The Christie NHS Foundation Trust

THE CHRISTIE ADVANCED SCANNING AND IMAGING CENTRE DEVELOPMENT

Transport Statement



SEPTEMBER 2023

PUBLIC

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DEVELOPMENT PROPOSALS

1 INTRODUCTION

1.1 BACKGROUND

1.1.1. WSP have been appointed by The Christie NHS Foundation Trust to provide transport planning support in relation to a principally three-storey development health care facility on the site of an existing health care building within The Christie Hospital's main site in Withington in south Manchester.

1.1.2. The Christie is the largest single cancer site in Europe treating more than 60,000 patients per year. The proposed Christie Advanced Scanning and Imaging Centre Development (CASICD) will sit alongside the recently completed re-development of the Paterson Building located on Wilmslow Road. The ground floor will provide a new home for the Cancer Treatment and Radiology Department, and the upper floors will provide ward accommodation to facilitate the decant of other facilities at the Christie Hospital Withington site.

1.1.3. The re-development of the Site is proposed in order to provide up-to-date, modern facilities for staff and patients, significantly improving upon the existing health care facilities. The development will re-provide the same services that already exist within the wider Christie Hospital, but within a new state of the art facility which will improve the quality of care that can be provided and deliver the modernisation of the existing facilities. Critically, therefore the Proposed Development will not create any material net increase in trips to/from The Christie Hospital by staff or visitors as demonstrated in this Transport Statement.

1.2 SITE LOCATION AND PROPOSED DEVELOPMENT

1.2.1. The Proposed Development is situated along Wilmslow Road and is part of The Christie Hospital in Withington shown in Figure 1-1. The Site is approximately 4.5km south of Manchester City Centre.

Figure 1-1 – The Christie - Site Location



1.2.2. The redline boundary showing the location of the site within the context of The Christie Hospital is provided in Appendix A.

1.2.3. The Site is currently occupied by a part two / part three-storey building which is part of The Christie Hospital main site in Withington and is accessed by pedestrians via the Holt Entrance off Wilmslow Road. The Site is bound by Wilmslow Road to the east, and by existing buildings within The Christie Hospital to the north, west and south. An existing one-way service road for The Christie Hospital runs to the north of the Site. Further details of the proposed re-development are included in Chapter 4.

1.3 REPORT STRUCTURE

1.3.1. The report is structured as follows:

- **Chapter 2** summarises the National and Regional policy relevant to the Site;
- **Chapter 3** details the existing site context, including local highways and the sustainable transport network;
- **Chapter 4** outlines the Proposed Development;
- **Chapter 5** outlines the travel patterns and overall net trip generation of the proposals;
- **Chapter 6** summarises the conclusions of the report.

2 POLICY REVIEW

2.1 INTRODUCTION

2.1.1. The following section of the report sets out the key national and regional transport polices that are relevant to the Proposed Development. Chapter 3 and 4 of the report demonstrate how the proposals are in line with these policies.

2.2 NATIONAL POLICY

NATIONAL PLANNING POLICY FRAMEWORK (NPPF), SEPTEMBER 2023

2.2.1. The latest version of the National Planning Policy Framework (NPPF) was published in September 2023. The Framework identifies that the purpose of the planning system is to contribute towards sustainable development. It maintains that plans and decisions should apply a presumption in favour of sustainable development.

2.2.2. Paragraph 110 of the NPPF states that *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- *(a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *(b) safe and suitable access to the site can be achieved for all users;*
- *(c) 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*
- *(d) 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."*

2.2.3. Paragraph 111 of the NPFF 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.'*

2.2.4. Furthermore, paragraph 113 of the NPPF states:

2.2.5. *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*

2.2.6. This TS addresses the above policy guidance by outlining opportunities for sustainable travel to and from the Site and by detailing how sustainable and active travel options will be promoted through the Travel Plan.

2.2.7. The wider Christie site in which the proposed re-development is located benefits from a Green Travel Plan (GTP) which has been a live document since 2014. The Christie has been recognised by Transport for Greater Manchester (TfGM)'s 'Travel Choices' accreditation scheme as a regional leader in reducing its impact on the environment. The Trust was awarded TfGM's gold standard for two consecutive years (2017, 2018) and achieved TfGM's Platinum standard in November 2020.

2.2.8. The proposed re-development at this site will benefit from the existing Green Travel Plan measures outlined within the GTP for the wider Christie Hospital.

PLANNING POLICY GUIDANCE

2.2.9. The Government's Planning Practice Guidance (PPG) supplements the NPPF. The PPG clarifies the over-arching principles of Travel Plans, Transport Assessments and Transport Statements. The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required and outlines the process for determining the scope of the assessment. The PPG has been considered in the production of the TS.

2.3 REGIONAL POLICY

GREATER MANCHESTER FOURTH LOCAL TRANSPORT PLAN (LTP4), GMCA, 2021

2.3.1. The Greater Manchester Local Transport Plan comprises two documents; The Greater Manchester Transport Strategy 2040, which gives a long-term strategic view of how the transport system will need to evolve, and an accompanying five-year Delivery Plan, which gives more specific detail of what transport-related objectives are planned in the short term.

2.3.2. The aim of both documents is to establish a "fully integrated, high-capacity transport system for Greater Manchester, with travelling customers at its heart".

2.3.3. In order to achieve this, the LTP4 for Greater Manchester has an ultimate goal that all interventions will come together to offer flexible and customer-focused travel choices and is comprised of the following four key elements as part of its Transport Vision:

- *"Supporting sustainable economic growth;*
- *Improving quality of life for all;*
- *Protecting our environment; and*
- *Developing an innovative city region"".*

2.3.4. Policy 4 relates to sustainable access to new developments, and states that:

> *"TfGM will continue to work with planning authorities and developers to ensure the accessibility of new development by sustainable modes and to reduce the impact on the highway network".*

2.3.5. An analysis of the accessibility and connectivity of the Site by sustainable modes of transport have been identified in Chapter 3.

MANCHESTER CITY COUNCIL CORE STRATEGY (2012-2027)

2.3.6. Manchester's Core Strategy is the key Development Plan Document (DPD) in the Local Development Framework (LDF) and sets out the long-term strategic policies for Manchester's future development. The Core Strategy forms the framework that planning applications are assessed against.

2.3.7. Objective 5: Transport forms one of the six spatial objectives within the Core Strategy whereby its key objective is to:

> *"Improve the physical connectivity of the city, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation."*

2.3.8. Policy EC9 relates to South Manchester. It states that:

2.3.9. *"South Manchester is not expected to make a significant contribution to employment provision within the City. New development is expected to mainly comprise office development, although proposals for high technology industry and research will also be supported."*

2.3.10. Policy EC9 also states that: *"Employment and economic development provision will be within:*

- *Existing employment locations such as Christies Hospital; and*
- *District Centres including Withington"*

2.3.11. Policy T1 relates to sustainable transport. It states that:

2.3.12. *"To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that:*

- *Improve choice by developing alternatives to the car;*
- *Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;*
- *Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life;*
- *Improve pedestrian routes and the pedestrian environment;*
- *Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).*
- *Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision;*
- *Facilitate modes of transport that reduce carbon emissions e.g by incorporating charging points for electric vehicles, subject to their appropriate design and location;*
- *Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties; and*
- *Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*
    - *1. pedestrians and disabled people*
    - *2. cyclists, public transport,*
    - *3. commercial access,*
    - *4. general off-peak traffic,*
    - *5. general peak time traffic."*

2.3.13. Measures to promote alternative modes of transport other than the private vehicle have been provided in the associated Green Travel Plan.

2.3.14. The Christie Strategic Planning Framework (2014) provides more information on the role of the Green Travel Plan and provides a detailed background to the development of measures to promote sustainable modes of travel.

