability.
- 4.40 The method is a way of measuring the density of public transport provision at any location within the Greater Manchester region. The levels range from 1 which represents the least accessible sites to 8 which represents the most accessible sites.
- 4.41 **Figure P** provides an extract of the GMAL Map for the area in the vicinity of the site.

Figure P: GMAL Map (Source: GMCA/gov.uk)



- 4.42 **Figure P** shows that the site has a GMAL of 6 (areas coloured in orange) indicating that the site is relatively highly accessible from any location in Greater Manchester, with good connections to public transport services as previously discussed.

Accessibility Conclusions

- 4.43 The National Planning Policy Framework (NPPF) supports a presumption in favour of sustainable development. Within the document, Section 9 – Promoting Sustainable Transport outlines the important role that transport policies have to play in facilitating this. Paragraph 103 indicates that:



“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.”

- 4.44 The site is situated within the Wythenshawe Hospital campus, an established healthcare facility, with residential and industrial areas in the vicinity. The high standard of the existing pedestrian infrastructure, with zebra crossing facilities and the availability of dedicated traffic-free pedestrian and cycle infrastructure at short distance from the site.
- 4.45 It has been demonstrated that the site is served by a number of frequent bus routes and a tram service, while key bus, tram and rail stations in central Manchester can be easily accessed, connecting the site to areas all over the region and the country quickly and frequently.
- 4.46 It can be concluded that the proposed development is in a highly sustainable location.



5.0 Development Proposals

Proposed Development Summary

- 5.1 As previously discussed, as part of the NHS targeted lung screening roll out across England, a TLHC facility will be installed within the Wythenshawe Hospital estate as soon as possible.
- 5.2 The TLHC facility will be installed around Entrance 7, where the North West Heart Centre is located.
- 5.3 The TLHC facility will be delivered through a modular-relocatable solution that will provide three modules including:
- One for entrance, reception and consulting area;
 - Another one for Treatment and Recovery Area; and
 - A third one containing the CT Scanning facilities.
- 5.4 The support accommodation unit, also used as a link with the North West Heart Centre building will not be a modular unit, but a 'traditional' construction.
- 5.5 This location has been selected by the Trust because it will not hamper Estates / maintenance areas and is comparatively easy to access for patients and visitors as well as delivery and installation of units. Topography of this location is also relatively flat.
- 5.6 An independent entrance to the North West Heart Centre will be retained, as well as a reduced courtyard in front of it with three parking spaces, all of them being for blue-badge users. A vehicular access to this courtyard will also be provided.
- 5.7 There is already a Rapid CT Scanner (a single module unit) on site, adjacent to Entrance 7. It is proposed to temporarily relocate it to the proposed new car parking area to the south of the site during the construction of the TLHC facility.
- 5.8 The proposed new car park will provide 16 new formal car parking spaces, including one for blue-badge users. This means that no car parking spaces will be lost due to the installation of the TLHC facility.
- 5.9 Furthermore, in a future phase (not part of this planning application), the rest of that area could also be redeveloped, providing an estimated 27 additional formal car parking spaces.
- 5.10 The proposed site layout plans are attached as **Appendix C** at the rear of this report.

Site Operations

- 5.11 The Trust has indicated that the TLHC facility will be in operation five days per week, from Monday to Friday, although occasionally (every two months approximately), it will also open on Saturdays and Sundays. The opening times will be from 08:00 to 17:00.
- 5.12 It has been confirmed by the Trust that the TLHC will employ 20 staff (including 9 radiologists, 4 radiographers and 7 nurses/nursing assistants). However, the maximum day-to-day staff per day will be around 10-11 staff (including 2 or 3 radiologists, 2 radiographers



and 6 nurses/nursing assistants), although this figure could vary depending on the number of annual leave / sickness, or if there are any unfilled vacancies.

- 5.13 It is expected that there will be around 6 to 8 patients per day using the facility.

Access and Servicing

Access and Internal Road Layout

- 5.14 The access will still be accessed via the Hospital Western Access Road off Southmoor Road.
- 5.15 The main pedestrian entrance to the new unit will be located on its western side, provided with a short staircase and a ramp. This entrance will lead to the support accommodation module, from which all three modules can be accessed. To the eastern end of this module, an access to a short corridor connecting with the existing North West Heart Centre building will be made available.
- 5.16 Additionally, secondary ramped access will be provided to the Treatment and Recovery Area and to the corridor link between the new facility and the North West Heart Centre building.
- 5.17 Vehicular access to the courtyard / parking area retained after the installation of the new facility will be provided with a new access point for two-way traffic.
- 5.18 With regards to access to the new parking facility to the south of the North West Heart Centre / TLHC site, a new entry-only access point will be provided at the north west corner of the parking area, with the exit-only access point being on the eastern side, in front of Entrance 8 (Transplant Unit). Pedestrians will share the access points and internal roads with vehicles.
- 5.19 The new internal road within the new car park (one-way, exit only) will have a width of 4.5m
- 5.20 Three of the parking bays will be directly accessed via the Hospital Western Access Road and not through the car park entrance. A footway will be available between these bays and the northern bays of the car park area.
- 5.21 Furthermore, for the period when the Rapid CT Scanner will be temporarily installed on the new car park, a new direct route between this facility and the North West Heart Centre building will be set up, including a temporary new ramped entrance point on the southern façade of the building as well as a permanent new zebra crossing on the road between both locations, as shown in **Appendix C**.
- 5.22 Apart from the aforementioned zebra crossing facility, another new permanent zebra crossing point will be installed between the proposed TLHC-facility main entrance and the new car parking area. Both facilities will be provided with Belisha beacons to enhance pedestrian safety.



