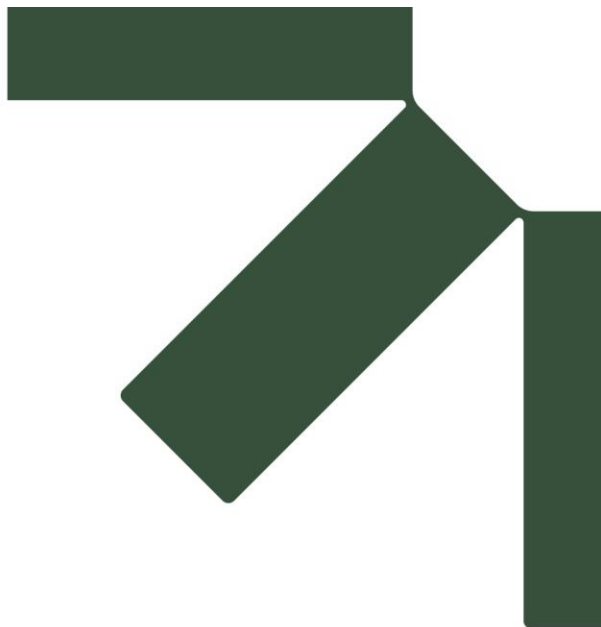




Transport Statement

Harpurhey Community Diagnostics Centre (Imaging Unit)

Manchester University NHS Foundation Trust

Prepared by:

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SLR Project No.: 432.002796.00001

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Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
1	29/02/24	Emilia Gosden	Gareth Davis	Gareth Davis

Basis of Report

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1.0 Introduction

Background

- 1.1 This Transport Statement (TS) has been prepared by SLR Consulting Limited on behalf of Manchester University NHS Foundation Trust to consider highways and transport issues in support of a planning application (planning *reference: 138955/FO/2024*) for a new Community Diagnostics Centre (CDC) Imaging Unit to be located on existing parking hardstanding at Harpurhey Shopping Centre, Manchester.
- 1.2 The Community Diagnostic Centre (CDC) Programme is a nationally coordinated NHS initiative to improve the delivery of diagnostic services (including checks, scans and tests) for patients. Reducing pressure on acute hospitals, increasing the speed in which patients can access tests and receive results, reducing waiting times and improving the location of test sites and increasing the choice available to patients about where to receive treatment.
- 1.3 In addition to the new CDC unit, a CRU facility will be provided within the existing North City Family & Fitness Centre, which will refurbish existing space to offer a new suite of clinical rooms for cardiorespiratory testing as well as ophthalmology testing.
- 1.4 By co-locating the diagnostic services (MR and CT scanning, and other tests) together in the CDC Spoke, this will offer the ability for patients who are waiting for multiple tests to receive these in a single visit, reducing the need for multiple hospital visits and therefore reducing the cost and time it takes for patients to receive a diagnosis.
- 1.5 This TS has been prepared to demonstrate to the Local Highway Authority that the scheme is acceptable in terms of highways and transportation and will not significantly impact upon the surrounding network.

Site Location

- 1.6 The location of the development site is shown in **Plan 1**, with **Plan 2** presenting the site in a both a wider and local context.
- 1.7 The Harpurhey Shopping Centre along with some nearby buildings on Rochdale Road essentially form the District Centre for Harpurhey. The surrounding area is a mixture of retail, commercial, education and residential uses.

National Planning Policy Framework (2023)

- 1.8 The latest version of the National Planning Policy Framework (NPPF) was published on the 6th September 2023 and is the overarching national statement of the Government's approach to planning. The document contains several paragraphs outlining policies and principles in relation to transport provision for new developments, and the importance of sustainable development.
- 1.9 The primary intent of the NPPF is one of encouraging sustainable patterns of growth. Local planning authorities should positively seek opportunities to meet the development needs of their area, and development proposals that accord with local development plans should be approved without delay.



1.10 In terms of the role of local authorities in decision making, the NPPF also goes on to state in paragraph 38 that they, “*should approach decisions on proposed development in a positive and creative way*” and, “*work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area*”. Paragraph 38 goes on to say that, “*Decision-makers at every level should seek to approve applications for sustainable development where possible*”.

1.11 With regard to promoting sustainable transport, paragraph 110 of the NPPF states:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- *Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users;*
- *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
- *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”.*

1.12 Crucially, paragraph 111 goes on to state 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”.

1.13 In the following sections of this TS report, we have demonstrated that the proposed new diagnostic and testing facilities at Harpurhey Shopping Centre in Manchester accords with the guidance set out in the NPPF, and that the transport impacts on the area around the site will not be severe.

Structure of the Report

1.14 Following this introductory chapter, the report provides the following information:

- **Section 2: Baseline Conditions & Site Accessibility** – discusses the existing site, describes the accessibility of the site by all modes of sustainable transport and recent accident records;
- **Section 3: Existing Parking Conditions** – reviews the existing parking conditions and parking capacity within the wider Harpurhey Shopping Centre Car Park;
- **Section 4: Development Proposals** – provides a description of the development proposals, including parking, the expected daily staff numbers and patient intake, along with the refuse and servicing arrangements;



- **Section 5: Potential Development Impact** – outlines the trip generation and parking demand of the proposed scheme based on a first principles assessment;
- **Section 6: Parking Impact Assessment** – details the impact the proposed scheme will have on existing parking capacity within Harpurhey Shopping Centre during peak times; and
- **Section 7: Summary and Conclusions** – summarises the findings of the TS and provides the report conclusions.



2.0 Baseline Conditions & Site Accessibility

Site Location

- 2.1 Harpurhey Shopping Centre is located at the intersection of Rochdale Road and Moston Lane. Rochdale Road runs in an approximate north-south alignment, along the western boundary of the site. Rochdale Road (the A664) is an arterial route serving the Manchester – Middleton – Oldham / Rochdale corridor.
- 2.2 The location of the site is shown below in **Figure 2.1**, which illustrates the development in the context of the surrounding highway and transport network. As is demonstrated, the site is located in the northeast part of the shopping centre within the car parking area adjacent to Moston Lane. The existing North City Family and Fitness Centre is also located in the northeast part of the shopping centre, adjacent to Upper Contran Street.

Figure 2.1: Site Location



Source: Google Maps

Surrounding Highway Network

- 2.3 Moston Lane runs in an approximate east-west alignment along the northern perimeter of the site. This road provides access to the residential streets in this area, and it is also an alternative route towards Middleton and Oldham to the east.



- 2.4 The eastern perimeter of the site is bounded by Upper Conran Street. Aside from its connection with the shopping centre, this road mainly facilitates access to the surrounding residential streets. There is pedestrian access from both roads.
- 2.5 The southern edge of the shopping centre is bounded by Church Lane. There is pedestrian access to the site from this direction, though there is no public vehicle access to the site (albeit a service road access does exist).
- 2.6 The intersection of Rochdale Road and Moston Lane is a four-arm signalised junction with controlled crossing facilities. All other junctions in the immediate area are priority junctions.

Site Visit – January 2024

- 2.7 In order to help inform our understanding of the operation of the shopping centre and baseline conditions in area, a site visit was undertaken on Tuesday 23rd January 2024.
- 2.8 Observations at the site during this time showed each of the car parks within Harpurhey Shopping Centre had adequate levels of parking available, as captured in the images shown below, taken on the day of the site visit.

Figure 2.2: Photograph of the Main Car Park at Harpurhey Shopping Centre



Figure 2.3: Photograph of the Market Car Park at Harpurhey Shopping Centre



- 2.9 Based on the inventory undertaken during the site visit, it is indicated that the shopping centre provides a total of around 876 spaces across five parking areas.
- 2.10 As part of our observations a review of each of the site access points serving the shopping centre and local junctions in the vicinity of the site indicated that vehicles were not subject to delays and traffic was free flowing, which does not point to any concerns in relation to highway operation.

Vehicular Access Arrangements

- 2.11 The main vehicle access to Harpurhey Shopping Centre is from Moston Lane. This is a priority junction and a right turn pocket is provided to assist traffic turning into the site. This access leads to a mini roundabout within the shopping centre, which separates access to the petrol filling station and McDonalds (to the west) from the main car park (to the east), as captured in the image overleaf.



Figure 2.4: Photograph of the Mini Roundabout South of Moston Lane



- 2.12 There is also an access from Upper Conran Street to the main car park. This is immediately to the south of the leisure centre.
- 2.13 Upper Conran Street provides an access to additional car parking in the southeast corner of the site. This consists of a car park adjacent to the covered market, along with a car park for the Lidl store. These two areas of car parking are physically separate from the main shopping centre car park and are expected to be used mainly to access stores in this area of the local centre.
- 2.14 Rochdale Road has access to the main car park of the shopping centre, which is located immediately south of the McDonalds. It is considered that this access junction mainly serves the McDonalds and the petrol filling station, although it does provide an access route (one way only) through to the main car park.

Site Accessibility by Walking and Cycling

- 2.15 All local roads in the vicinity of the site are single carriageway and footways are provided on both sides. Street lighting is present throughout the area and pedestrian facilities are generally of a good standard on the roads around the site.
- 2.16 The junction of Rochdale Road and Moston Lane is a four-arm signalised junction. The junction features controlled pedestrian crossing facilities on all four arms.