2.4 SUMMARY

2.4.1. In summary, the Proposed Development is located in a sustainable and accessible location and is in line with the principles of national and regional transport planning policy.

3 EXISTING CONTEXT

3.1 INTRODUCTION

3.1.1. The provision of safe and convenient access to/from the Proposed Development for pedestrians, cyclists and public transport users is important in providing a choice of transport for all future users of the Site to improve opportunities for travel using sustainable and active modes, reducing the need to travel by private vehicle.

3.1.2. It is therefore appropriate to conduct a comprehensive review of the existing active travel, public transport network and highway network in the vicinity of the Site. This will determine the sustainable nature of the Site.

3.2 HIGHWAY NETWORK

WILMSLOW ROAD (B5093) AND WILMSLOW ROAD / COTTON LANE JUNCTION

3.2.1. Wilmslow Road (B5093) runs adjacent to the Site and is a two-way single carriageway with an approximate width of 8.5m. Wilmslow Road benefits from wide footways, particularly on the western footway across the frontage of the existing Holt Entrance. Wilmslow Road runs north to south, providing a connection towards Fallowfield, Rusholme and Manchester City Centre to the north, and connections to Didsbury and Parrs Wood to the south.

3.2.2. Figure 3-1 shows Wilmslow Road facing south towards its junction with Cotton Lane. The existing building on the development site is also shown. Figure 3-2 shows the footway and cycle provision adjacent to Wilmslow Road facing north towards its junction with Cotton Lane.

Figure 3-1 - Wilmslow Road (Facing South)



Figure 3-2 - Wilmslow Road (Facing North)



3.2.3. Street lighting is provided on both the east and west carriageways with cycle lanes in both directions adjacent to the Site. The speed limit on Wilmslow Road adjacent to the Site is 20 mph.

3.2.4. The junction of Wilmslow Road / Cotton Lane has recently been converted from a three-arm priority junction into a three-arm signalised junction with signalised crossing pedestrian facilities on all arms. Advanced stop lines for cyclists are also provided at this junction as well as cycle lanes through the junction. These highways works were required by the planning conditions for the multi-storey car park off Cotton Lane (MCC Planning Reference: 117847/FO/2017).

3.2.5. Figure 3-3 shows the junction of Wilmslow Road and Cotton Lane, including the pedestrian crossing located directly in front of the existing building entrance.

Figure 3-3 - Wilmslow Road / Cotton Road Junction





THE CHRISTIE SERVICE ROAD

3.2.6. Immediately to the north of the existing building is the egress point of the one-way service road which runs west to east through The Christie. The service road is accessed from Palatine Road and vehicles exit the service road onto Wilmslow Road. The egress to the service road is shown in Figure 3-4.

Figure 3-4 - The Christie Service Road Egress on Wilmslow Road



COTTON LANE

3.2.7. Cotton Lane runs approximately 480m between Wilmslow Road (B5093) to the west and Kingslea Road to the east. Adjacent to the Site, Cotton Lane comprises a two-way single carriageway. Footways are present on both sides of the carriageway and street lighting is provided.

3.2.8. Figure 3-5 shows Cotton Lane facing eastwards away from its junction with Wilmslow Road.

Figure 3-5 - Cotton Lane (Facing east)



3.2.9. Cotton Lane has a speed limit of 20mph. At the western end of Cotton Lane, both sides of the highway are marked with double yellow lines to restrict parking.

3.2.10. Access to the staff multi-storey is provided via a three arm-priority junction on Cotton Lane, approximately 50m from its junction with Wilmslow Road. An uncontrolled crossing lies across the car park site access road, linking footways on Cotton Lane.

CAR PARKING

3.2.11. The existing building located on the development site has no direct vehicle access and no car parking within the development area. Car parking at The Christie Hospital is considered holistically across the estate.

3.2.12. Across The Christie Hospital there are a total of 1,258 car parking spaces; 877 staff spaces and 381 visitor and patient spaces. A multi-storey car park with 565 parking spaces, and an additional 283 surface parking spaces are accessed off Cotton Lane approximately 200m walk from the Site. Additional car parks are located off Palatine Road and Wilmslow Road.

3.2.13. The Christie Parking Scheme manages parking on nearby residential streets with a Controlled Parking Zone (CPZ) in place. Residents can apply for parking permits which allow parking at anytime. For non-permit holders the parking restrictions apply Monday to Friday 8am to 6pm, and allow parking for up to three hours, with no return within 4 hours.

3.2.14. The CPZ was introduced in 2015 to tackle issues in residential areas as a result of those parking on-street when visiting The Christie. Following feedback from residents, a review of the CPZ has been undertaken and an extension of the CPZ to include a wider spatial area has been implemented in September 2023. The CPZ along with the construction of the multi-storey car park off Cotton Lane are complementary measures introduced to help manage parking at The Christie and minimise the impact on the local residential areas.

DROP-OFF

3.2.15. There are no formal drop off facilities for The Christie on Wilmslow Road. The formal drop off for all staff, patients and visitors to The Christie is located off Oak Road, approximately 300m walk from the entrance to the exiting building on the Site. The Christie staff are able to offer assistance with mobility or wheelchair access to help visitors and patients dropped off at Oak Road to access their destination within the wider Christie Hospital.

3.3 SUSTAINABLE TRANSPORT NETWORK

3.3.1. Central and Local Government objectives have been set out in Chapter 2 and aim to ensure that new developments are designed to support sustainable development, where the need to travel is minimised and the use of alternative modes of travel to the private car can be maximised.

3.3.2. It is therefore appropriate to provide safe and convenient access from the Proposed Development for pedestrians, cyclists, and public transport users to provide a choice of sustainable transport for all users of the Site. This will reduce the need to travel to the Proposed Development by private vehicle.

3.3.3. The following section outlines the accessibility of the Site via sustainable modes including walking, cycling and public transport.

WALKING AND CYCLING PROVISION

Walking

3.3.4. The Chartered Institution of Highways and Transportation (CIHT) published 'Guidelines for Providing for Journeys on Foot', which sets out suggested maximum walking distances to/from new developments for commuting and other journeys and can be seen below in **Table 3-1**.