Servicing

- 5.23 It is anticipated that there will be no more than one delivery / servicing trip per day associated with the development proposals, with this undertaken as per the existing servicing operations for the hospital campus.
- 5.24 Any particular deliveries that need to load / unload around the TLHC unit entrance could use the remaining area of the courtyard / parking area or stop on the Hospital Western Access Road, to the south of the site.

Proposed Parking Provision

- 5.25 As previously discussed, the parking area in front of the hospital Entrance 7 (North West Heart Centre building), where the TLHC facility will be installed, has 19 spaces, including 4 for blue-badge users, and will be reduced to 3 spaces, all for blue-badge users.
- 5.26 The area to the south of this site has no formal bays delimited on its surface and is currently used for informal parking and construction storage. A total of 16 spaces will be provided in the area, including a space for blue-badge users. These spaces will be for hospital patients' use.
- 5.27 This means that no formal car parking spaces will be lost due to the installation of the TLHC facility.
- 5.28 The formalisation of the new car parking area will also increase road safety for all users.
- 5.29 During the TLHC-facility construction phase, the Rapid CT scanner currently on site will be temporarily relocated to the new car parking area to the south of the site, taking six spaces and being separated from the rest of the car park by a line of bollards. Once this phase is completed, the Rapid CT scanner will be returned to site, the six spaces taken will be released, and the line of bollards will be removed.
- 5.30 Furthermore, in a future phase (not part of this planning application), the rest of that area could also be redeveloped, providing an estimated 27 additional formal car parking spaces.
- 5.31 As observed during our site visit, the Staff Car Park off Floats Road, to the south of the hospital campus had spare capacity to accommodate additional staff cars, with tens of spaces being available.

Cycle Parking

- 5.32 As has been discussed, Wythenshawe Hospital has a number of designated cycle parking hubs and shelters around the site that are available for inclusive use. These cycle parking facilities are currently operating significantly under capacity, with plenty of spare capacity.



6.0 Highways Impact Assessment

Introduction

- 6.1 This chapter considers the impact of the development on the local highway network within the vicinity of the TLHC site.

Localised Mode Share

- 6.2 In order to determine the staff vehicular trip generation, a first principles methodology has been used applying the 2021 'Mode of Travel' data from the MFT Healthy Travel Strategy 2023-2028, which is based on staff travel survey data.
- 6.3 MFT staff travel data reveals that, 37% of staff drive to work alone, with a further 6% doing car sharing, as shown in **Table C**.

Table C: 2021 Staff Mode of Travel Data (MFT-wide)

Method of Travel to Work*	Percentage
Car alone	37%
Car sharing	6%
Taxi	1%
Bus and shuttlebus	11%
Train	4%
Tram	4%
Cycling	25%
Walking	5%
Working from home	4%
Other method of travel to work	2%

*Data excludes those working from home as it is expected that this will not be applicable to staff employed at the site.

- 6.4 A total of 10 two-way staff car trips (5 arrivals and 5 departures) is calculated when applying the census-based driver mode share to the number of staff expected to work at the THLC facility (43% of 11).
- 6.5 Based on the information provided by the Trust, it is expected that the site will generate 5 staff arrival trips between 07:00 and 08:00 prior to clinical procedures commencing at 08:00, along with 5 staff departures between 17:00 and 18:00 following clinical procedures finishing at 17:00, given that a maximum of 11 members of staff are will be working in the building at any one time throughout its daily operation.
- 6.6 Similarly, 2 public transport and 4 active travel modes arrivals are expected between 07:00 and 08:00 and a similar number of departures are expected between 17:00 and 18:00
- 6.7 The staff trip generation is set out in **Table D**.



Table D: Predicted Staff Trip Generation

Peak Trips	STAFF		
	Arrivals	Departures	Total
Staff Vehicular Trips			
07:00-08:00	5	0	5
17:00-18:00	0	5	5
Staff Public Transport Trips			
08:00-09:00	2	0	2
17:00-18:00	0	2	2
Staff Active Modes Trips			
08:00-09:00	4	0	4
17:00-18:00	0	4	4

Patient Trip Generation

- 6.8 As detailed earlier in this section, the proposed THLC will treat no more than eight patients per day. To provide a robust assessment, it has been predicted that a patient will be treated per hour and over the course of a typical operational day.
- 6.9 It is anticipated that almost all patients will arrive and depart by car, but it is reasonable to assume that a share of the vehicular trips would be drop-offs and pick-ups and / or related with other procedures or appointments within the hospital campus.
- 6.10 Appointment slots at the THLC will be relatively short, given that the facility will have a single scanner unit and a single treatment unit only. It is therefore expected that, from other hospital-related projects where SLR has been involved, approximately 75% of patients travelling to the site by car will do so as a single occupant and will park in a patient space. The remaining 25% of patients are expected to be dropped off and vehicles doing so will park in a visitor space and wait for the patient due to the short length of time the patient will be treated at the facility.
- 6.11 The expected patient hourly and daily vehicle movements have been calculated based on the expected site operation and are provided in **Table E**.