- 2.17 On Moston Lane there is a signal-controlled pedestrian crossing (adjacent to Dalbeattie Street). This is associated with a pedestrian access to the shopping centre and from this access route there are marked footways through the car parking area to the main cluster of retail units. Immediately east of the application site there is a footway pedestrian link that extends into the Shopping Centre car park off Moston Lane.
- 2.18 An additional informal crossing route is also present on the site access arm of the Moston Lane junction, and this comprises dropped kerbs, tactile paving and a raised pedestrian island in the centre of the carriageway. There is also a zebra crossing on Moston Lane immediately to the east of the junction with Upper Conran Street, which provides pedestrian linkage to the east of the site.
- 2.19 Rochdale Road features a signalised pedestrian crossing adjacent to the main pedestrian access to the shopping centre on the western side. There is also a signalised pedestrian crossing just to the north of Church Lane approximately 90m south of the aforementioned pedestrian access.
- 2.20 Upper Conran Street has a signalised pedestrian crossing adjacent to the Lidl store in the shopping centre.
- 2.21 Church Lane, to the south of the retail park, has pedestrian access to the site via a ramp arrangement and two sets of steps. Adjacent to these pedestrian access points there is a raised table on Church Street that comprises of dropped kerbs, tactile paving and surface treatment features at two locations to cater for pedestrian crossing movements.
- 2.22 The footways around the Shopping Centre are generally no less than 2.0m in width.
- 2.23 There are sections of on-carriageway cycle lanes along Rochdale Road in the vicinity of the site between its junctions with Walter Street and Harpurhey Road to the north and south respectively, and the Rochdale Road / Moston Lane signalised junction comprises of Advanced Stop Lines for cyclists on each arm.

Site Accessibility by Public Transport

- 2.24 The site is located on high frequency public transport routes and is well served by bus services. There are bus stops adjacent to the site on Rochdale Road, Upper Conran Street and Moston Lane.
- 2.25 The key bus services accessible through the above-mentioned bus stops are summarised in **Table 2.1**.



Table 2.1: Bus Routes / Timetable at Harpurhey Shopping Centre

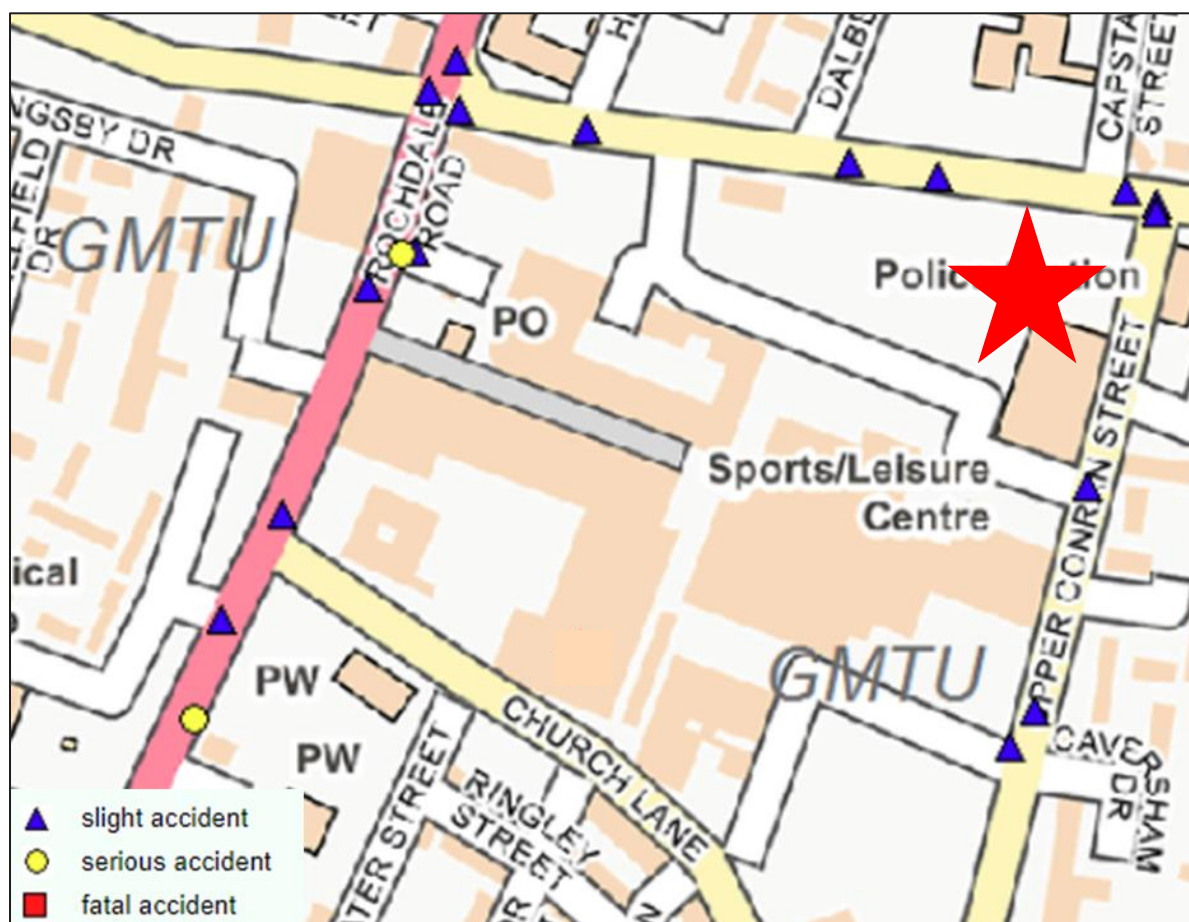
Service No.	Route Name	Frequency	
		Mon - Sat	Sun
17/ 17A	Manchester to Rochdale and Norden via Middleton	Every 15 Mins	Every 20 Mins
18	MRI to Langley via Manchester and Middleton	Every 15 Mins	Every 30 Mins
52 Orbits	Trafford Centre to Failsworth vis Eccles, Salford and Cheetham Hill	Every 30 Mins	Every 1 Hr
53 Orbits	Cheetham Hill to Salford via Harpurhey, Old Trafford and Salford Quays	Every 30 Mins	Every 1 Hr
81	Manchester - Oldham via Collyhurst and Middleton	Every 30 Mins	Every 1 Hr
112	Manchester - Middleton via Moston	Every 15 Mins	Every 30 Mins
117	Manchester - Greengate	Every 30 Mins	Every 1 Hr
118	Manchester - Higher Crumpsall	Every 15 Mins	Every 30 Mins
119	Manchester - High Blackley	Every 30 Mins	Every 1 Hr
151	Ashton - under - Lyne to Higher Crumpsall	Every 1 Hr	
163	Manchester - Bury	Every 12 Mins	Every 15 Mins

Road Safety Analysis

- 2.26 A review of collision records for the local highway network has been undertaken using data available on the Transport for Greater Manchester (TfGM) website. The analysis has been undertaken for the most recent available five years (between 2018 and 2022) and is presented in **Figure 2.5**.



Figure 2.5: Collision Search Area



Source: Transport for Greater Manchester

- 2.27 The data highlights that there have been four slight and two serious incidents recorded on Rochdale Road, whilst on Moston Lane there have been six slight incidents. As shown in **Figure 2.5**, there have been three slight incidents at the Rochdale Road / Moston Lane signalised junction during the five-year period reviewed.
- 2.28 Upper Conran Street has recorded three slight incidents. Church Lane has experienced no accidents over the five years.
- 2.29 A review of the access points serving the site indicates there have been minimal incidents that have occurred in the latest five-year period for traffic arriving / exiting the shopping centre. There have been no recorded accidents at the main site access junction off Moston Lane.
- 2.30 Considering the busy nature of the nearby highway networks, the accident record in the vicinity of the site is not considered to be indicative of any underlying highway safety issues on the adjacent highway network. In summary, the accident record does not reveal any significant safety concerns that would need to be addressed in relation to the development proposals for the new diagnostic and testing facilities at Harphurhey Shopping Centre.



Summary

- 2.31 This section of the report has analysed the baseline conditions and site accessibility. It has demonstrated that the site is conveniently located to encourage travel by sustainable modes, and it benefits from a very good level of bus provision. The development is well located in terms of access to the highway network and is served by multiple vehicle access points. The review of accident data has not identified any significant safety concerns on the road network in the vicinity of the site.



3.0 Existing Parking Conditions

Introduction

- 3.1 The Chapter of the report documents the existing parking conditions and parking availability within Harphurhey Shopping Centre, through a number of parking beat surveys.