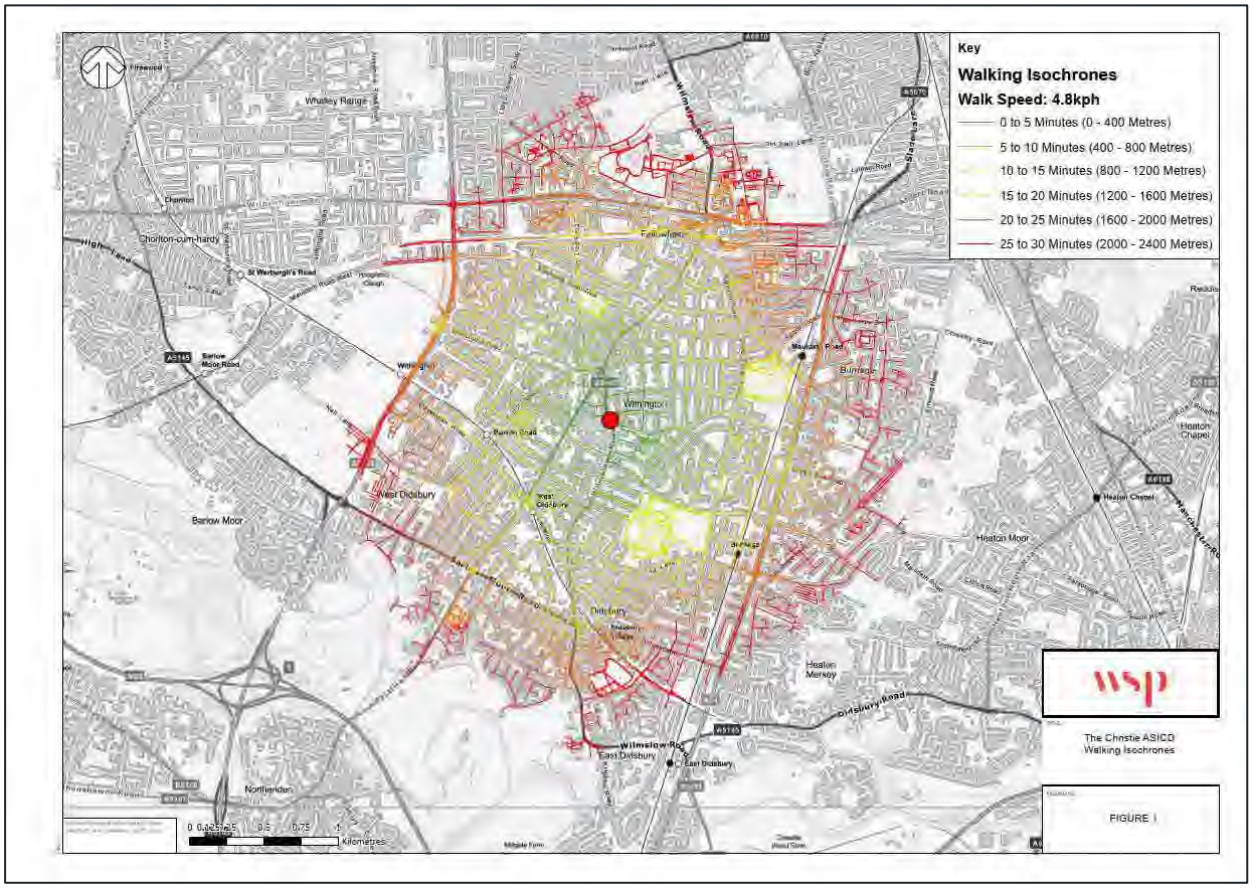
Table 3-1 - Suggested Acceptable Walking Distance – CIHT 'Guidelines for Journeys on Foot'

	Trip Purpose	
	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	500	400
Acceptable	1,000	800
Preferred Maximum	2,000	1,200

3.3.5. Walking distances of 400m are considered desirable, 800m are considered acceptable and a preferred maximum of 1,200m is suggested.

3.3.6. Figure 3-6 demonstrates walking accessibility from the Proposed Development and is measured through 400 metre (five-minute) intervals. The walking speed has been based on guidance given in Paragraph 3.30 in the IHT's publication *Guidelines for Providing Journeys on Foot*, which states *"an average walking speed of 1.4m/s can be assumed"*. A copy of the walking isochrones plan is provided in Appendix B.

Figure 3-6 - Walking Accessibility Isochrones



3.3.7. The extent of the walking distance isochrones shown in Figure 3-6 show that the site of the Proposed Development is in a highly accessible location. Based on the BREEAM Tra01 guidance, the following amenities are accessible within 500m of the Site and are shown in Table 3-2.

Table 3-2 – Local Amenities within 500m of Site

Criteria	Amenity	Distance from Site (m)
Appropriate food outlet	Sainsbury's Local	400
Access to cash	ATM (Christie Hospital)	30

Criteria	Amenity	Distance from Site (m)
Access to an outdoor open space	Fog Lane Park	500
Access to a recreation or leisure facility for fitness or sports	Manchester Table Tennis Academy	330
Over the counter services associated with a pharmacy	The Christie Pharmacy	<50
Community Facility	St Cuthbert Church	310
Childcare facility or school	St Cuthbert's Primary School St Pauls C of E Primary School Manchester Muslim Preparatory School Kingfisher Day Nursery Day Care	230 320 80 300

Local amenities within 800m of the Site include:

- Withington Local Centre; and
- West Didsbury tram stop;

3.3.8. The area surrounding the wider Christie Hospital are largely residential and as such there are a large number of residential neighbourhoods within walking distance of the Site. The Site is well connected to nearby local centres including Withington, Didsbury, West Didsbury and Fallowfield.

3.3.9. The Site is also well connected to local bus stops, tram stops and cycleways which indicate that the Site is conducive for travelling to and from by sustainable modes of transport.

3.3.10. The Site is also appropriate for disabled access given the short distance needed to travel to access amenities within the vicinity of the Site. This is aided by the wide footways of the entrance to the Site along with dropped kerbs and tactile paving at pedestrian crossing as identified in the Highway Network section.

3.3.11. Key sustainable transport facilities within a short walking distance to the Site include:

- Bus stops along Wilmslow Road and Palatine Road less than a 10-minute walk;
- West Didsbury and Burton Road tram stop within a 15-minute walk; and
- Mauldeth Road and Burnage rail stations within a 20 to 25-minute walk.

3.3.12. The various public transport facilities within the local vicinity of the Site provide regular services to locations across Greater Manchester and have been examined under the Public Transport section of this chapter.

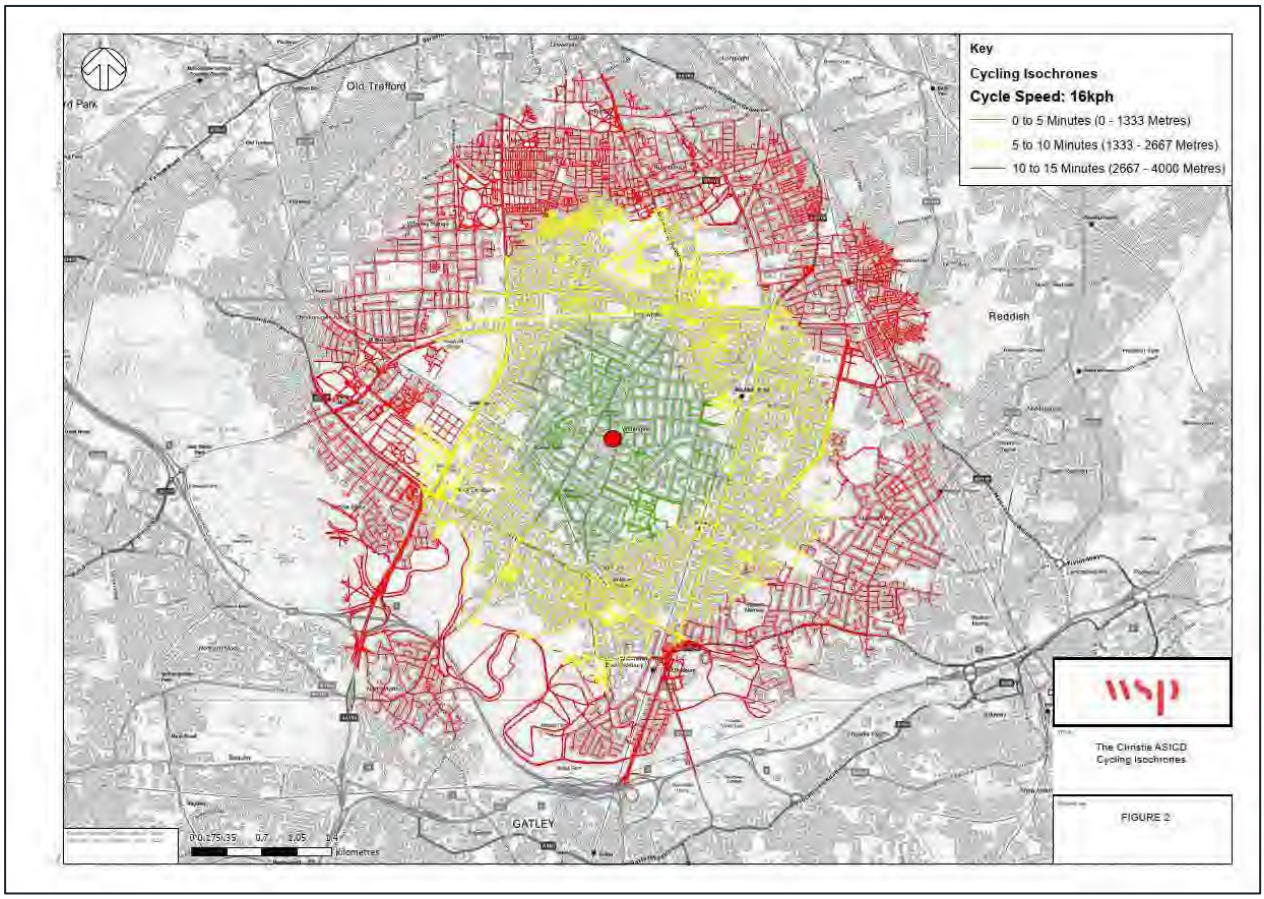
Cycling

3.3.13. Cycling is also a sustainable and healthy mode of transport that can replace short to medium journeys made by private vehicle or form part of a longer multi-modal journey, whilst helping to

