

Wythenshawe Hospital – Medical Evaluation Unit (MEU) Phase 3

Travel Plan Note

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Control Sheet

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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by the Medicines Evaluation Unit (MEU) at Wythenshawe Hospital, Manchester, to provide highways and transport advice in relation to the redevelopment of the Langley Building.
- 1.1.2 The MEU is a state-of-the-art hospital-based research facility at the Wythenshawe Hospital campus in Manchester. A three-storey extension is proposed to the Langley Building, together with the reconfiguration of the existing car parks and access arrangements.
- 1.1.3 The new building will include new inpatient ward accommodation (28 beds) and welfare facilities, office and lab spaces, a CT scanning suite, a cleanroom aseptic pharmacy suite, and seminar and meeting rooms, increasing the capacity of the building by approximately 90 people (60 new staff, and up to 30 new patients and visitors at any one time).
- 1.1.4 The new building would be constructed on part of the existing MEU car park and extend onto land currently used as a gravel car park to the east of the Langley Building.
- 1.1.5 The masterplan for the site is shown in **Appendix A** to the rear of the report.

1.2 What is a Travel Plan?

- 1.2.1 A Travel Plan is defined¹ as:

“A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.”

- 1.2.2 In essence, a Travel Plan is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.
- 1.2.3 Transport for Greater Manchester (TfGM)² endorses the need for Travel Plans in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage ‘active travel’ which improves peoples’ health, stating that a Travel Plan should achieve:

¹ Department for Levelling Up, Housing and Communities (2023). National Planning Policy Framework [Online]. Available at <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

² Transport for Greater Manchester (2013). Transport for Sustainable Communities: A Guide for Developers [Online]. Available at: https://assets.ctfassets.net/nv7y93idf4jq/4WYTBSVa9O42agqYISGQ42/0294b2b3811a6907a7d323572a80058e/12-1386_Transport-for-sustainable-communities.pdf

- *“A reduction in car use (particularly for single occupancy trips) and increase travel by sustainable modes, namely active travel and public transport;*
- *A reduction in the impact of the generated traffic, both in the immediate neighbourhood and on the wider highway network;*
- *Safe access for pedestrians and cyclists; and*
- *A coordinated approach to developing and implementing realistic travel options.”*

1.3 Purpose of this Report

- 1.3.1 The Manchester University NHS Foundation Trust (MFT), hereafter referred to as ‘the Trust’ operates an existing Travel Plan at Wythenshawe Hospital. As the MEU is located at the Wythenshawe Hospital campus, the principles of the existing Wythenshawe Hospital Travel Plan will be applied to the MEU building (existing and proposed) following completion and occupation of the proposed development. The Travel Plan will manage demand for car parking at the site, and encourage staff, patients, and visitors to use sustainable modes of transport where possible.
- 1.3.2 This Travel Plan Note (TPN) has been prepared to support the planning application for the proposed development. This TPN is intended to be read alongside the accompanying Transport Statement (Document Reference: **84856-CUR-XX-XX-T-TP-00001**) that has been prepared to assess the potential traffic and transportation impacts of the development proposals.

1.4 Structure of the Report

- 1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan.
- 1.4.2 **Section 3** summarises how the MEU would align with the principles of the existing Wythenshawe Hospital Travel Plan.

2.0 Travel Plan Benefits

2.1 Summary

- 2.1.1 Successful implementation of the travel planning process can have various environmental, health, financial and social benefits for individuals and the wider population.
- 2.1.2 There are varied and wide-ranging negative effects of high levels of car usage, including being one of the biggest drivers of greenhouse gas emissions³, causing adverse physical and mental health including premature deaths⁴, and costs to the health service⁵ and businesses.
- 2.1.3 Poor air quality, of which road transport is a major driver, is the largest environmental risk to public health in the UK⁶.
- 2.1.4 Conversely, physical activity is a “miracle cure”⁷, with cycling in particular having “staggering”⁸ health benefits. Greater uptake of active travel and public transport could combat climate change and poor air quality, improve physical and mental health, relieve pressure on the NHS⁹, boost local businesses, improve the mobility and independence of those who cannot drive¹⁰, and encourage greater social cohesion¹¹.
- 2.1.5 A reduction in private car usage can also reduce local congestion (making for more pleasant journeys for active travellers and those who cannot avoid driving) and release land for more productive uses.
- 2.1.6 Within workplaces, walking and exercise can boost morale and job satisfaction, improve staff performance, promote physical and mental health, reduce absenteeism, enhance corporate image, and boost operating income¹².