Parking Survey

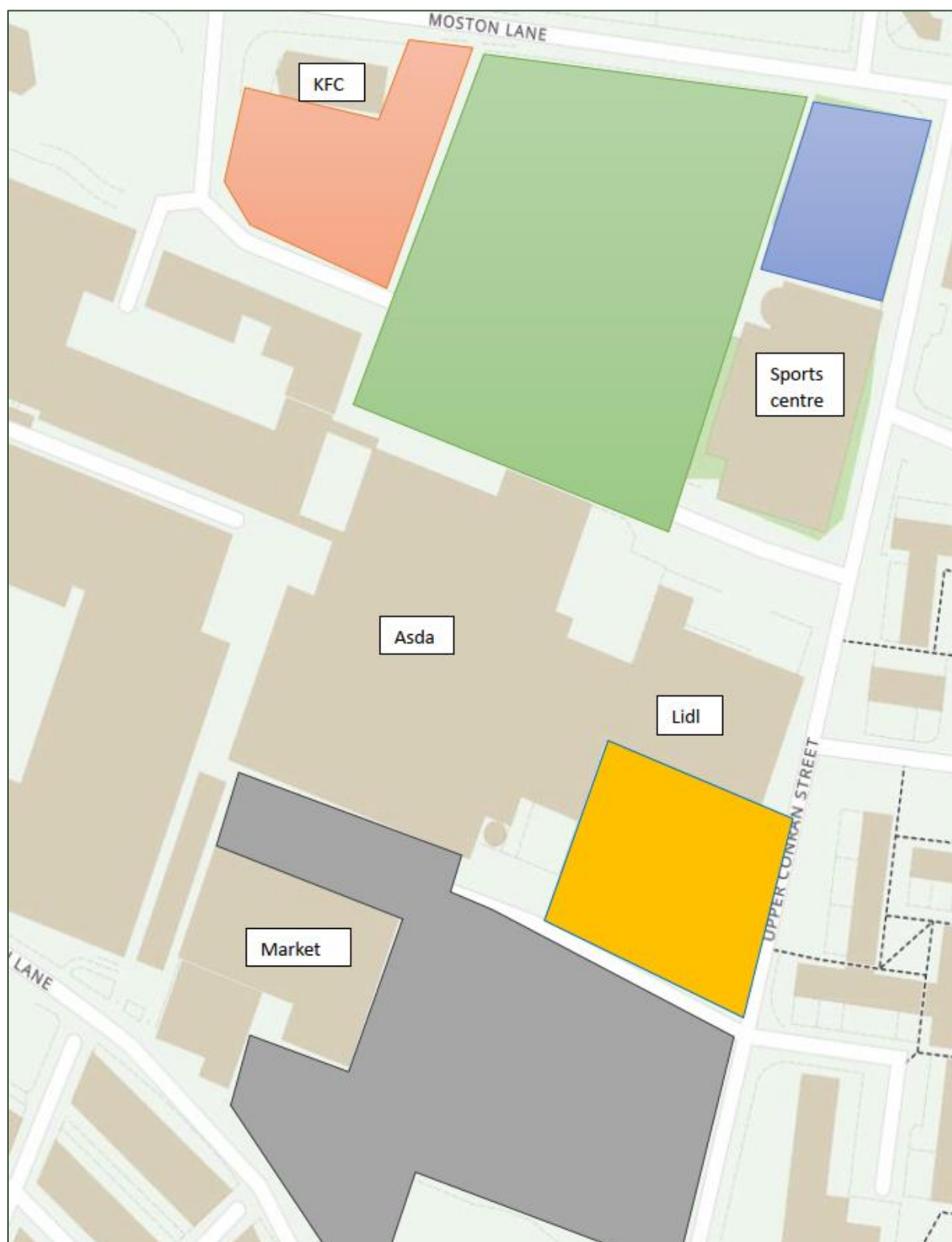
Study Area

- 3.2 As detailed earlier in this report, the shopping centre is currently served by 876 car parking spaces. **Figure 3.1** shows the assessed car parking areas within the wider shopping centre, with the parking areas highlighted in **Figure 3.1** accommodating the following spaces:

- Main Car Park (Green) = 373 spaces;
- Sports Centre (Blue) = 47 spaces;
- KFC (Peach) = 68 spaces;
- Lidl (Yellow) = 74 spaces;
- Market Car Park (Grey) = 314 spaces; and
- **Total = 876 spaces.**



Figure 3.1: Harpurhey Shopping Centre Car Parking Plan (Study Area)



Survey Methodology

3.3 A car parking survey of all 876 car parking spaces was undertaken on the following days:

- Friday 13th October;

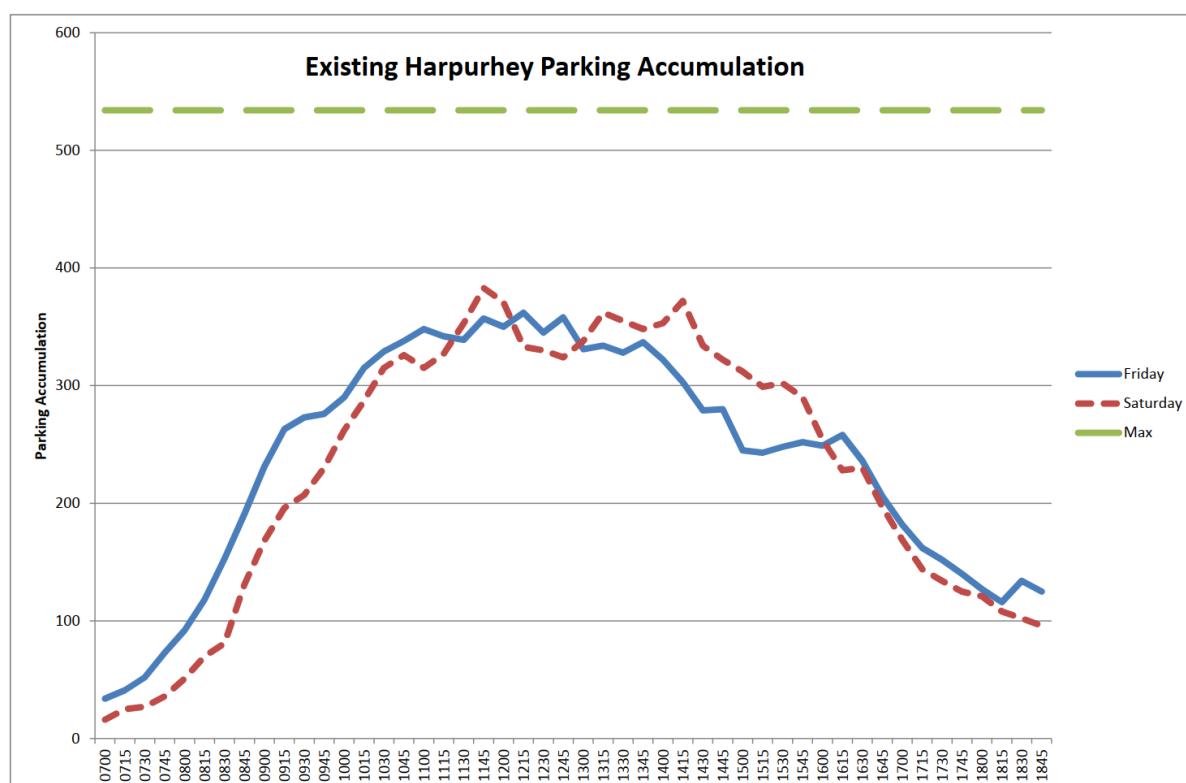


- Saturday 14th October 2023; and
- Tuesday 23rd January 2024.

3.4 The periods to undertake a snapshot survey to record the parking levels within each car park was determined by analysing a previous parking survey undertaken at Harpurhey Shopping Centre, as well as a review of comparable retail park / shopping centre sites within the TRICS database.

3.5 The parking survey results taken from the 2015 application for the KFC restaurant within Harpurhey Shopping Centre (MCC application ref: 109947/FO/2015/N1) were utilised to determine the periods for the snapshot surveys, with a graph of the 2015 data shown in **Figure 3.2** below.

Figure 3.2: Harpurhey Shopping Centre Car Parking



3.6 Therefore, based on the comparable TRICS sites and the data shown in **Figure 3.2**, the following times were utilised to undertake the snapshot parking surveys. It must be noted that the surveys undertaken in October 2023 were originally associated with approved planning application 137932/FO/2023 (Transport Statement prepared by SLR). Based on the above, the completed survey days and times are as follow:

- Friday 13th October = 12:30;
- Saturday 14th October = 12:00; and
- Tuesday 23rd January 2024 = 12:00, 12:30 & 13:00.



- 3.7 It should be noted that at the time of the October 2023 surveys, there was a Manchester NHS Trust set of lorries taking up approximately 32 spaces within the Market Car Park area. Therefore, 32 spaces have been subtracted from the total 314 spaces in this area, in order for the assessment to be robust, hence 282 spaces are assumed for this assessment.
- 3.8 It should also be noted that on Tuesday 23rd January 2024, 16 of the 47 sports centre parking spaces were out of use due to ongoing construction works. Therefore, these spaces have been unaccounted from for the assessment for this survey day.

Survey Results - Friday 13th October 2023

- 3.9 The results of the Friday 12:30 parking survey are shown in **Table 3.1** that summarise the occupancy of the car parking areas at Harpurhey Shopping Centre during the extent of the survey.