reduce local emissions and obesity (amongst other wider health benefits) A copy of the cycle isochrones plan is provided in Appendix B.

3.3.14. Figure 3-7 demonstrates cycling accessibility from the Proposed Development based on a maximum of 4-km in five-minute intervals. A copy of the cycle isochrones plan is provided in Appendix B.

Figure 3-7 - Cycling Accessibility Isochrones



3.3.15. Figure 3-7 indicates that the Proposed Development can be accessed from various locations across the south of Manchester within a 15-minute journey including Withington, Didsbury, Levenshulme, Rusholme and Chorlton.

3.3.16. Key sustainable transport facilities within a short cycling distance to the Site which have the potential to facilitate multimodal trips include the following rail stations within a 15-minute cycle journey:

- Mauldeth Road;
- Burnage;
- East Didsbury;
- Levenshulme; and
- Heaton Chapel.

Local Cycling Facilities

3.3.17. Existing cycling facilities in the vicinity of the Site are of a high standard. Cycle lanes are currently provided on both sides of Wilmslow Road, which much of the provision either off-road or segregated from the main carriageway. This forms a key part of the Didsbury to Manchester City Centre cycle

route. This route is mostly segregated and is regarded as a key route to travelling into the centre by bicycle from south Manchester.

3.3.18. Figure 3-8 shows cycle lanes northbound and southbound on Wilmslow Road adjacent to the development site. Advanced stop lines for cyclists are provided at the signalised junction of Wilmslow Road / Cotton Lane

Figure 3-8 - Cycle Lanes on Wilmslow Road

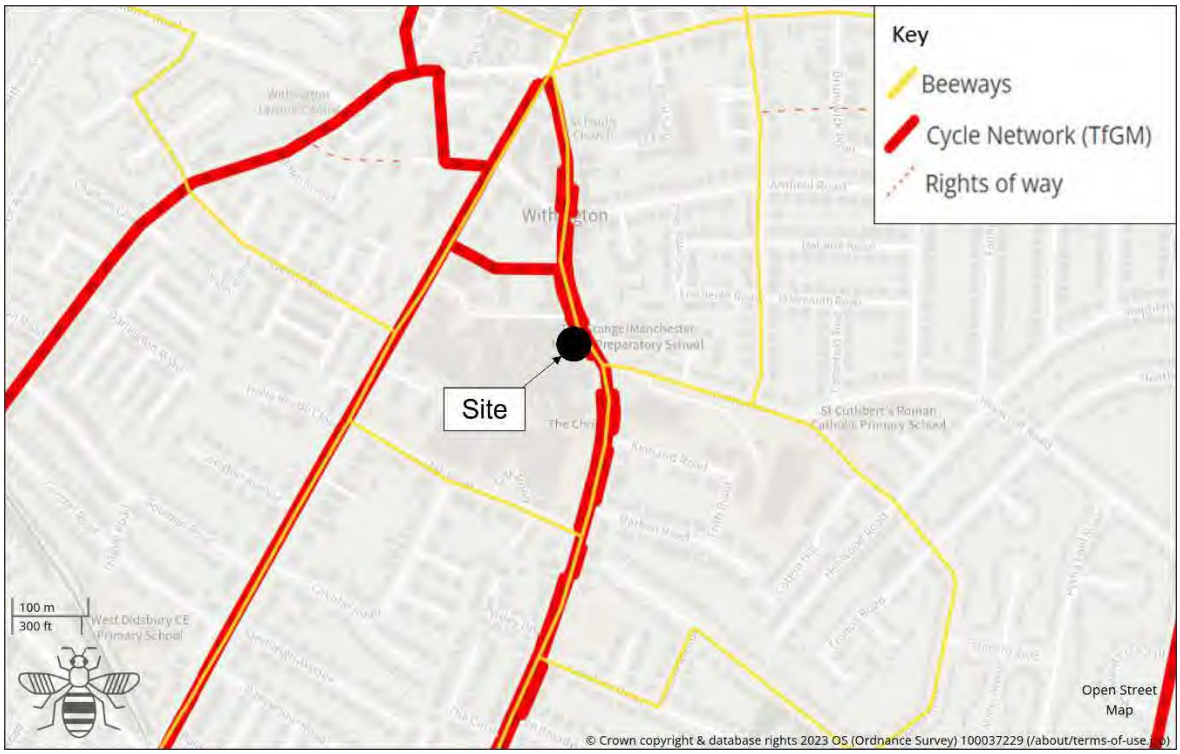


3.3.19. As part of a programme of works to improve cycling access to the Greater Manchester region, the Bee Network of cycling and walking routes is planned, with 1,800 miles of routes and upgrades in the region. These will give priority to cyclists and pedestrians along primary routes (Busy Beeways), as well as a series of quiet ways through the local suburban areas. Additionally, 2,400 crossings will be upgraded to provide better connectivity across major streets to reduce severance. The routes to be upgraded surrounding the Site are shown below.

3.3.20. The provision and quality of local cycling infrastructure in the local vicinity of the Site will help encourage trips to be made by active modes of travel rather than private vehicle.

3.3.21. Figure 3-9 identifies the locations of local cycling infrastructure in the vicinity of the Site, including the existing and proposed provision.

Figure 3-9 - Local Cycling Infrastructure



3.3.22. Key cycling infrastructure in the vicinity of the site as shown in Figure 3-9 includes:

- Significant extent of the existing highway network designated as Beeways as of 2019; and
- Wilmslow Road, Palatine Road and Burton Road designated routes of TfGM's Cycle Network

3.3.23. Across The Christie Hospital there are approximately 476 cycle parking spaces, with a mix of covered/uncovered stands, secure lockers and locked compounds. Cycle hubs with showers, lockers and changing facilities are provided on-site. The locked compounds are available for staff use, whereas Sheffield stands are available for visitors in multiple locations across The Christie. Figure 3-10 shows the secure cycle parking available adjacent to the Manchester Cancer Research Centre opposite the development site.

Figure 3-10 – Nearby Cycle Parking Hubs



3.4 PUBLIC TRANSPORT

3.4.1. The location of the Site is conducive to public transport accessibility for both the bus and Metrolink as demonstrated throughout this section.

BUS

3.4.2. To demonstrate the Site's accessibility by public transport, an audit has been undertaken of the existing bus services in the local area.

3.4.3. Bus stops are located on Wilmslow Road adjacent to the development site. Northbound bus stops are located next to the development site. The southbound stop is located approximately 80m to the south of the development and signalised pedestrian crossing facilitates can be used to access the stop from the Site.

3.4.4. Additional bus stops are located on Palatine Road, a 350m walk from the Site. Bus timetables, flags and shelters are provided at the bus stops. Stops of Wilmslow Road are shown in Figure 3-11.