Table E: Predicted Patients' Trip Generation

Peak Trips	PATIENTS		
	Arrivals	Departures	Total
Patient Vehicular Trips			
07:00-08:00	1	0	1
<i>Between 08:00-17:00: 1 arrival and 1 departure per hour amongst patients</i>			
17:00-18:00	0	1	1



- 6.12 As shown in **Table E**, between 08:00 and 19:00 it is predicted that a patient will arrive and egress per hour, resulting in a two-way trip generation of 16 vehicle movements per day.

Total Trip Generation

- 6.13 The total vehicular trip impact of the proposed development from staff and patients is summarised in **Table F**.

Table F: Predicted Trip Generation – Staff and Patient Total

Peak Trips	STAFF AND PATIENTS		
	Arrivals	Departures	Total
Total Vehicular Trips			
07:00-08:00	6	0	6
<i>Between 08:00-17:00: 1 arrival and 1 departure per hour</i>			
17:00-18:00	0	6	6
Total Public Transport Trips			
08:00-09:00	2	0	2
17:00-18:00	0	2	2
Total Active Modes Trips			
08:00-09:00	4	0	4
17:00-18:00	0	4	4

- 6.14 As is shown in **Table F**, the proposals result in a total of 6 vehicle trips during each respective network peak period (08:00-09:00 and 17:00-18:00). This equates to one vehicle trip around every 12 minutes. Meanwhile, 2 public transport and 4 active travel modes trips are expected per peak hour.
- 6.15 In summary, given both the low increase and the timing of these predicted additional vehicle trips, it is not expected that there would be any material change to the operation of the surrounding highway network, including the site access and egress junction at Southmoor Road, as a result of the proposed THLC facility at Wythenshawe Hospital.



7.0 Travel Plan Strategy

Introduction

- 7.1 Over the past several years, the MFT has published three key documents related, among other topics, with sustainable travel, including the Wythenshawe Hospital Campus Strategic Regeneration Framework 2021, the Green Plan – Delivering Net Zero Carbon 2022–2025 and the Healthy Travel Strategy 2023-2028. These documents cover not also Wythenshawe Hospital, but the other five hospital sites within the Trust.
- 7.2 A campus-wide Travel Plan is yet to be developed, which would provide a framework to improve sustainable transport choices by staff and visitors in line with Core Strategy Policy T1 Sustainable Transport mentioned in **Section 2**.
- 7.3 Alternatively, site-specific Travel Plans have been prepared for new developments. A Travel Plan is a package of measures designed to reduce the number of car trips generated by an organisation, with a specific focus on reducing single occupancy vehicle journeys. It covers a range of travel types such as staff commuting, business trips and journeys made by visitors and patients, and is intended to be a live and evolving document which is reshaped over time to reflect the situation at the site.
- 7.4 As the site is relatively reduced in size and trip generation figures, a light-touch Travel Plan Strategy has been prepared, including key measures to achieve the objectives stated in the previous paragraph.

Travel Plan Strategy Objectives

- 7.5 The objectives of this TP Strategy could be as follows:
- Support and encourage healthy and active travel;
 - Reduce travel related pollution and traffic congestion; and
 - Contribute to the aims and implementation of the trust-wide Green Plan, to reflect the NHS net zero commitment.
- 7.6 This TP Strategy would contribute to achieve the quantitative targets set for travel and transport by the Healthy Travel Strategy 2023-2028, which are:
- Reduce the carbon emissions of travel and transport activities by 25% from our baseline year; and
 - Achieve a “Good” rating for the Clean Air Hospital Framework.

Travel Plan Strategy Measures

- 7.7 A number of measures could be implemented by MFT for the site, including a simple travel information pack for staff, as well as some or all initiatives listed below (some or most of them in partnership with the rest of the hospital campus units):
- Keep the ‘*Getting to the hospital*’ website updated, so patients can rely on the information shown there when travelling to site;



- Investing in natural surveillance, site security (CCTV systems) and improving the street lighting on site where relevant;
- Implement a buddy scheme where walkers can meet up and arrange to walk to and from site together;
- Organising regular campaigns to increase the uptake of the 'Cycle to Work' scheme;
- Find out if local cycle shops can offer discounts to staff members;
- Establish a staff members' group focused on issues related to cycling ;
- Agree for public transport discounts for site users with local bus operators;
- Promote the availability of season tickets and arrange loans for them to be made available for staff where a monthly deduction is made from their pay packet;
- Promote the usage of the journey planning service, providing staff members and patients with contact details and web addresses;
- Consideration given to providing designated spaces to employees who regularly car share and advertising the benefits of car sharing;
- Provision of Electric Vehicle Charging infrastructure in the near future if demand requires it; and
- Organise a Sustainable Transport Week aimed at promoting cycling, walking, and public transport.