Table 3.1: Friday 13th October (12:30) Parking Survey Results

CAR PARK	NUMBER OF SPACES	NUMBER OF SPACES OCCUPIED	% OCCUPIED
KFC	68	60	88%
Main Car Park	373	147	39%
Sports Centre	47	28	60%
Lidl	74	31	42%
Market Car Park	282	125	44%
Total	844	391	46%

- 3.10 **Table 3.1** shows the total occupancy of the car parks was at 46% during the 12:30 snapshot parking survey undertaken on Friday 13th October, with a total of 453 car park spaces remaining available.

Survey Results - Saturday 14th October 2023

- 3.11 The results of the Saturday 12:00 parking survey are shown in **Table 3.2** that summarise the occupancy of the car parking areas during the extent of the survey.



Table 3.2: Saturday 14th October (12:00) Parking Survey Results

CAR PARK	NUMBER OF SPACES	NUMBER OF SPACES OCCUPIED	% OCCUPIED
KFC	68	56	82%
Main Car Park	373	159	43%
Sports Centre	47	20	43%
Lidl	74	76	100%
Market Car Park	282	168	60%
Total	844	479	57%

- 3.12 **Table 3.2** shows the total occupancy of the car parks was at 57% during the 12:00 snapshot parking survey undertaken on Saturday 14th October, with a total of 365 car park spaces available.

Survey Results – Tuesday 23rd January 2024

- 3.13 The results of the Tuesday 2024 parking survey are shown in **Table 3.3** that summarises the occupancy of the car parking areas during the extent of the survey. There was very little variation in parking between the three parking beats undertaken, but for the purpose of the below, the busiest parking beat has been selected and presented below (13:00).

Table 3.3: Tuesday 23rd January 2024 (13:00) Parking Survey Results

CAR PARK	NUMBER OF SPACES	NUMBER OF SPACES OCCUPIED	% OCCUPIED
KFC	68	57	84%
Main Car Park	373	227	61%
Sports Centre	31	19	61%
Lidl	74	40	54%
Market Car Park	314	107	34%
Total	860	450	52%



- 3.14 **Table 3.3** shows that the total occupancy of the car parks was at 52% during the 13:00 snapshot parking survey undertaken, with a total 410 available spaces.

Parking Summary

- 3.15 Based on the results of the parking surveys presented above, there is a significant level of parking available within the car parking areas that serve Harpurhey Shopping Centre at peak periods for parking demand, with a full summary of all the parking results, including available spaces, presented in **Table 3.4** below.

Table 3.4: Summary of Parking Survey Results

All Parking Areas	Survey Date	Time	Spaces Available on Day	Spaces Occupied	Spaces Available / Remaining	% Occupied
	Friday 13th October 2023	12:30pm	844	391	453	46%
	Saturday 14th October 2023	12pm	844	479	365	57%
	Tuesday 23rd January 2024	12pm	860	438	422	51%
		12:30pm	860	448	412	52%
		1pm	860	450	410	52%
	Average			441	412	52%

- 3.16 The parking survey results show that on average there are 412 available car parking spaces within Harpurhey Shopping Centre car park during the peak / busiest times, and therefore there is ample existing car parking capacity at the site.



4.0 Development Proposals

Proposed Development

- 4.1 The development proposals will comprise of the development of a new Community Diagnostics Centre (CDC) Imaging Unit to be located on existing parking hardstanding at Harpurhey Shopping Centre. In addition, a CRU facility will be provided within the existing North City Family & Fitness Centre, which will refurbish existing space to offer a new suite of clinical rooms for cardiorespiratory testing as well as ophthalmology testing.
- 4.2 The proposed site layout plan is included as **Appendix A**.

Access Arrangements

- 4.3 The planning application does not propose any alterations to the existing vehicle and pedestrian access arrangements for the wider Harpurhey Shopping Centre. It is anticipated that vehicular access to the proposals will be gained through the shopping centre car park, via the existing Shopping Centre access points.
- 4.4 Pedestrian access into the new CDC building is proposed from the southern elevation, with two separate entrance points; one for staff and one for patients. The location of the entrance points will provide a convenient link to the existing footway located immediately to the east, which provides a direct connection to / from Moston Lane. A new dropped kerb will be provided to facilitate step free pedestrian access from this existing footway to the new building entrance points.
- 4.5 Pedestrian access into the CRU facility will be provided via the existing main building entrance associated with the North City Family & Fitness Centre, which is located on the northern elevation.

Operating Hours

- 4.6 The site will be open on the following days and hours:
- 08:00 – 20:00 Monday – Sunday.

Staff Numbers

- 4.7 It has been confirmed that at full occupation, the new CDC unit will have a maximum of 10 people on-site at one time and the CRU testing facility will have a maximum of 7 people on-site at one time. The client has confirmed that staff will be working long shifts from 08:00 – 20:00.



Patients

CDC

- 4.8 It is expected that there could be two examinations happening at the same time, with a third patient being prepared in the cannulation room concurrently. Therefore, the new CDC building could see three patients being treated at any one time.

CRU

- 4.9 The new suite of clinical rooms within the North City Family & Fitness Centre could see up to seven clinical appointments at same time; one appointment per clinical room.

Clinical Times / Appointment Lengths

- 4.10 Depending on the appointment type, the length of each clinical appointment will vary from 10 minutes to 60 minutes in duration, with the average appointment length being around 30 minutes. It is anticipated that on average patients will arrive five minutes prior to their appointment start time and leave within five minutes after their appointment ends. Based on the above, the site could see the following appointments per hour:

Table 4.1: Typical Number of Appointments per Hour

Service	Patient Capacity per Service	Total Appointments per Hour (based on an average appointment length of 30 minutes)
CDC	3	6
CRU	7	14
Total	10	20

Proposed Parking Arrangements

Displacement of Parking

- 4.11 To facilitate the new CDC building, a total of 67 existing car parking spaces associated with the wider Harpurhey Shopping Centre will be lost. With a current car parking capacity of 876 car parking spaces across the shopping centre, the development proposals will result in a total of 809 remaining parking spaces, plus the proposed spaces detailed below.
- 4.12 The existing site layout plan is provided as **Appendix B**.



Proposed Parking Provision

4.13 The proposals will provide the following car parking provision, all located within the red line boundary of the new CDC element of the proposals. The proposed parking provision is as follows:

- Five standard car parking spaces;
- Three accessible car parking spaces; and
- One ambulance / drop off space.

4.14 An assessment of the car parking requirements for the proposed development against the parking standards outlined within the Manchester Core Strategy Development Plan Document (July 2012) has been undertaken. This exercise is summarised in **Table 4.2** below.

Table 4.2: MCC Applied Parking Standards

Lane Use	Parking Standard	Proposed no. of Staff	Proposed Number of Consulting Rooms	No. of Spaces
CDC				
Medical and Health Facilities – car parking	1 space per two staff plus 4 spaces per consulting room	10	3	17 Spaces* (Maximum)
Medical and Health Facilities – Cycle Parking	2 spaces per consulting room			6 Spaces (Minimum)
CRU				
Medical and Health Facilities – car parking	1 space per two staff plus 4 spaces per consulting room	7	7	32 Spaces* (Maximum)
Medical and Health Facilities – Cycle Parking	2 spaces per consulting room			14 Spaces (Minimum)

**Disabled spaces should be allocated at 3 bays or 6% of total whichever is greater; therefore an allocation of 3 bays (total) for the development proposals is recommended (minimum)*

4.15 Considering the above, the proposed development accords with the local car parking standards which are set at a maximum, with a full parking impact assessment undertaken in **Chapter 6** of this report.



- 4.16 As part of the development proposals, in the vicinity of the new CDC building, some of the road markings will be repainted to ensure that the wider car park continues to operate in a safe manner. This arrangement is shown in SLR **Drawing 432.002796.00001 - D100**.

Delivery & Servicing

- 4.17 Delivery and servicing associated with the new CDC unit will be undertaken from the western elevation, within the dedicated delivery and servicing area. Swept Path Analysis for a large refuse lorry is provided as SLR **Drawing 432.002796.00001 - TR100**. It has been confirmed by the client that the vehicle used is in excess of the largest vehicle that will require access to the site.
- 4.18 Delivery and servicing associated with the CRU testing facility / clinical rooms will occur as per existing arrangements associated with the North City Family & Fitness Centre. These arrangements currently occur kerbside to the south of the building from the western elevation.
- 4.19 It is understood from the client that the proposed development is expected to have a weekly consumable delivery and a weekly waste collection of both general and clinical waste.

Cycle Parking

- 4.20 As part of the new CDC unit, 8 short-stay spaces will be provided for patients (Sheffield Stands) and three long-stay (secure and covered) spaces will be provided for staff.
- 4.21 The North City Family & Fitness Centre has an existing provision of 13 covered Sheffield Stands, which equates to 26 cycle parking spaces, located adjacent to the main building entrance. During the site visit it was observed that these spaces are currently highly underutilised, with ample spare capacity. Since the CRU testing facility is a refurbishment of this existing building, the existing cycle parking provision detailed above is deemed appropriate for this element of the proposals.
- 4.22 Due to the nature of the development, the existing and proposed cycle parking provision accords with local cycle parking standards and is considered suitable to accommodate for any additional demand that could be created because of the development proposals.