Figure 3-11 - Bus Stops on Wilmslow Road





3.4.5. Table 3-3 summarises the existing bus services and their frequencies that are accessible from the bus stops within a 400m (five minute) walk of the Site on Wilmslow Road and Palatine Road.

Table 3-3 – Local Bus Services

No.	Operator	Route	Frequency (Mon – Fri)	Frequency (Saturday)	Frequency (Sunday)
Wilmslow Road					
42	Stagecoach	Manchester - Stockport	2 per hour	2 per hour	1 per hour
		Stockport - Manchester	2 per hour	2 per hour	1 per hour
42A	Stagecoach	Manchester – Reddish	2 per hour	2 per hour	1 per hour
		Reddish – Manchester	2 per hour	2 per hour	1 per hour
42B	Stagecoach	Manchester – Woodford	1 per hour	1 per hour	1 per hour
		Woodford - Manchester	1 per hour	1 per hour	1 per hour
42C	Stagecoach	Manchester – Handforth Dean	1 per hour	1 per hour	-
		Handforth Dean – Manchester	1 per hour	1 per hour	-
142	Stagecoach	Manchester – East Didsbury	3 per hour	3 per hour	3 per hour
		East Didsbury - Manchester	3 per hour	3 per hour	3 per hour
Palatine Road					
41	Go North West	Sale - Middleton / North Manchester General Hospital	3 per hour	3 per hour	2per hour
		Middleton / North Manchester General Hospital - Sale	3 per hour	3 per hour	2 per hour
43	Stagecoach	Manchester Airport – Manchester	Up to 6 per hour	Up to 6 per hour	4 per hour
		Manchester Airport - Manchester	Up to 6 per hour	Up to 6 per hour	4 per hour
143	Stagecoach	West Didsbury – Manchester	3 per hour	3 per hour	3 per hour

No.	Operator	Route	Frequency (Mon – Fri)	Frequency (Saturday)	Frequency (Sunday)
		Manchester – West Didsbury	3 per hour	3 per hour	3 per hour
147	Stagecoach	West Didsbury – Manchester Piccadilly Station	2 per hour	-	-
		Manchester Piccadilly Station – West Didsbury	2 per hour	-	-

3.4.6. It is evident that the Site is very well connected and is served by a variety of high frequency bus services across weekdays and weekends, connecting to locations including Manchester City Centre Stockport, East Didsbury, and Sale.

3.4.7. It is also evident that an appropriate level of disabled access is provided through public transport given the proximity of nearby bus stops to the site entrance.

TRAM

3.4.8. The Proposed Development is near the West Didsbury tram stop at 1km (approximately 13-minute walking distance) from the Site. Burton Road tram stop is also 1.1km (approximately 13-minute walk) from the Site.

3.4.9. Both tram stops are situated on the East Didsbury – Rochdale Metrolink line which provide connections to the Greater Manchester region through various interchange Metrolink stops. Table 3-4 identifies the services available from the West Didsbury tram stop.

Table 3-4 – West Didsbury Tram Services

Line	Route	Frequency	First / Last Weekday Service
Pink	East Didsbury – Rochdale Town Centre	5/hr (Mon-Sun)	05:50/23:14
Pink	Rochdale Town Centre – East Didsbury	5/hr (Mon-Sun)	05:55/22:43
Brown	East Didsbury – Shaw and Crompton	5/hr (Mon-Sun)	05:50/ 23:14
Brown	Shaw and Crompton – East Didsbury	5/hr (Mon-Sun)	05:59/22:59

RAIL

3.4.10. The Proposed Development is near Burnage rail station at 1.6km (approximately 20-minute walking distance) from the Site. This is likely to facilitate multimodal trips to and from the Site by rail. Table 3-5 summarises the rail services available from Burnage.

Table 3-5 – Burnage Rail Station Destinations

Destination	Frequency	Provider
Manchester Airport	2 per hour	Northern
Manchester Piccadilly	2 per hour	Northern
Liverpool Lime Street	1 per hour	Northern
Crewe	1 per hour	Northern

3.5 EXISTING TRAVEL PATTERNS AT THE SITE

3.5.1. The Christie Hospital, including the existing building on the development site, benefits from an existing Green Travel Plan. This details existing staff travel patterns at The Christie Hospital and outlines measures and initiatives which encourage sustainable and active travel to/from the Site.

3.5.2. The Green Travel Plan reports that baseline surveys undertaken in 2013 indicated that approximately 35% of staff commuted via sustainable travel. Further surveys from 2016 indicated that approximately 43% of staff commute via sustainable travel, an increase in 8% over three years. Annual travel surveys have shown that the number of staff travelling via sustainable modes increased to approximately 46% in 2019 and 47% in 2022. Therefore, there has been an overall increase in the uptake of sustainable modes of travel of 12% in nine years since the 2013 baseline survey.

3.5.3. The GTP outlines a target of 60% of staff using sustainable travel by 2030. The level of increased uptake of sustainable modes since the introduction of the GTP in 2013 suggests that the travel plan measures are encouraging sustainable travel. With continued review and monitoring of the GTP over the next seven years up to 2030, further shift towards sustainable travel is anticipated towards the target of 60% by 2030.

3.5.4. The 2022 Staff travel survey reported results of the primary mode of travel to/from the Christie, summarised in Table 3-6.

Table 3-6 – 2022 Staff Travel Survey – Mode Share

Method of Commute	2022 Survey Results
Work from Home	10%
Walk	14%
Bicycle	8%
Bus	8%
Train	1%
Tram	3%
Car Share	2%

Lift Share	2%
Drive (Single Occupancy)	53%

3.5.5. The 2022 staff travel survey reported that 53% of staff commute to The Christie via single occupancy car, and 4% travel via car share and lift share.

3.5.6. The results therefore indicated that 47% of staff commute to The Christie via sustainable modes of transport, with 22% of staff travel using active travel modes and 12% using Public Transport. Additionally, work from home was introduced as an option on the surveys from 2020 onwards and the 2022 results shows that 10% primarily work from home, and therefore have reduced the need to travel.

3.5.7. The summary of the existing sustainable and active travel provision surrounding the Christie Hospital illustrates that the Site is in a highly sustainable location with frequent public transport services and a high standard of walking and cycling infrastructure. The results from the 2022 staff survey show that approximately 47% of staff travel via sustainable modes. The existing active and public transport options, and the measures and initiatives included within the Green Travel Plan are shown to be working in encouraging further uptake of these modes of transport and the aim for an overall reduction in the use of single occupancy vehicles.

3.5.8. The Proposed Development therefore benefits from the sustainable location and existing facilities and services and is well positioned to encourage further uptake of sustainable transport modes to future users of the Site.

3.6 ROAD SAFETY

3.6.1. An analysis of Personal Injury Accident (PIA) data has been carried out on the local highway network surrounding the Site to establish any patterns in location or causation factors which may be exacerbated as a result of the Proposed Development.

3.6.2. PIA data for a five-year period has been obtained from Crashmap, up to and including December 2021.

3.6.3. The following locations have been analysed under the PIA study area:

- Wilmslow Road (between Palatine Road and Oak Road); and
- Cotton Lane (between Wilmslow Road and Heyscroft Road).

WILMSLOW ROAD (BETWEEN PALATINE ROAD AND OAK ROAD)

3.6.4. The PIA data identified two collisions along Wilmslow Road:

- A slight collision that occurred in 2021 and involved one vehicle and one pedestrian with one casualty reported; and
- A slight collision that occurred in 2021 and involved two vehicles with two casualties reported.