- 7.8 The primary support and leadership for implementing a Travel Plan should come from an individual appointed as the 'Travel Plan Coordinator' (TPC). This is likely to be a staff member with middle management responsibility.
- 7.9 Monitoring of travel behaviour is essential to measure progress towards the objectives and targets that would be outlined once the unit is operational, which would be aligned with the MFT-wide Healthy Travel Strategy 2023-2028 targets.
- 7.10 To monitor the effectiveness of the initiatives within the TP Strategy and provide an appropriate evidence base for changes to those initiatives if it is felt that alternative measures may be more effective, travel surveys and an annual review report would be prepared by TPC.
- 7.11 Funding by MFT should be made available not for the implementation of the measures proposed in this TP Strategy and any future initiatives, but also for their management and communication, as well as the aforementioned monitoring process.



8.0 Summary and Conclusion

Summary

- 8.1 SLR has been appointed by Manchester University NHS Foundation Trust to provide a Transport Statement for a planning application for the installation of a Targeted Lung Health Check modular facility around Entrance 7 of the Wythenshawe Hospital in the southern area of Manchester.
- 8.2 The site is situated within the Wythenshawe Hospital campus, an established healthcare facility, with residential and industrial areas in the vicinity. The high standard of the existing pedestrian infrastructure, with zebra crossing facilities and the availability of dedicated traffic-free pedestrian and cycle infrastructure at short distance from the site.
- 8.3 It has been demonstrated that the site is served by a number of frequent bus routes and a tram service, while key bus, tram and rail stations in central Manchester can be easily accessed, connecting the site to areas all over the region and the country quickly and frequently.
- 8.4 The collision record on the surrounding highway network does not show any identifiable trends which would give rise to any highway safety concerns.
- 8.5 The TLHC facility will be delivered through a modular-relocatable solution, although the support accommodation unit will be a 'traditional' construction.
- 8.6 The access will still be accessed via the Hospital Western Access Road off Southmoor Road.
- 8.7 The main pedestrian entrance to the new unit will be located on its western side, provided with a short staircase and a ramp. This entrance will lead to the support accommodation module, from which all three modules can be accessed. To the eastern end of this module, an access to a short corridor connecting with the existing North West Heart Centre building will be made available.
- 8.8 Vehicular access to the courtyard / parking area retained after the installation of the new facility will be provided with a new access point for two-way traffic.
- 8.9 The car parking area on site has 19 spaces (including 4 for blue-badge users) will be reduced to 3 spaces (all for blue-badge users), but the proposed new car parking area to the south will provide 16 new formal car parking spaces, including one for disabled users. This means that no car parking spaces will be lost due to the installation of the TLHC facility.
- 8.10 The formalisation of the new car parking area and the installation of two new zebra crossings with Belisha beacons will increase road safety for all users.
- 8.11 There is already a Rapid CT Scanner (a single module unit) on site, adjacent to Entrance 7. It is proposed to temporarily relocate it to the proposed new car parking area to the south of the site during the construction of the TLHC facility.

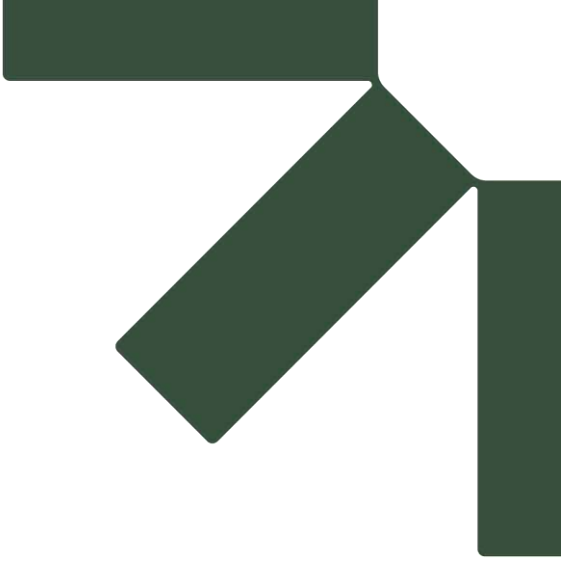


- 8.12 Furthermore, in a future phase (not part of this planning application), the rest of that area could also be redeveloped, providing an estimated 27 additional formal car parking spaces.
- 8.13 The proposals result in a total of 6 vehicle trips during each respective network peak period (08:00-09:00 and 16:00-17:00). This equates to one vehicle trip around every 12 minutes.

Conclusions

- 8.14 The National Planning Policy Framework 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.”*
- 8.15 This report has demonstrated that the development site is in a sustainable location and would not have a severe impact upon either the operation or safety of the local highway network. It provides an appropriate a low level of car parking and can be safely serviced.
- 8.16 Therefore, it is considered there are no reasons why the planning application should be refused on highway or transportation grounds.