5.0 Potential Development Impact

Introduction

- 5.1 The UK government launched the Community Diagnostic Centre (CDC) programme in October 2021. As of yet, there are no surveys of CDC and diagnostic / testing sites within the TRICS survey database and therefore on this basis, a first principles approach has been adopted to estimate the trip generation of the proposed development.
- 5.2 There is existing precedent for this methodology to trip generation, as a first principles approach has already been applied in the submitted planning application P/09190/038 for the development of a new Community Diagnostic Centre at Upton Hospital in Slough. At the time writing this report, the application was under consultation, however the scope of the submitted TS and transport impact assessment methodology was agreed by Slough Borough Council.

Staff Trip Generation & Parking Demand

- 5.3 As discussed, at full occupation the new CDC unit will have a maximum of 10 people on-site at one time and the CRU facility will have a maximum of 7 people on-site at one time. The client has confirmed that staff will be working long shifts from 08:00 – 20:00.
- 5.4 It is anticipated that staff members would arrive around 15 minutes in advance of the first patient appointments at 08:00 and depart around 15 minutes after the last patient appointment finishes at 20:00.
- 5.5 According to the data from the 2011 Census (the method of work data from the 2021 Census is less reliable due to Covid-19), 40% of people working in the area surrounding the site (E01005205: Manchester 006) drive to work. The full local census data results are shown in **Table 5.1** below.

Table 5.1: Census 2011 Method of Travel to Work

METHOD OF TRAVEL TO WORK	2011 RESULTS	PERCENTAGE
All Categories: Method of Travel to	721	100%
Driving a car, van or motorbike	287	40%
Passenger in a car or van	30	4%
Walking	115	16%
Bike	9	1%
Public Transport	272	38%
Taxi	3	0%
Other	5	1%



- 5.6 Applying the above, it is expected that a total of seven staff members would drive (and park), which equates to 14 two-way car trips; seven arrivals at approximately 07:45 and seven departures at approximately 20:15. It should be noted that these trips occur outside of the traditional network peak hour.
- 5.7 Four of these staff vehicles will be associated with the new CDC building, with these staff members parking within the on-site four allocated staff spaces.
- 5.8 Three of these staff vehicles will be associated with the CRU testing facility. Since this element of the proposals is part of a refurbishment of an existing building, staff will park up as per existing arrangements, within the wider shopping centre car park.

Patient Trip Generation & Parking Demand

- 5.9 As detailed in **Table 4.1**, 20 patients would be treated per hour over the course of a typical operational day, and therefore there would be 20 vehicle arrivals and 20 vehicle departures every hour.
- 5.10 As worst-case and to present the most robust assessment, it is anticipated that all patients will arrive and depart by car, but it is also reasonable to assume that a share of the vehicular trips to and from the site associated with patients would be drop-offs and pick-ups. Approximately 75% of patients travelling to the site by car will do so as a single occupant and will park up. The remaining 25% of patients are expected to be dropped off, however due to the relatively short length of time per appointment it is also anticipated that these vehicles will also park up and wait.
- 5.11 It is expected that there could be an overlap of people arriving for their appointment before the previous set of appointments having departed and therefore up to 40 patient vehicles could be parked up at the same time.

Trip Distribution

- 5.12 It is expected that patient and staff trips will utilise either the Moston Lane or Upper Conran Street vehicular access. Therefore, the arrivals and departure trips associated with the proposed development will be spread across the shopping centre road network and access points.
- 5.13 The additional trip attraction associated with the proposals will be unnoticeable on the ground and fall within the daily fluctuations in traffic flows associated with the wider Harpurhey Shopping Centre.

Total Parking Demand

- 5.14 Based on the above, a total of 47 car parking spaces could be required at one time (7 staff and 40 patients).
- 5.15 Taking into account the 8 parking spaces that will be provided under the proposals, this would equate to a parking demand for 39 spaces within the wider Harpurhey Shopping Centre car park.



- 5.16 In addition, to facilitate the new CDC building, a total of 67 car parking spaces in the northeastern corner, associated with the wider Harpurhey Shopping Centre will be displaced.
- 5.17 Considering all the above, a summary of the total parking demand / spaces required as a result of the development is presented below:
- Parking Demand (Staff + Patient parking) = 39 spaces.
 - Parking Displacement = a loss of 67 car parking spaces.
 - **Total Spaces Required = 106 spaces**



6.0 Parking Assessment

Introduction

- 6.1 This Chapter of the report provides a review of the site in terms of parking provision, parking displacement and parking demand, to ensure that there will be no negative effect on existing parking conditions within Harpurhey Shopping Centre.

Parking Demand & Displacement

- 6.2 Based on the contents of this report, a total of 47 car parking spaces could be required at one time (7 staff and 40 patients). Taking into account the 8 spaces that will be provided under the proposals, this would equate to a parking demand for 39 spaces within the wider Harpurhey Shopping Centre car park.
- 6.3 In addition, to facilitate the new CDC building, a total of 67 car parking spaces in the northeastern corner, associated with the wider Harpurhey Shopping Centre will be displaced.
- 6.4 Considering all the above, a summary of the total parking demand / spaces required as a result of the development is presented below:
- Parking Demand (Staff + Patient parking) = 39 spaces.
 - Parking Displacement = a loss of 67 car parking spaces.
 - **Total Spaces Required = 106 spaces**

Parking Assessment

- 6.5 Based on the results of the baseline parking surveys presented in **Chapter 3**, there is a significant level of parking available within the car parking areas that serve Harpurhey Shopping Centre at peak periods for parking demand, with a full summary of all the parking results, including available spaces post development presented in **Table 6.1** below.

Table 6.1: Parking Summary (including available spaces post development)

All Parking Areas	Survey Date	Time	Spaces Available on Survey Day	Spaces Occupied on Survey Day	Spaces Available / Remaining on Survey Day	Spaces Available post Development (-106)	% Occupied post development
	Friday 13th October 2023	12:30pm	844	391	453	347	59%
	Saturday 14th October 2023	12pm	844	479	365	259	69%
	Tuesday 23rd January 2024	12pm	860	438	422	316	63%
		12:30pm	860	448	412	306	64%
		1pm	860	450	410	304	65%
	Average			441	412	306	64%



- 6.6 As is shown the car parking areas within Harpurhey Shopping Centre have sufficient capacity to accommodate for the proposed requirement of 106 wider spaces and hence the proposals will have no negative effect on existing parking conditions at Harpurhey Shopping Centre or the safe operation of the site.
- 6.7 The parking survey results show that post development there will be an average of 306 remaining parking spaces within Harpurhey Shopping Centre car park during the peak / busiest times.
- 6.8 It is also important to note that the Main Car Park where the new CDC will be located, has no less than 146 available spaces during the peak periods and therefore the proposals could solely be accounted for within the Main Car Park alone, without any negative impact.



7.0 Summary and Conclusion

Summary

- 7.1 This Transport Statement (TS) has been prepared by SLR Consulting Limited on behalf of Manchester University NHS Foundation Trust to consider highways and transport issues in support of a live planning application (planning reference: 138955/FO/2024) for a new Community Diagnostics Centre (CDC) Imaging Unit with associated parking (car / drop-off and cycle) facilities to be located on existing parking hardstanding at Harpurhey Shopping Centre, Manchester.
- 7.2 The Community Diagnostic Centre (CDC) Programme is a nationally coordinated NHS initiative to improve the delivery of diagnostic services (including checks, scans and tests) for patients. Reducing pressure on acute hospitals, increasing the speed in which patients can access tests and receive results, reducing waiting times and improving the location of test sites and increasing the choice available to patients about where to receive treatment.
- 7.3 In addition to the new CDC unit, a CRU facility will be provided within the existing North City Family & Fitness Centre, which will refurbish existing space to offer a new suite of clinical rooms for cardiorespiratory testing as well as ophthalmology testing.
- 7.4 By co-locating the diagnostic services (MR and CT scanning, and other tests) together in the CDC Spoke, this will offer the ability for patients who are waiting for multiple tests to receive these in a single visit, reducing the need for multiple hospital visits and therefore reducing the cost and time it takes for patients to receive a diagnosis.
- 7.5 To facilitate the new CDC building, a total of 67 car parking spaces in the northeastern corner, associated with the wider Harpurhey Shopping Centre will be displaced.
- 7.6 The TS report has been prepared in accordance industry best practice guidance and local and national policy guidance, with the following key conclusions being drawn from the report:
- The development proposals are in keeping with the principles of the NPPF;
 - The site is conveniently located to encourage travel by sustainable modes, and it benefits from a very good level of bus provision;
 - There is good access to the highway network and Harpurhey Shopping Centre is served by multiple vehicle access points that the development proposals will utilise. The review of accident data has not identified any significant safety concerns on the road network in the vicinity of the site;
 - It has been confirmed that at full occupation the new CDC unit will have a maximum of 10 people on-site at one time and the CRU testing facility will have a maximum of 7 people on-site at one time. The client has confirmed that staff will be working long shifts from 08:00 – 20:00.
 - Applying 2011 census data it is expected that a total of seven staff members would drive (and park), which equates to 14 two-way car trips; seven arrivals at approximately 07:45 and seven departures at approximately 20:15;
 - It is anticipated that there would be 20 vehicle arrivals and 20 vehicle departures every hour associated with patients;