COTTON LANE (BETWEEN WILMSLOW ROAD AND HEYSCROFT ROAD)

3.6.5. The PIA data identified that there were no collisions on Cotton Lane across the five-year period.

3.7 SUMMARY

3.7.1. It is evident that across the extent of the PIA study area there are no significant patterns of locations of collisions and has a very low accident rate with only two collisions over five years. It is therefore unlikely that the Proposed Development will exacerbate collision rates and that no off-site mitigation is required with respect to road safety across the Proposed Development.

4 PROPOSED DEVELOPMENT

4.1 OVERVIEW

4.1.1. The development proposals comprise the demolition of the existing building and the development of a principally three-storey building rising in part to a maximum of five storeys on the site of an existing building within The Christie Hospital in Withington, Manchester, and will be home to the Christie Advanced Scanning & Imaging Centre Development (CASICD). This includes the demolition of the existing part two-/three-storey building which is part of The Christie Hospitals main site and is accessed via the Holt Entrance off Wilmslow Road.

4.1.2. The Proposed Development will be part of the existing hospital and sit alongside the recently redeveloped Paterson Building and provides a significant improvement on existing facilities, and a modernised and up-to-date building that meets The Trust's required standards of care.

4.1.3. It is proposed that the development will be built on Blocks 19 and 20 of The Christie. This is shown in **Figure 4-1**.

Figure 4-1 – Proposed Site Development Location



4.1.4. It is proposed that the ground floor will be used for radiology and radiotherapy, while the upper floor uses will comprise ward accommodation to facilitate the decant of existing facilities from elsewhere at the Christie Hospital Withington site and to help bring facilities and services at the Christie Hospital up-to-date and in-line with the Applicant's standards of care. Critically therefore, the proposed development will not create any material net increase in the number of staff and visitors to the Christie Hospital.

4.1.5. Table 4-1 summarises the proposed floorspaces.

Table 4-1 – Proposed Development: Gross External Area

Floor	Area (sqm)
Ground Floor	2,528
First Floor	2,540
Second Floor	2,520
Third Floor	2,034
Fourth Floor	502

4.2 ACCESS

WALKING AND CYCLING

4.2.1. As discussed in Chapter 2, the existing footway and cycle network in the immediate vicinity of the Site has been recently improved as a result of the junction improvements at Cotton Lane / Wilmslow Road and the improvements to the streetscape as part of the re-developed Patterson building.

4.2.2. The provision of high standard walking and cycling infrastructure lends itself to travelling to and from the area by sustainable modes of transport. The existing level and quality of active travel infrastructure will be retained as part of the Proposed Development, which Green Travel Planning measures will act to continue to encourage greater take-up of active modes of transport.

VEHICULAR ACCESS, PARKING AND DROP OFF

4.2.3. The existing car parking and drop off facilities for patients, visitors and employees will not be altered by the Proposed Development. As the Proposed Development is to provide modernisation of existing facilities rather than new services, there is no net increase in staff or visitors to The Christie Hospital forecast as a result of the development, therefore no net change in car or cycle parking demand for The Christie Hospital is anticipated.

4.2.4. As illustrated by the staff travel plan surveys, the percentage of staff using private vehicles is continuing to decrease as sustainable modes of travel are encouraged. Therefore, no change to parking provision is required as a result of the Proposed Development.

4.2.5. There is also no net change in forecast drop-off / pick up trips. The drop off for the site will remain at the formal drop off area on Oak Road, which is currently used at the primary drop off location at The Christie Hospital. As currently operating, The Christie staff are able to offer assistance with mobility or wheelchair access to help visitors and patients dropped off at Oak Road to access their destination within the wider Christie Hospital.

EMERGENCY VEHICLE, REFUSE AND SERVICING

4.2.6. Emergency vehicle, refuse and servicing access will occur via the following procedures:

- A barrier-controlled service road is also provided, with access off Palatine Road past Car Park C and along the north of the Christie site. A one-way access road and delivery area is in use, which exits onto Wilmslow Road just to the north of the development; and
- A vehicle route to the Site for servicing is via Oak Road, with a priority-controlled junction and a barrier-controlled access to a servicing area.

SUMMARY

4.2.7. As the proposals are for the re-development of health care facilities on the site of existing health care facilities, the existing access and servicing infrastructure is appropriate to serve the proposed health care facility. The Site benefits from the existing infrastructure and travel patterns associated with the wider Christie Hospital, and the sustainable transport measures implemented through the Christie Hospital's Green Travel Plan.

5 TRAVEL PATTERNS

5.1 EXISTING TRAVEL PATTERNS

5.1.1. As outlined in previous sections of this report, the Proposed Development is located on the site of an existing operational building within The Christie Hospital. The existing travel patterns identified from the staff travel surveys associated with the GTP are assumed to be representative of travel patterns of staff currently housed within the existing building.

5.1.2. As outlined in Chapter 3, as of 2022, 47% of staff at The Christie Hospital travel via sustainable modes. The Green Travel Plan encourages use of sustainable modes via a range of measures and initiatives and there is a target of 60% of trips to The Christie to be via sustainable modes of travel. Of those who travel by car, parking is not available at the site of the existing building site itself and staff make use of the existing car parks within the wider Christie Hospital.

5.1.3. The number of employees varies on a day-to-day basis and staff are employed on varying shift patterns, resulting in arrival and departure times throughout the day at the Site. Based on information within the SPF, approximately up to 80% of employed staff will be on-site at any one-time.

5.2 DURING CONSTRUCTION

5.2.1. During the demolition of the existing building and the construction of the new development, staff and departments currently housed within the existing building will be displaced to other buildings within the wider Christie site. Therefore, no net change in trips to/from the wider Christie Hospital is anticipated, and this relocation within the wider site is not anticipated to result in a significant change to travel patterns. Staff travelling by car will continue to make use of the car parks within the wider Christie Hospital, whilst the Green Travel Plan initiatives will continue to be employed.

5.2.2. The outline Construction Traffic Management Plan (CTMP) provides details on the location of the construction site hoardings and the impact of construction on the existing highway infrastructure. Temporary changes are proposed to include:

- Temporary closure or relocation of the existing northbound bus stop on Wilmslow Road adjacent to the building;
- Temporary stop up of a section of cycleway and footway to the west of the carriageway on Wilmslow Road, in front of the existing building;
- Temporary stop-up of the current pedestrian crossing on the northern arm of the junction of Wilmslow Road / Cotton Lane; and
- Use of appropriate wayfinding and signage is in place to advise alternative route.

5.2.3. The outline CTMP also outlines measures to ensure that the impacts of constructions vehicles to/from site are minimised as much as possible for example with the use of just-in-time deliveries, defined hours of operation, supervision of deliveries by a banksman, and use of left-in left-out arrangement for site access and egress.

5.2.4. Prior to the commencement of demolition and construction, a construction staff parking strategy would need to be submitted to MCC which will specifies location of proposed parking facilities for construction workers to mitigate against any impacts to local residents and businesses from on-street parking.

5.3 PROPOSED TRAVEL PATTERNS

5.3.1. Once complete, the Proposed Development will provide a new home of existing uses of the wider Christie site. The purpose of the development is to provide modernised facilities for services which already exist within the existing building and the wider Christie Hospital.

5.3.2. As such, no net change in trips to/from the wider Christie Hospital is forecast as a result of the Proposed Development and it is not anticipated to result in any material change in travel patterns. Staff travelling by car will continue to make use of the car parks within the wider Christie Hospital, and those traveling by sustainable and active modes of travel will be able to continue to do so. The Green Travel Plan is effective in continuing to increase the number of trips to the Site by sustainable modes of travel and will encourage further uptake of sustainable modes of travel for future users of the Proposed Development site.

5.4 SUMMARY

5.4.1. Overall, the proposals are not forecast to generate any new trips on the local highway network as no net change in trip generation is forecast as part of the development proposals. As such, the impact of the Proposed Development in terms of traffic and transport is considered minimal.