Appendix A Site Accessibility Plans

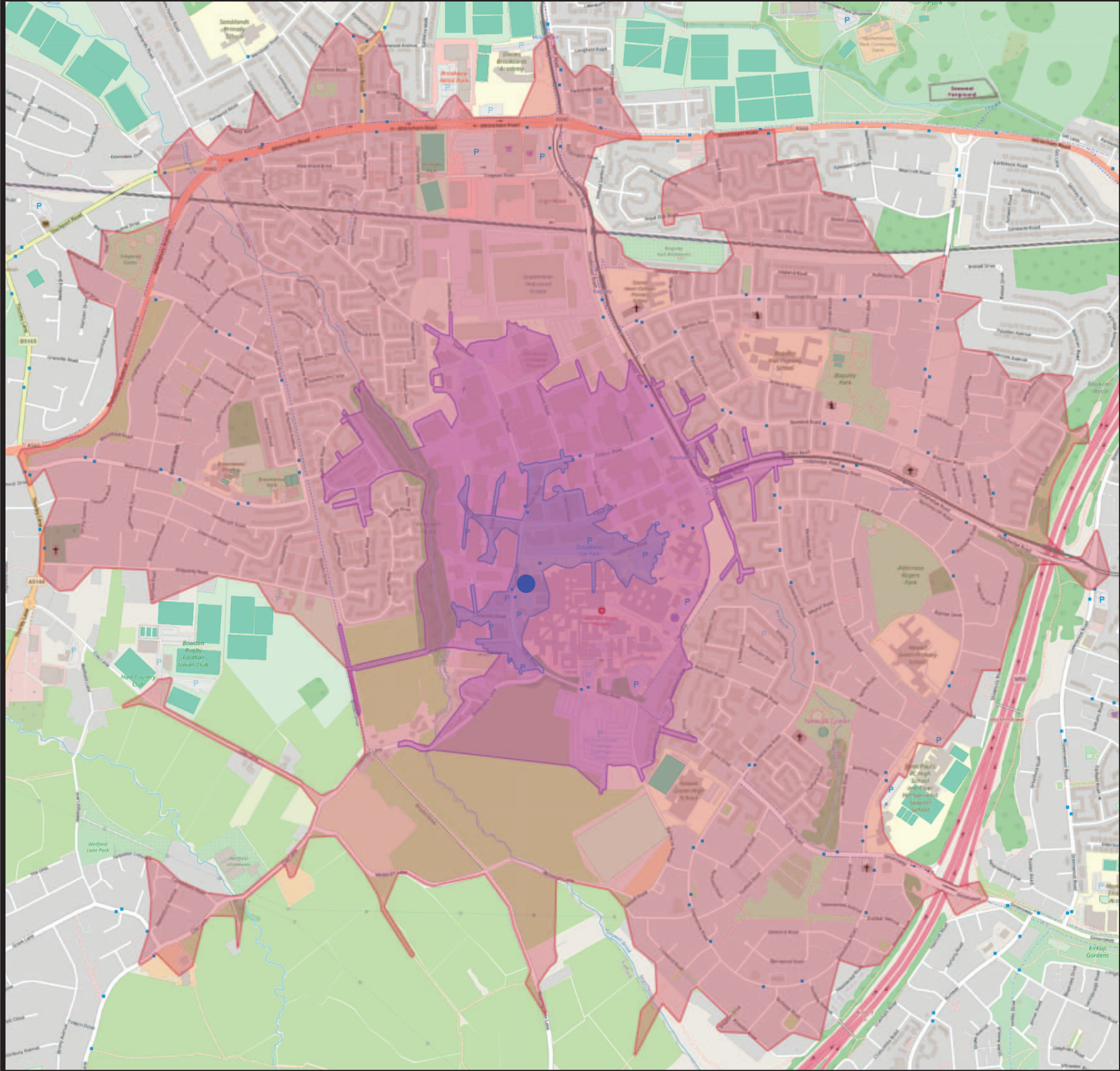
Transport Statement

Targeted Lung Health Checks Unit, Wythenshawe Hospital, Manchester

Manchester University NHS Foundation Trust

SLR Project No.: 410.066245.00001

23 December 2024



- KEY:
- 500m Catchment Area
 - 1km Catchment Area
 - 2km Catchment Area
 - Site Location

Base Map Source:
OpenStreetMap

PROJECT:

TLHC,
Wythenshawe Hospital

DRAWING TITLE:

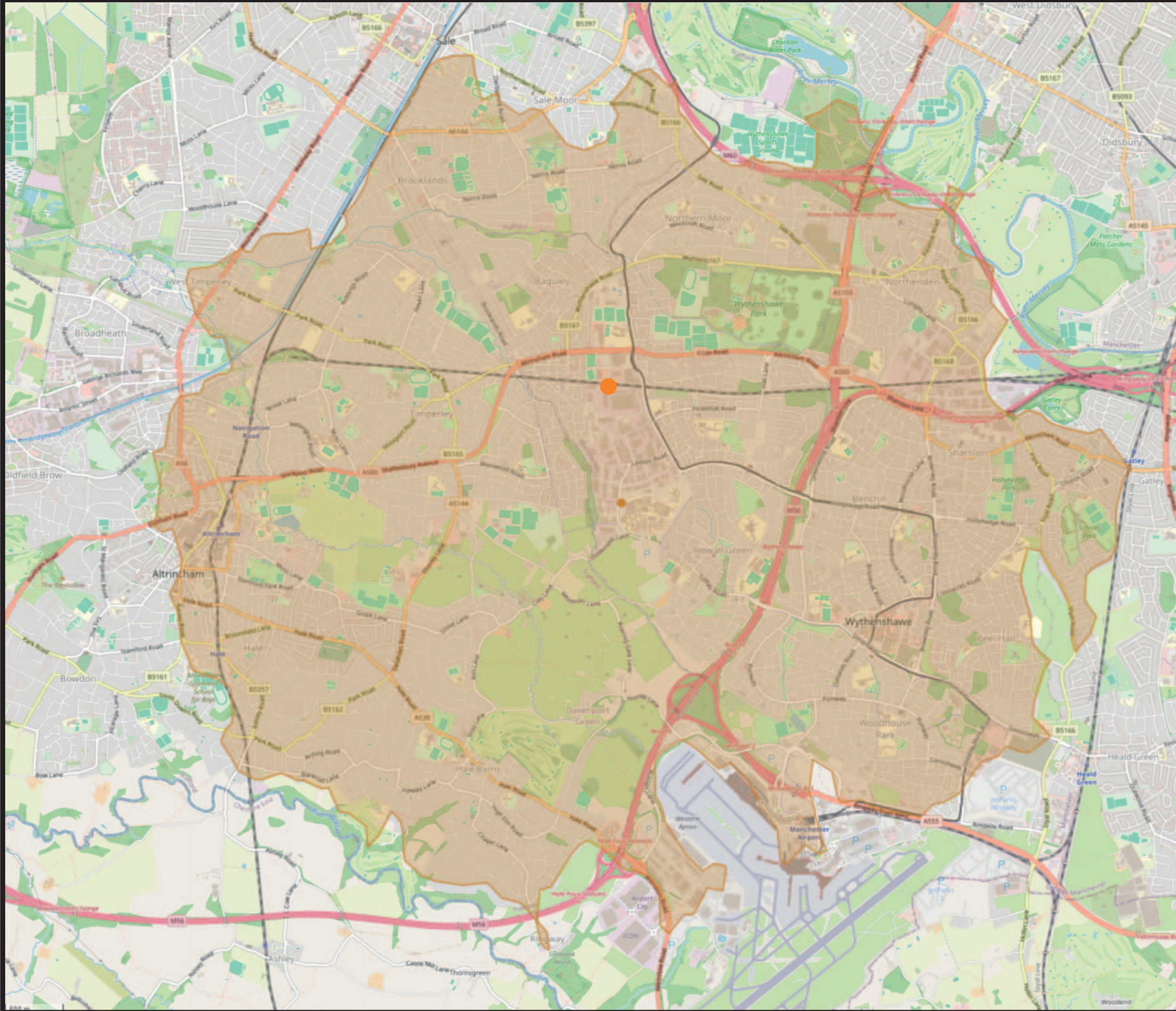
Pedestrian
Catchment
Plan



Trading as SLR Consulting Ltd
Spaces, 7 Park Row, Leeds, LS1 5HD
t: +44 3300 886631

DRAWING NUMBER:

415.064636.00001_001



- KEY:
- 5km Catchment Area
 - Site Location

Base Map Source:
OpenStreetMap

PROJECT:

TLHC,
Wythenshawe Hospital

DRAWING TITLE:

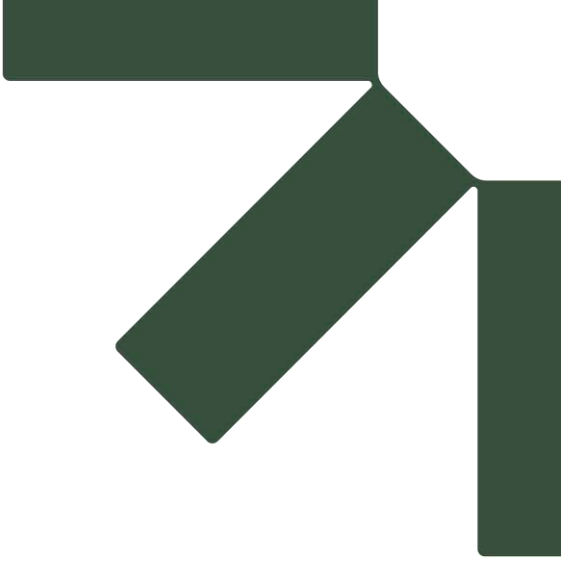
Cycle
Catchment
Plan



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Spaces, 7 Park Row, Leeds, LS1 5HD
t: +44 3300 886631

DRAWING NUMBER:

415.064711.00001_002



Appendix B Existing Site Plans

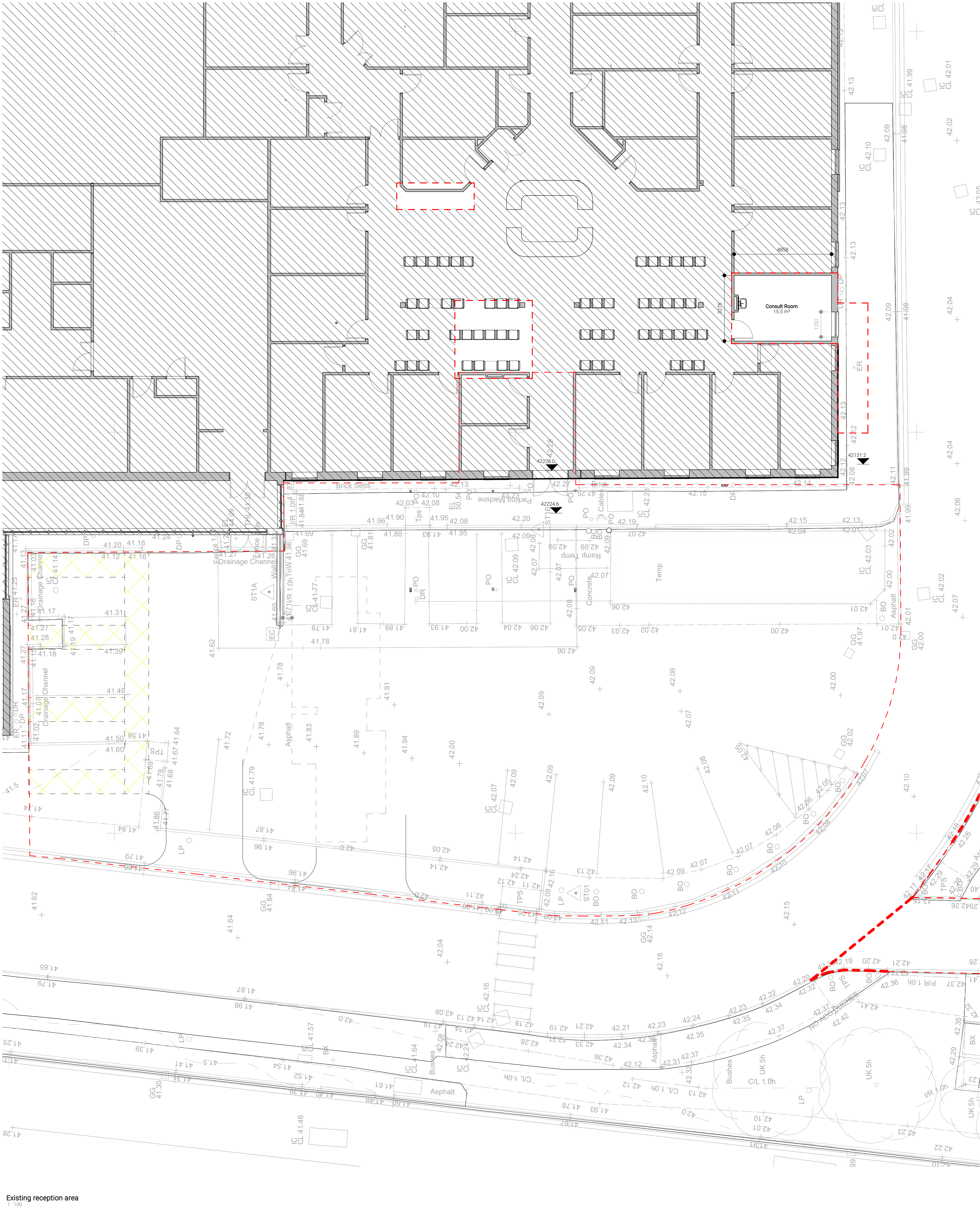
Transport Statement

Targeted Lung Health Checks Unit, Wythenshawe Hospital, Manchester

Manchester University NHS Foundation Trust

SLR Project No.: 410.066245.00001

23 December 2024



Existing reception area
1:100

SCOPE OF WORKS KEY

- Area of Works: 49m²
- Denotes elements to be retained / Outside of Scope.

GENERAL NOTES:

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P01 Stage 2 Issue for Design Freeze