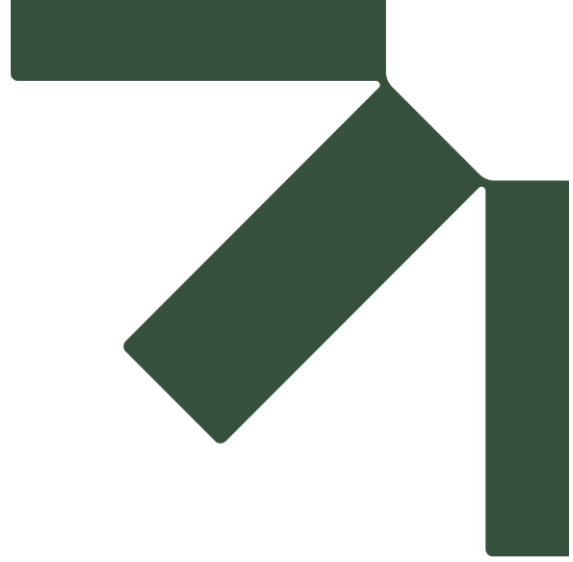
- There could be an overlap of people arriving for their appointment before the previous set of appointments having departed and therefore up to 40 patient vehicles could be parked up at the same time;
- The anticipated uplift in vehicle trips is considered to be immaterial and would have no impact on the internal operation of the car parks within Harpurhey Shopping Centre, the access points serving it or junctions on the local highway network in the vicinity of the site;
- Based on the trip generation exercise, a total of 47 car parking spaces could be required at one time (7 staff and 40 patients). Taking into account the 8 spaces that will be provided under the proposals, this would equate to a parking demand for 39 spaces within the wider Harpurhey Shopping Centre car park;
- To facilitate the new CDC building, a total of 67 car parking spaces in the northeastern corner, associated with the wider Harpurhey Shopping Centre will be displaced;
- Therefore, a total of 106 spaces could be required (39 spaces associated with the anticipated parking demand and 67 spaces associated with the parking displacement under the proposals);
- The parking survey results show that on average there are 412 car parking spaces available within Harpurhey Shopping Centre car park;
- Post development there would be an average of 306 remaining parking spaces within Harpurhey Shopping Centre car park during the peak / busiest times, equating to a parking occupancy of 64% post development;
- It is also important to note that the Main Car Park where the new CDC will be located, has no less than 146 available spaces during the peak periods and therefore the proposals could solely be accounted for within the Main Car Park alone, without any negative impact; and
- It is therefore considered that the car parking areas have sufficient capacity to accommodate for the proposed requirement of 106 spaces and the proposals will have no negative effect on existing parking conditions at Harpurhey Shopping Centre.

7.7 As part of any planning approval, is expected that the Council will condition a Travel Plan (TP) and Car Park Management Plan (CPMP) for the site. The TP will provide a strategy and set of initiatives with the aim of encouraging users (particularly staff) to travel to the site via sustainable mode. The CPMP will provide a strategy to efficiently manage parking practises and behaviour associated with the proposed development.

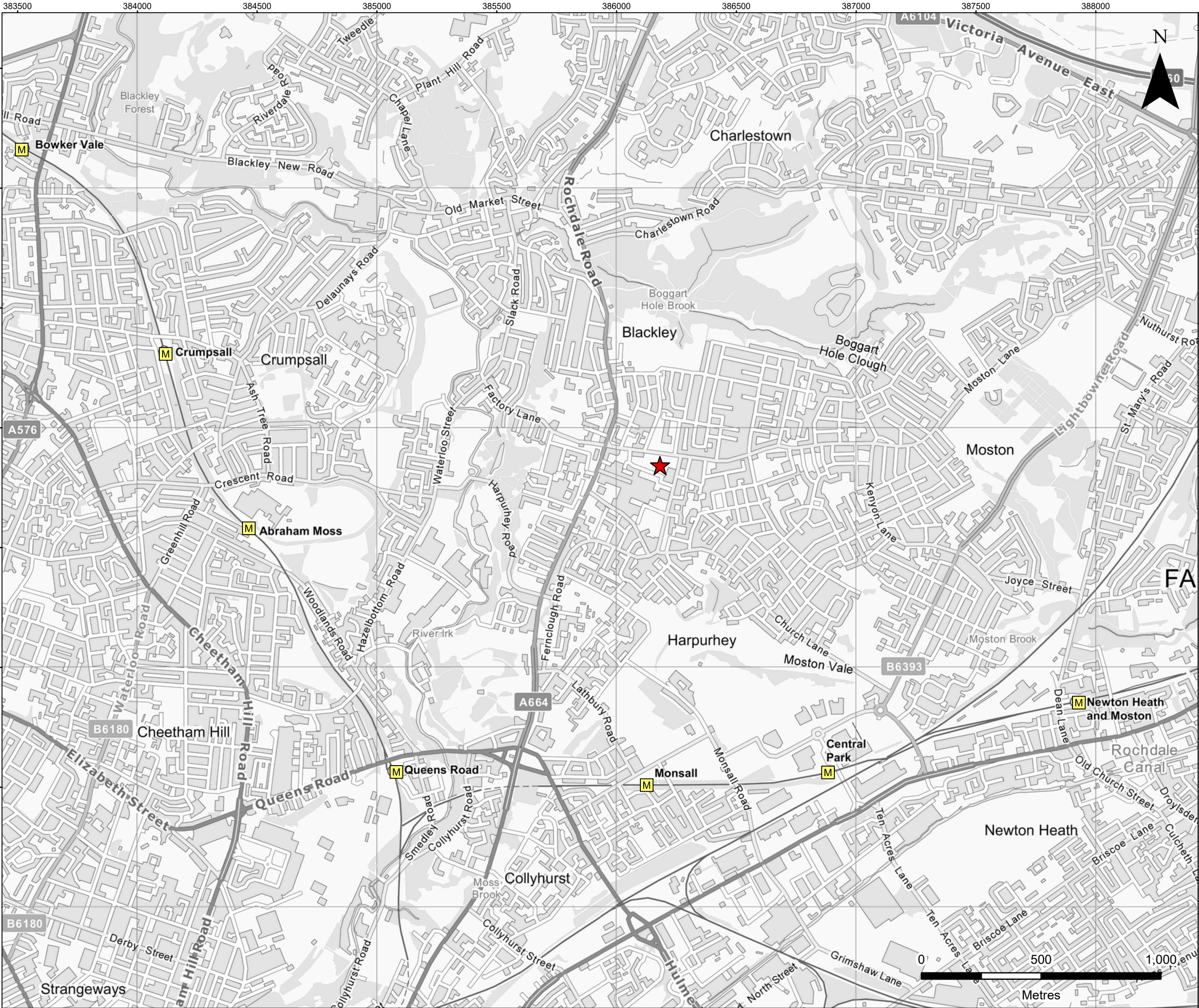
Conclusion

7.8 This report has demonstrated that there are no material reasons why the proposed development should not be granted planning consent on highways and transportation grounds.





Plans



LEGEND

-  Site Location
-  Metrolink Tram Stop

4TH FLOOR OXFORD PLACE
61 OXFORD STREET
MANCHESTER
M1 6EQ

T: +44 (0)131 335 6830
www.slrconsulting.com

SITE LOCATION (WIDER CONTEXT)

Plan 1

Scale 1:15,000 @ A3

Date FEB 2024



LEGEND

- Site Location
- Bus Stop

4TH FLOOR OXFORD PLACE
61 OXFORD STREET
MANCHESTER
M1 6EQ

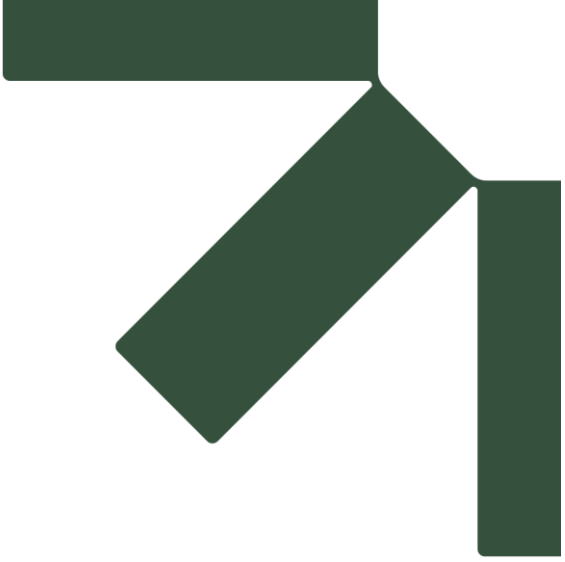
T: +44 (0)131 335 6830
www.slrconsulting.com

SITE LOCATION (LOCAL CONTEXT)