6 SUMMARY

6.1.1. WSP have been appointed by The Christie NHS Foundation Trust to provide transport planning support in relation to a proposed principally three-storey development, rising in part to a maximum of five storeys on the Site of an existing building within The Christie Hospital in Withington, Manchester.

6.1.2. The CASICD will include the demolition of the existing two-/three-storey building and will provide a significant improvement on existing facilities, and a modernised and up-to-date building.

6.1.3. The ground floor will be used for radiology and radiotherapy, while the upper floor uses will provide ward accommodation to facilitate the decant of existing facilities from elsewhere within the Christie Hospital Withington site.

6.1.4. The development will re-provide the same services that already exist within the wider Christie Hospital, but within a new state of the art facility which will improve the quality of care that can be provided and provide modernisation of existing facilities to meet the Trust's required standards of care.

6.1.5. The Site is in a highly sustainable location with frequent public transport services and a high standard of walking and cycling infrastructure. Measures and initiatives included within the Green Travel Plan encourage further uptake of these modes of transport and aim for an overall reduction in the use of single occupancy vehicles.

6.1.6. The existing surrounding infrastructure including service road, drop off area, pedestrian and cycle routes and public transport stops currently serving the existing health care building are forecast to be suitable to serve the proposed re-development on this site.

6.1.7. As the Proposed Development is intended to replace existing facilities and services within the wider Christie Hospital in Withington, the proposals are not forecast to generate any new trips on the local highway network. No material net change in trip generation is forecast as part of the development proposals. As such, the impact of the Proposed Development in terms of traffic and transport is considered minimal.

6.1.8. Throughout this Transport Statement and supporting Green Travel Plan Statement it is demonstrated that the Proposed Development:

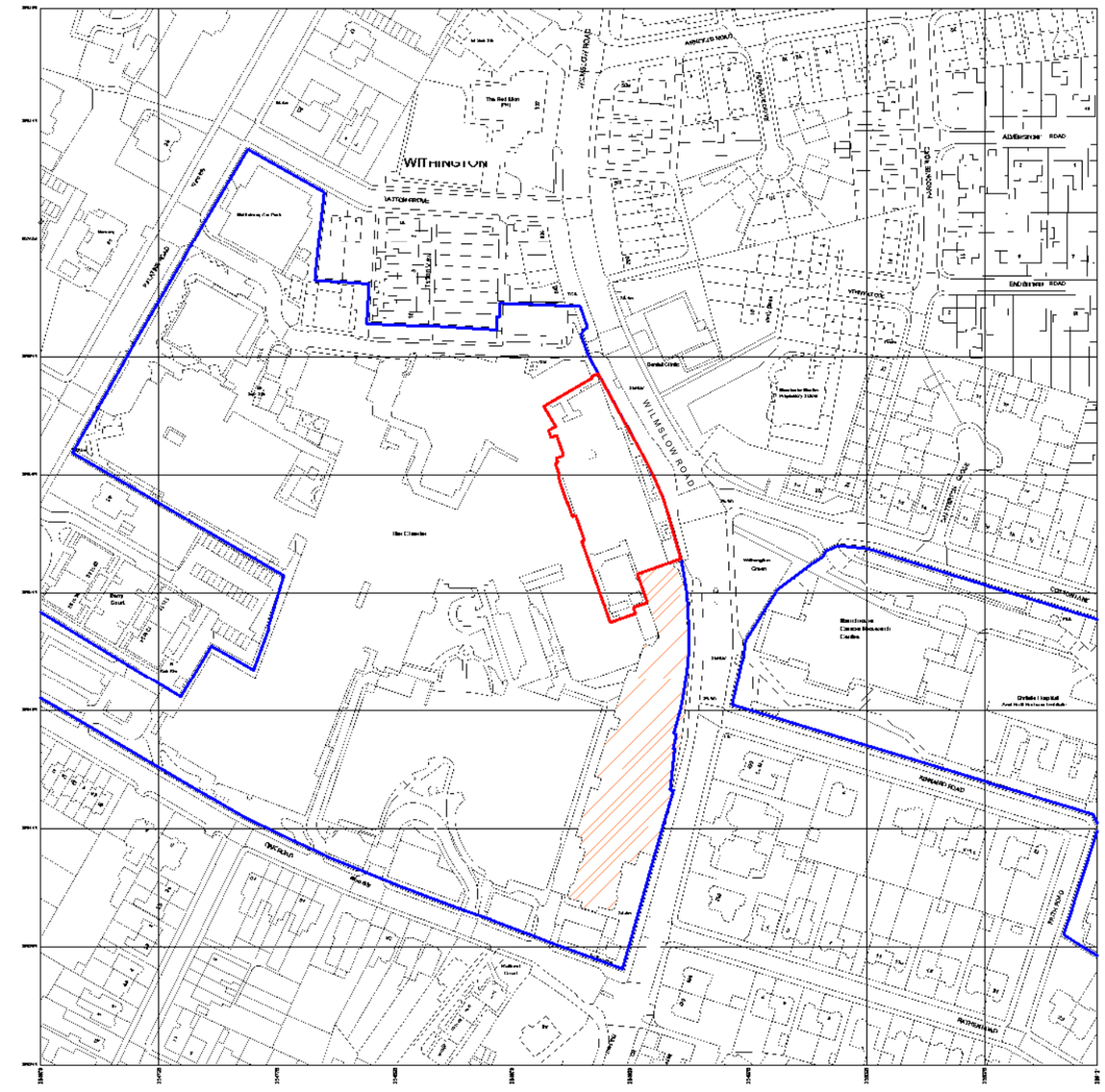
- Is within national and regional policy in-keeping with transport guidance;
- Is sustainable and accessible in transport terms regarding walking and cycling links from the local area, alongside its ideal location regarding the Metrolink network and frequent bus services; and
- Will have minimal traffic impact.

6.1.9. In conclusion the Proposed Development is consistent with relevant national and local transport policies and the transport impacts of the Proposed Development are considered to be acceptable.

Appendix A

SITE LOCATION PLAN

Public



Site Location Plan

1 : 2500

LEGEND

- Site boundary line
- Other land owned by the Trust
- Location of new Paterson Cancer Research Centre

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REV	DESCRIPTION	DATE	REV BY
P01	For Trust/Planning Consultant Review	28.07.2023	SB

CLIEN
The Christie NHS Foundation Trust

PROJEC
Advanced Scanning & Imaging Centre Development

DRAWING
Site Location Plan

SCALE
As indicated @ A3

FIRST ISSUED
07/27/23

PROJECT	CLIENT REFERENCE	DRAWN BY	CHECKED BY
1282-21	CASICD	SB	JK

ORIGINATOR	VOLUME	LEVEL	TYPE	ROLE	NUMBER	REVISION
DAY	XX	ZZ	DR	A	090001	P01

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Appendix B

WALKING AND CYCLING PLANS

Public

Date Modified:

Drawn By:

File:

Key

Walking Isochrones

Walk Speed: 4.8kph

- 0 to 5 Minutes (0 - 400 Metres)
- 5 to 10 Minutes (400 - 800 Metres)
- 10 to 15 Minutes (800 - 1200 Metres)
- 15 to 20 Minutes (1200 - 1600 Metres)
- 20 to 25 Minutes (1600 - 2000 Metres)
- 25 to 30 Minutes (2000 - 2400 Metres)

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0 0.125 0.25 0.5 0.75 1 Kilometres

wsp

TITLE:

The Christie ASICD
Walking Isochrones

FIGURE No:

FIGURE 1

Date Modified:

Drawn By:

File:

Key

Cycling Isochrones

Cycle Speed: 16kph

- 0 to 5 Minutes (0 - 1333 Metres)
- 5 to 10 Minutes (1333 - 2667 Metres)
- 10 to 15 Minutes (2667 - 4000 Metres)