15.11.24

OA

CLIENT
Manchester University Hospitals NHS FT

PROJECT
TLHC - Wythenshawe

DRAWING
Existing GA Plan

SCALE
As indicated @ A1

FIRST ISSUED
11/14/24

PROJECT 24070 CLIENT REF 1643-24 DRAWN BY OA CHECKED BY Checker

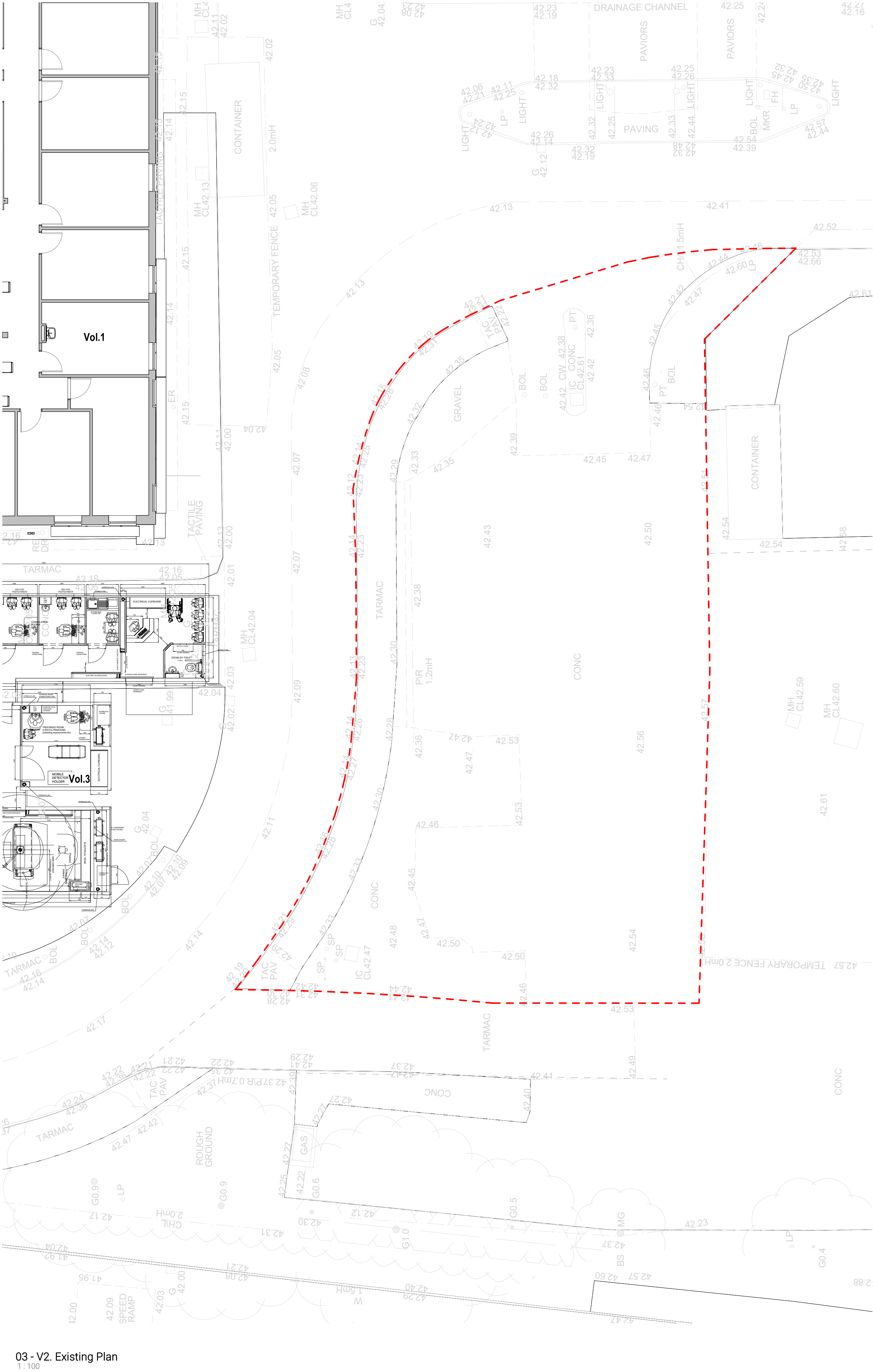
ORIGIN VOLUME LEVEL TYPE ROLE NUMBER REVISION
DAY WYT094-01 00 DR A 030102 P01

SUITABILITY
S3

DAY

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03 - V2. Existing Plan
1:100

SCOPE OF WORKS

--- Proposed Area of works: 532m²

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EXTERNAL MODEL REFERENCES

MEP MODEL | REV | DATE
?????-??-??-M3-ME-????? | ?? | DD.MM.YY

S.ENG MODEL | REV | DATE
?????-??-??-M3-S-????? | ?? | DD.MM.YY

NOTES

P02 Stage 4 Issue	26.11.24	OA	GAB
P01 Stage 2 Issue for Design Freeze	15.11.24	OA	AM

REV DESCRIPTION	DATE	BY	CHK
KEY PLAN			

CLIENT
Manchester University Hospitals NHS FT

CONTRACTOR
NOVUS

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DAY Architectural Ltd

PROJECT
TLHC - Wythenshawe

DRAWING	SCALE
Vol. 2 Existing Site Plan	As indicated @ A1

PROJECT REF	DAY REF	DRAWN BY	FIRST ISSUED
24070	1643-24	TS	DD.MM.YY

ORIG	VOL	LEV	TYPE	ROLE	NUM	REV
DAY	WYT094-02	00	DR	A	030103	P02

SUITABILITY	DRAWING STATUS
S4 - FOR REVIEW AND COMMENT	FOR STAGE APPROVAL

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Appendix C Proposed Site Plans

Transport Statement

Targeted Lung Health Checks Unit, Wythenshawe Hospital, Manchester

Manchester University NHS Foundation Trust

SLR Project No.: 410.066245.00001

23 December 2024



20 - Vol. 3 GA Plan
1 : 50

NOTES

KEY PLAY

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