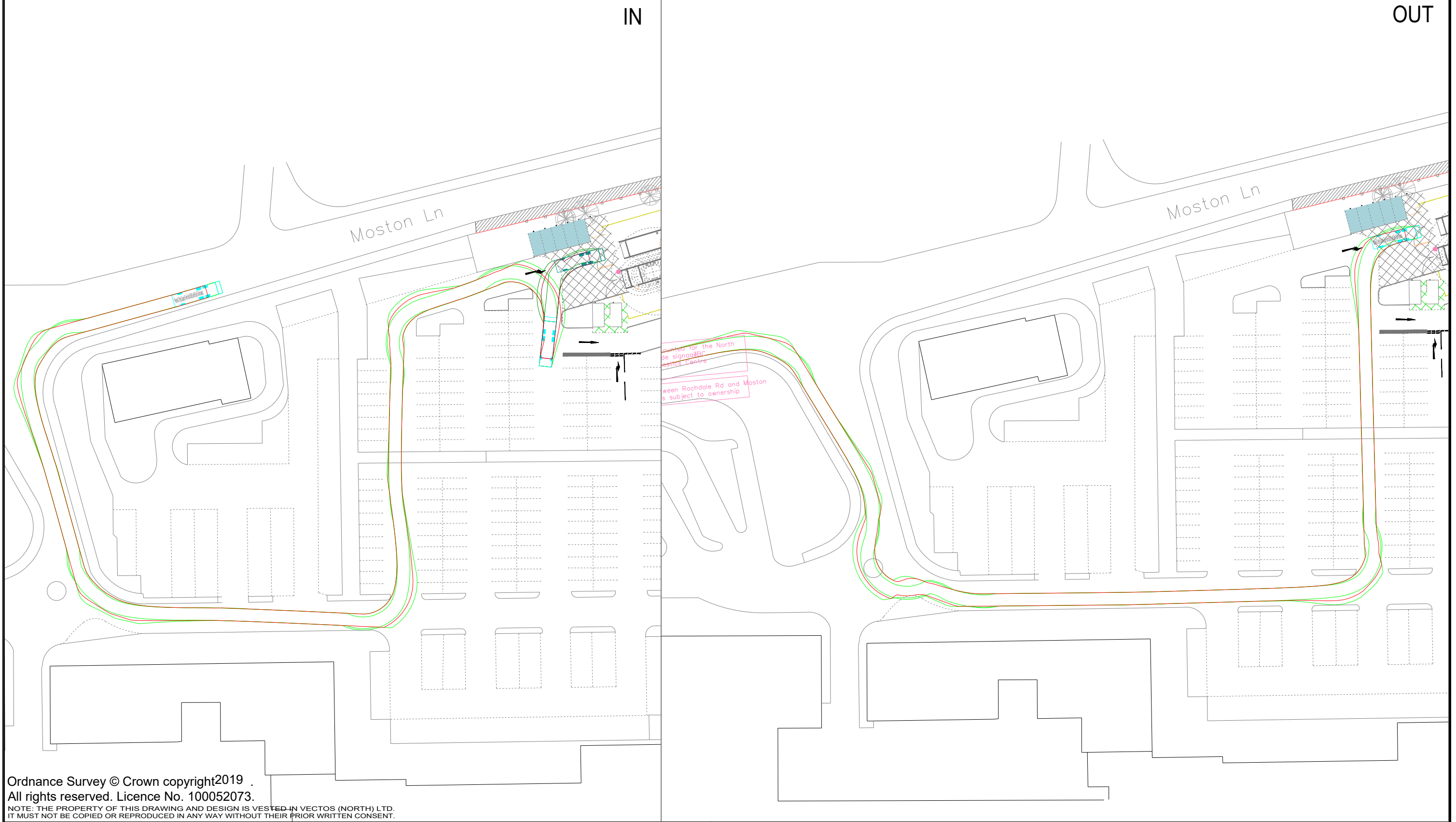
Plan 2

Scale 1:5,000 @ A3

Date FEB 2024



Drawings



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REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:

- 1. This is not a construction drawing and is intended for illustrative purposes only.
- 2. White lining is indicative only.

Phoenix 2 High Capacity Twin Pack 50/50 (with Elite 2.6x4 chassis)
Overall Length 10.170m
Overall Width 2.550m
Overall Body Height 3.214m
Min Body Ground Clearance 0.415m
Track Width 2.550m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 10.300m

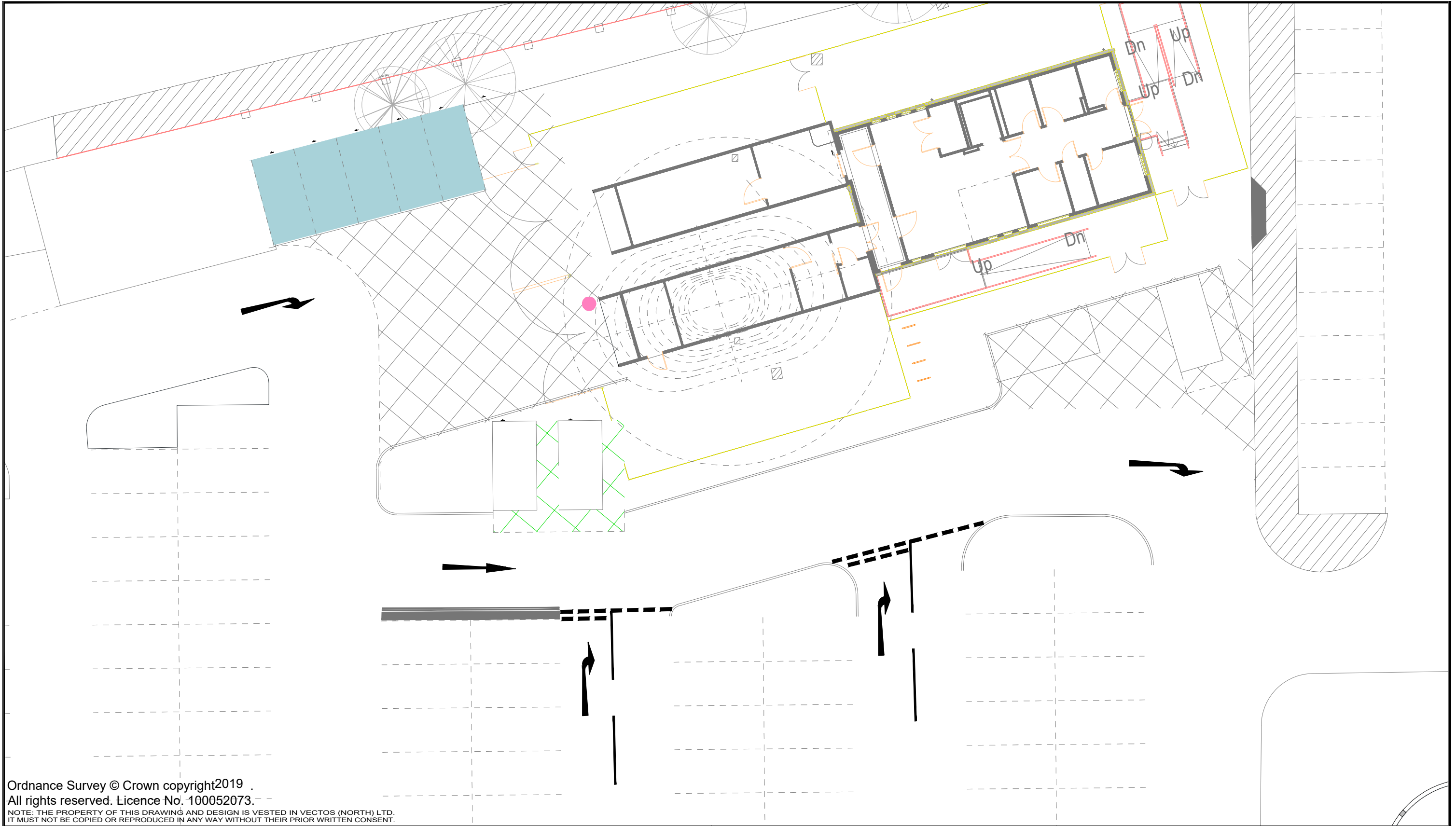
Community Diagnostics Centre, Harpurhey

SWEPT PATH ANALYSIS: REFUSE VEHICLE

Manchester University NHS Foundation Trust



DRAWN: EG	CHECKED: PT	DATE: 29.02.24	SCALES: 1:750 at A3	DRAWING NUMBER: 432.002796.00001 - TR100	REVISION:
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Community Diagnostics Centre, Harpurhey