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0 0.175 0.35 0.7 1.05 1.4 Kilometres

wsp

TITLE:

The Christie ASICD
Cycling Isochrones

FIGURE No:

FIGURE 2

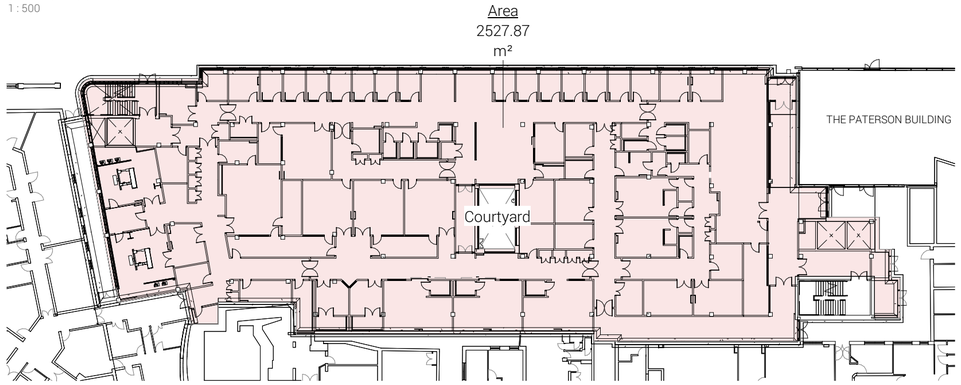
Appendix C

DEVELOPMENT PROPOSALS

Public

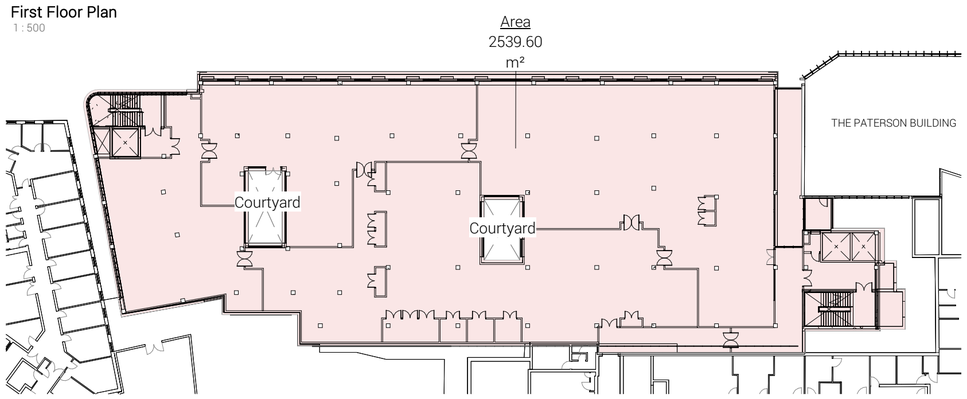
Ground Floor Plan

1 : 500



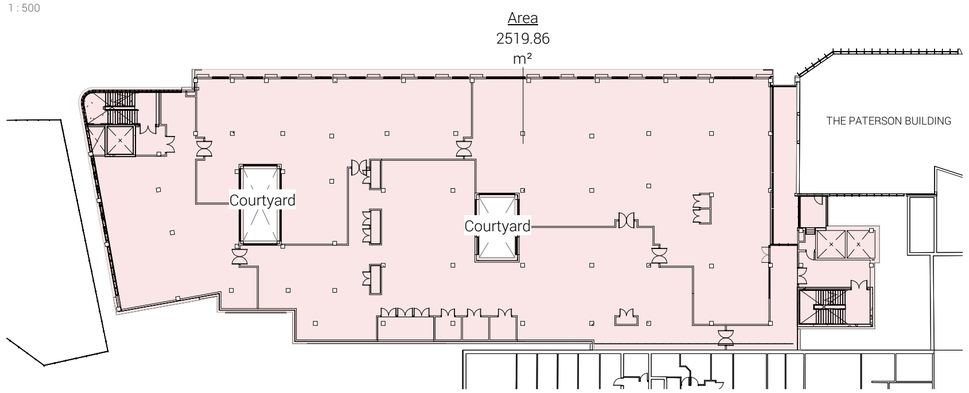
First Floor Plan

1 : 500



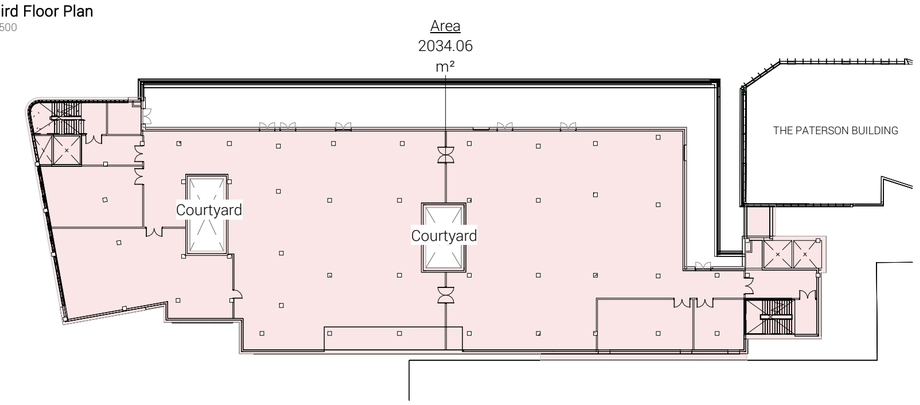
Second Floor Plan

1 : 500



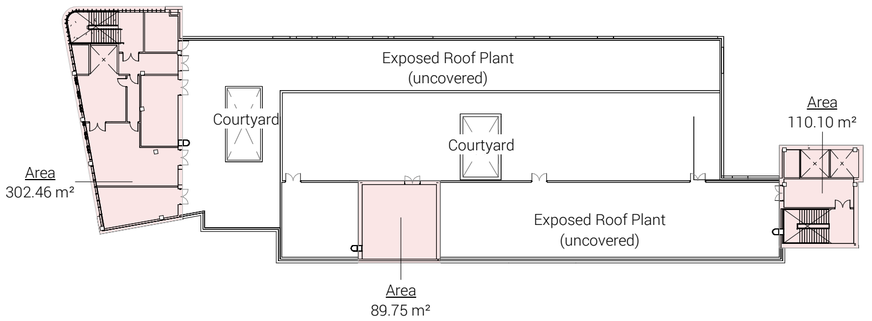
Third Floor Plan

1 : 500



Fourth Plan / Roof Area

1 : 500



Area Schedule (Gross External Area)	
Level	Area
Ground Floor	2527.87 m²
First Floor	2539.6 m²
Second Floor	2519.86 m²
Third Floor	2034.06 m²
Fourth Floor	302.46 m²
Fourth Floor	89.75 m²
Fourth Floor	110.1 m²
Grand total: 7	10123.7 m²

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0m 20m
5m 50m

N

REV	DESCRIPTION	DATE	REV BY
P02	Planning Issue	15.09.2023	JAK
P01	Draft Planning Issue for Trust/Planning Consultant comment	25.08.2023	SB

CLIENT
The Christie NHS Foundation Trust

PROJECT
Advanced Scanning & Imaging Centre Development

DRAWING
Proposed Gross External Area Plan - All Floors

SCALE
1 : 500 @ A2

FIRST ISSUED
25/08/23

PROJECT	CLIENT REF	DRAWN BY	CHECKED BY
1282-21	CASICD	JAK	GR

ORIGIN	VOLUME	LEVEL	TYPE	ROLE	NUMBER	REVISION
DAY	XX	ZZ	DR	A	090033	P02

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S3 - PLANNING

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