³ Department for Business, Energy & Industrial Strategy (2021). 2019 UK Greenhouse Gas Emissions, Final Figures [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957887/2019_Final_greenhouse_gas_emissions_statistical_release.pdf

⁴ Clean Air Greater Manchester (undated). Air pollution and you [Online]. Available at: <https://cleanairgm.com/air-pollution/>

⁵ Scarborough, P., Bhatnagar, P., Wickramasinghe, K., Allender, S., Foster, C., Rayner, M. 2011 The economic burden due to diet, physical inactivity, smoking, alcohol and obesity in the UK, Journal of Public Health, 33(4): 527-535.

⁶ Public Health England (2018). Health Matters: Air Pollution [Online]. Available at: <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution>

⁷ Department of Health and Social Care (2019). UK Chief Medical Officers' Physical Activity Guidelines [Online]. Available at: <https://www.gov.uk/government/publications/physical-activity-guidelines-uk-chief-medical-officers-report>

⁸ The Conversation (2017). Cycling to work: major new study suggests health benefits are staggering [Online]. Available at: <https://theconversation.com/cycling-to-work-major-new-study-suggests-health-benefits-are-staggering-76292>

⁹ Jarrett J, Woodcock J, Griffiths UK, Chalabi Z, Edwards P, Roberts I, Haines A (2012). Effect of increasing active travel in urban England and Wales on costs to the National Health Service. Lancet, 379(9832): 2198-2205

¹⁰ Aldred R in association with Leigh Day for British Cycling (2014). Benefits of Investing in Cycling [Online]. Available at: https://www.britishcycling.org.uk/zuvvi/media/bc_files/campaigning/BENEFITS_OF_INVESTING_IN_CYCLING_DIGI_FINAL.pdf

¹¹ Department for Transport (2009). Good Practice Guidelines: Delivering Travel Plans through the Planning Process

¹² Living Streets (undated). Walking Works [Online]. Available at: <https://www.livingstreets.org.uk/products-and-services/projects/walking-works>

3.0 Alignment to Wider Wythenshawe Hospital Travel Plan

3.1 Introduction

- 3.1.1 As part of ongoing commitments towards sustainable travel for staff and patients, the Trust operates an existing Travel Plan at Wythenshawe Hospital to implement the Trust's Healthy Travel Strategy. The Trust has also implemented Travel Plans at other locations, such as Trafford General Hospital, the Oxford Road Campus, and Withington Community Hospital.
- 3.1.2 The Healthy Travel Strategy (2023 – 2028) is the Trust's group-wide approach to sustainable travel, which sits above each of the individual site-based Travel Plans. The Healthy Travel Strategy sets out the Vision to:
- Support staff, patients and visitors to choose low carbon forms of travel; and
 - Ensure hospital operations and business practices can adopt low carbon forms of transport.
- 3.1.3 The Travel Plan at Wythenshawe Hospital aims to minimise the number of car trips generated by the hospital and encourage staff, patients, and visitors to use sustainable modes of transport where possible.
- 3.1.4 The aims of the Travel Plan are supported by objectives to reduce travel activity, provide a range of travel options, increase the proportion of journeys by active and sustainable travel, reduce single occupancy car travel and increase car sharing, and reduce the carbon intensity of travel through sustainable travel choices.
- 3.1.5 The Vision of the Healthy Travel Strategy, and the aims and objectives of the Wythenshawe Hospital Travel Plan, are relevant to the aspirations of the MEU site. The principles would be applied to the MEU site through the implementation of relevant Travel Plan initiatives.