Manchester University NHS Foundation Trust

GENERAL SITE LAYOUT

DRAWN: EG

CHECKED: PT

DATE: 29.02.24

SCALES: 1:200 at A3

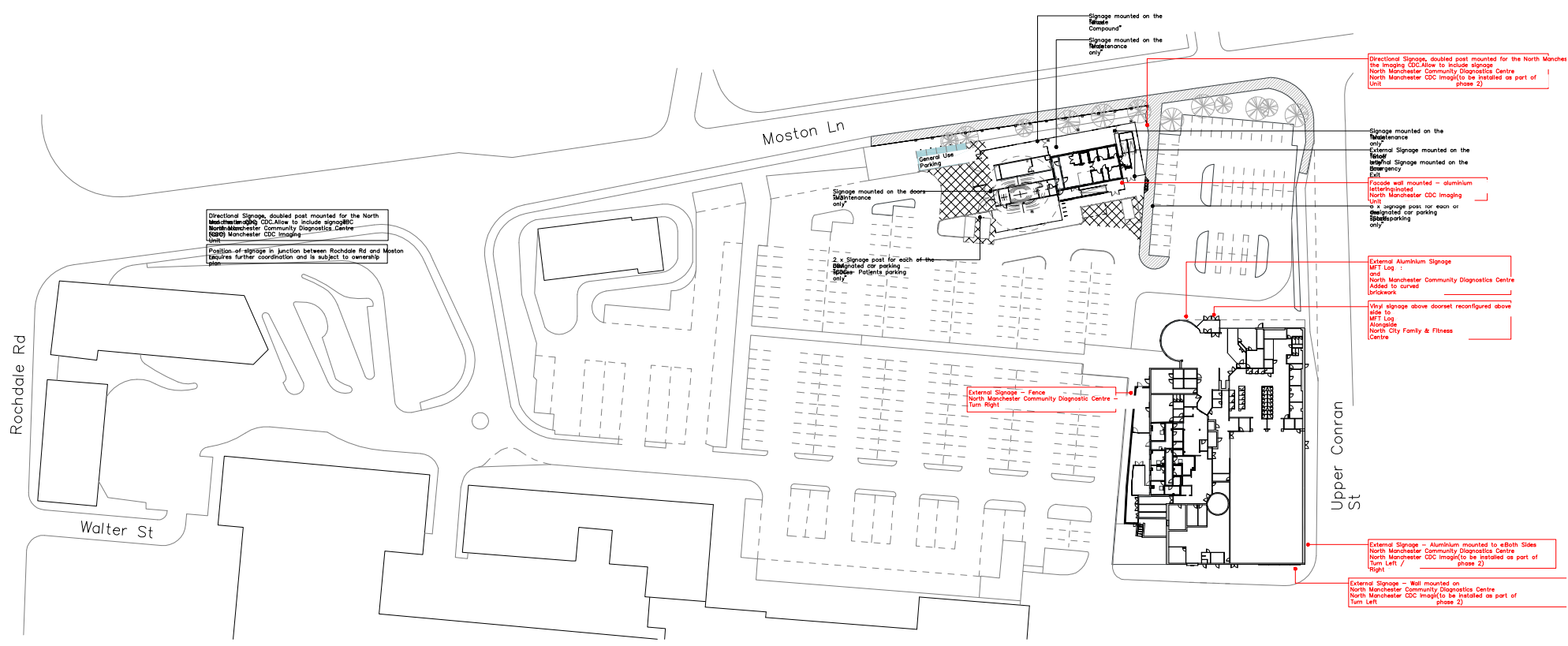
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REVISION:





Appendix A



Proposed External Signage Plan
1 : 500

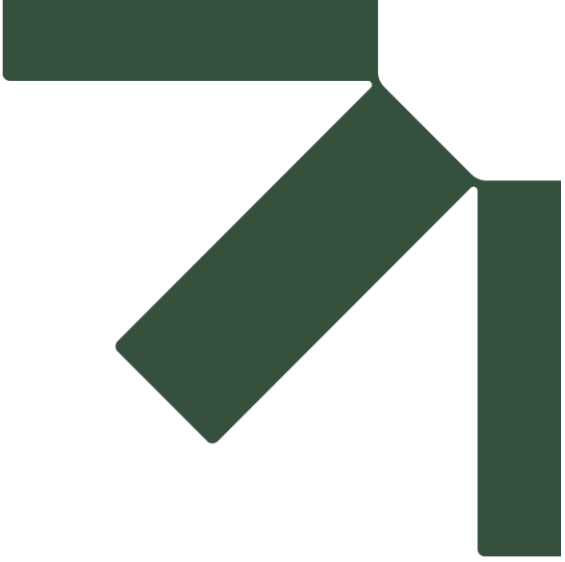
NOTE:
-Above proposal represents scope of works to enable robust costing by signage subcontractor & final materiality is to be proposed by signage subcontractor following site visit.
-wording, font & RAL colours To be confirmed by the
-Mask up document to be produced detailing the above for review ahead of instruction.



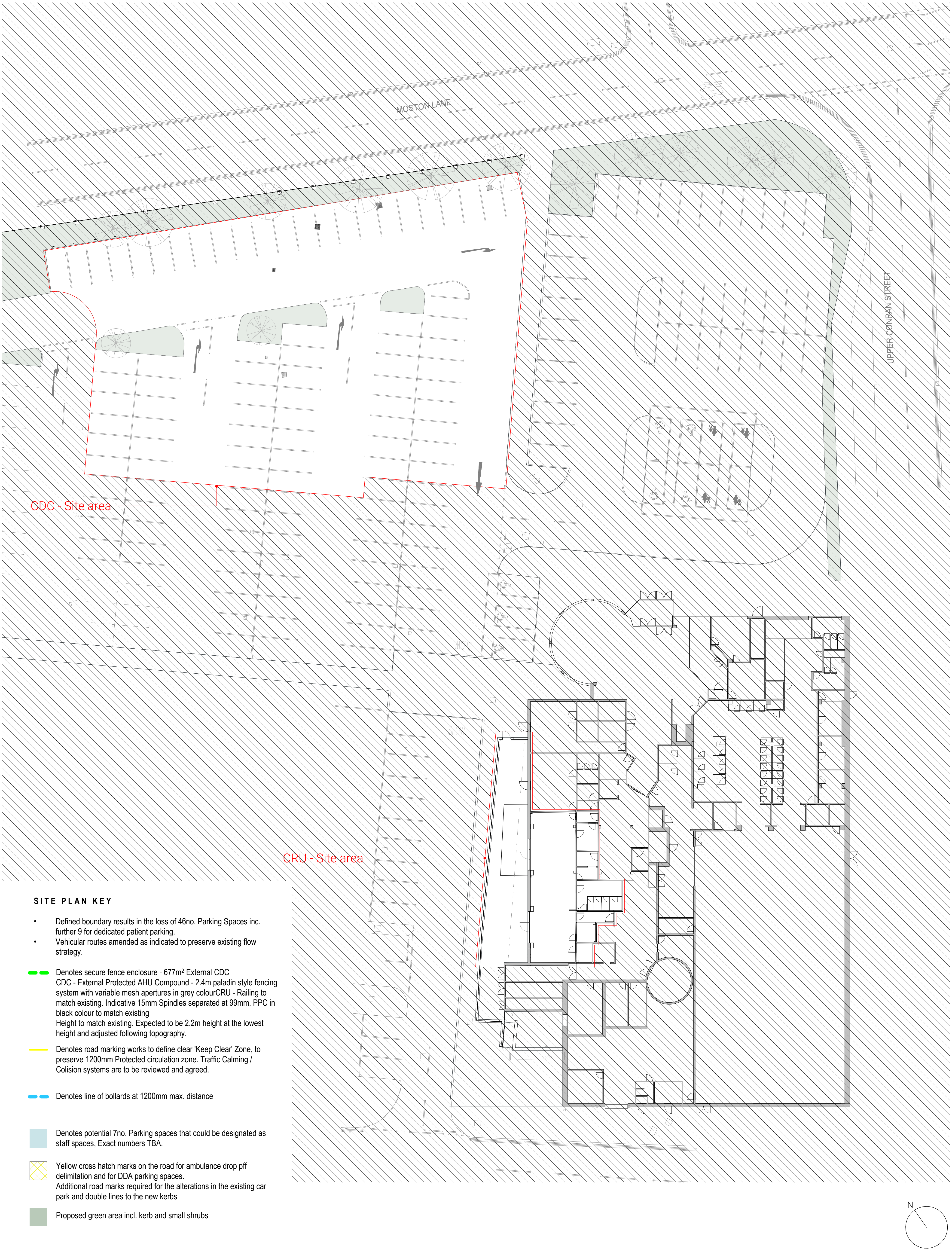
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PROJECT Harpurhey CDC		SCALE As Indicated @ A1		FIRST ISSUED 19.06.2023	
PROJECT 23051		CLIENT REF -		DRAWN BY AM	
ORIGIN DAY HARXXX		LEVEL 00		CHECKED BY GAB	
TYPE DR		ROLE A		NUMBER REVISION 710101 D	
SUITABILITY FOR CONSTRUCTION		DATE 21.12.23		REV D	
DESCRIPTION Issued for		DATE 17.11.23		REV C	
DESCRIPTION Revised Signage		DATE 07.11.23		REV B	
DESCRIPTION Permitted Update. Issue for		DATE 28.10.23		REV A	
DESCRIPTION Final Coordination		DATE 21.12.23		REV AM	

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Appendix B



07-Proposed Site Plan - Sheet 07-0100 COPY 001

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C Planning Submission				22.12.23		AM		SCALE As indicated @ A1					FIRST ISSUED 09/05/23	
B Revised planning drawings				10.10.23		AM		PROJECT 23051					CLIENT REF -	
A Issued for Planning				11.09.23		AM		DRAWN BY Author					CHECKED BY Checker	
REV DESCRIPTION				DATE		REV BY		ORIGIN DAY					VOLUME HARXXX	
								LEVEL 00					TYPE DR	
								ROLE A					NUMBER 07-0100	
								REVISION C						
								SUITABILITY Planning						
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