3.2 Travel Plan Initiatives

- 3.2.1 The Wythenshawe Hospital Travel Plan includes short, medium, and long-term Travel Plan initiatives for the campus. From the list of measures set out in the Travel Plan, the following initiatives would be applied to the MEU building (existing and proposed) following completion and occupation of the proposed development:
- For staff only:
 - Provision of information about active and sustainable travel to all existing and new staff;
 - Consider introducing the Cycle2Work scheme and provision of interest-free loans for public transport season tickets;
 - Involvement in the cycle repair / maintenance programme;

- Provision of cycle repair kits for staff;
- Involvement in the Bicycle User Group (BUG) initiative;
- Promote the existing inter-site shuttle bus service;
- Consider introducing a transport hierarchy policy to promote business travel via sustainable transport options; and
- Involvement in local safety initiatives and training sessions arranged by others.
- For staff and visitors:
 - Review provision of disabled and EV car parking spaces to ensure accessibility and promote lower carbon travel;
 - Active monitoring and enforcement to deter unauthorised parking across the site to improve the operation of the site and road safety; and
 - Refresh and update travel information to continue to promote active and sustainable travel.
- For visitors only:
 - Consider including links to sustainable travel information on patient appointment letters.

3.2.2 Additionally for staff, the MEU would monitor the use of cycle spaces, and the MEU would consider any changes to the number of cycle parking spaces in the future if there were demand for additional spaces.

3.3 Travel Surveys

3.3.1 The latest Trust-wide staff travel survey was conducted in summer 2023. The resulting modal split is summarised in **Table 3.1** below:

Mode of Travel	Modal Split (%)
Car driver	53%
Car passenger	2%
Public Transport, incl. Shuttle Bus	21%
Bicycle, incl. e-bike	9%
Walk	5%
Work at home	5%
Other	4%
Total	100%

Table 3.1 – Staff Modal Split at Wythenshawe Hospital

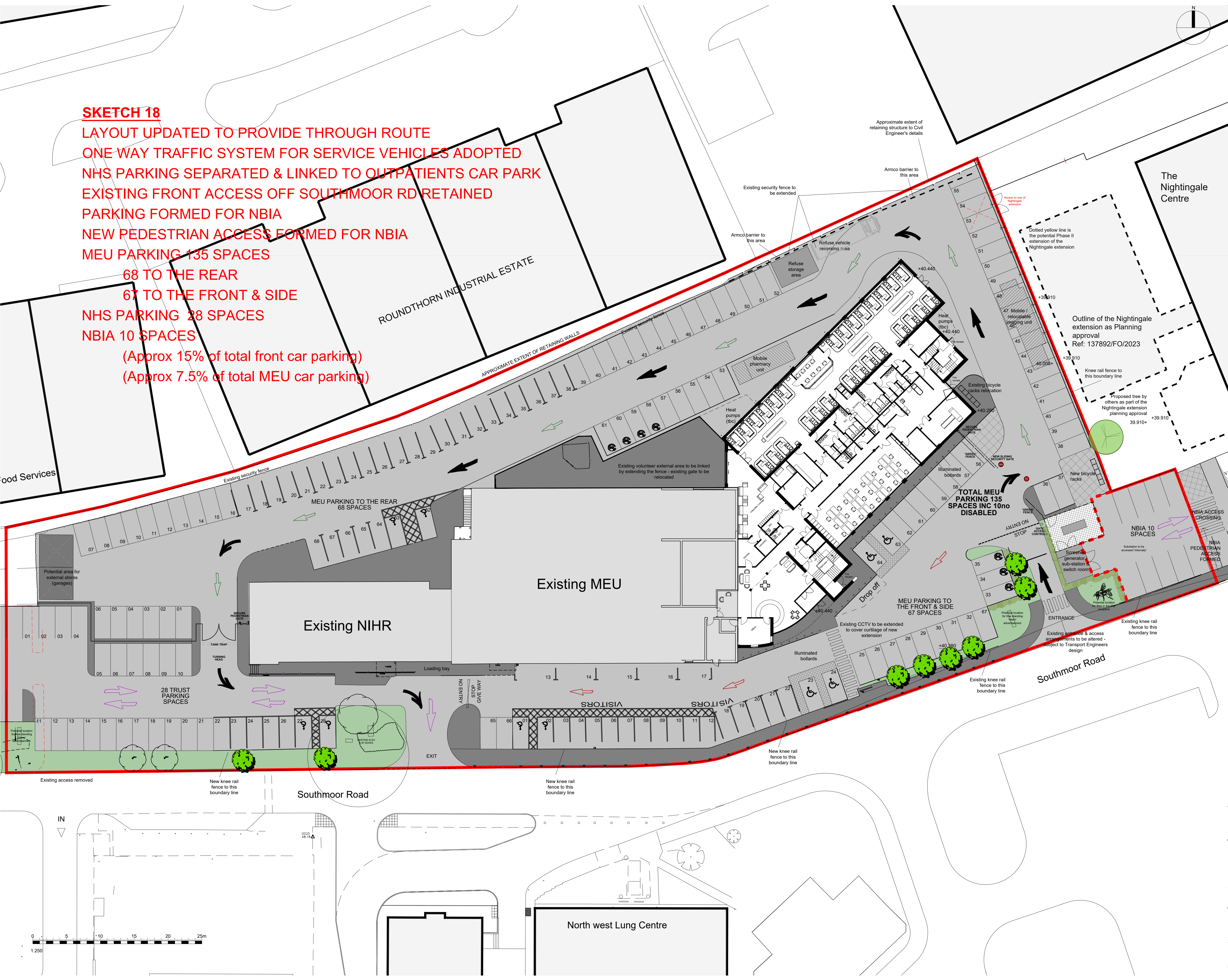
3.3.2 The latest staff survey indicates a car driver modal split of 53%. This compares well to the c. 48% of staff that travel to the MEU site by car, as set out in Section 2.4 of the TS, with the remainder of staff travelling by sustainable modes of travel (i.e. walking, cycling, and public transport). The TS also notes

that c. 47% of visitors travel to the MEU site by car, with the remainder travelling by taxi or public transport.

3.4 Implementation, Monitoring and Review

- 3.4.1 The Wythenshawe Hospital Travel Plan is managed by a Travel Plan Coordinator (TPC) for the Trust, who is responsible for the implementation of the Healthy Travel Strategy and the site-based Travel Plans. The TPC achieves this by ensuring various elements of the Travel Plan are monitored and applied effectively to promote genuine choices in travel modes.
- 3.4.2 The MEU will identify a 'Travel Champion' within the workplace, at a sufficiently senior level, to apply the principles of the existing Wythenshawe Hospital Travel Plan at the MEU site, and to coordinate workplace promotional activities and schemes. The Travel Champion would engage with the TPC at the Trust to support the implementation of initiatives and ensure consistency across the campus.
- 3.4.3 The Travel Champion would also periodically monitor and review the travel patterns of staff, visitors, and patients at the MEU site, the use of cycle spaces at the site, and the use and operation of the MEU car park. The Travel Champion would manage demand for staff car parking spaces through the promotion of the aims and objectives of the Travel Plan, and the various initiatives outlined above.

Appendix A – Proposed Site Layout



SKETCH 18

LAYOUT UPDATED TO PROVIDE THROUGH ROUTE
ONE WAY TRAFFIC SYSTEM FOR SERVICE VEHICLES ADOPTED
NHS PARKING SEPARATED & LINKED TO OUTPATIENTS CAR PARK
EXISTING FRONT ACCESS OFF SOUTHMOOR RD RETAINED
PARKING FORMED FOR NBIA
NEW PEDESTRIAN ACCESS FORMED FOR NBIA
MEU PARKING 135 SPACES
68 TO THE REAR
67 TO THE FRONT & SIDE
NHS PARKING 28 SPACES
NBIA 10 SPACES

(Approx 15% of total front car parking)
(Approx 7.5% of total MEU car parking)

Do not scale from this drawing.
The contractor is to check all dimensions on site and report any discrepancies to MHA.
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- Key:**
- Landscaped areas (refer to landscape architects drawing)
 - Tarmac vehicular way
 - Tarmac footways
 - NHS vehicle circulation
 - MEU Service & emergency vehicle circulation
 - MEU Visitors vehicle circulation
 - MEU Staff vehicle circulation
 - Planning application red line boundary
 - Lease red line boundary

REV	DATE	DESCRIPTION	DRN	CHK
CLIENT		The Medicines Evaluation Unit Ltd		
PROJECT TITLE		MEU Extension Phase 3		
TITLE		Proposed Site Plan - SKETCH 18		
SUITABILITY		Work In Progress		
DRAWN / CHECKED	YQ / JL	INITIAL ISSUE DATE	FEB 2024	SCALE
DRAWING ID	1ME06 - MHA - ZZ - ZZ - DR - A - 03001 - S0 -	Project	Originator	Volume
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