

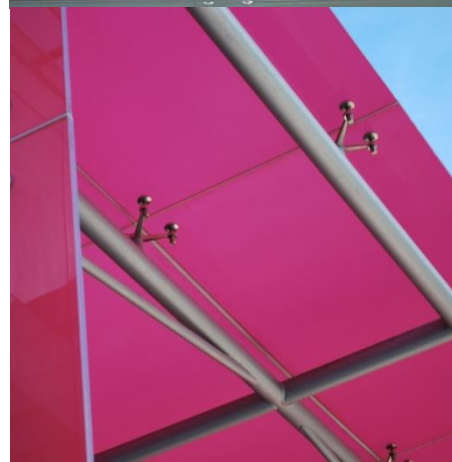
National Breast Imaging Academy (NBIA) Transport Note

Curtins Ref: 72094-CUR-XX-XX-T-TP-00002

Revision: P02

Issue Date: 29 June 2023

Client Name: Manchester University NHS Foundation Trust



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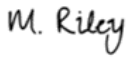
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Control Sheet

Rev	Description	Issued by	Checked	Date
P01	First Issue	LL	CP	15 June 2023
P02	Second Issue	LL	LL	29 June 2023

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1.0 Introduction

1.1 Background and Planning History

- 1.1.1 Curtins has been appointed on behalf of Manchester University NHS Foundation Trust (MFT) ('the Trust') to provide traffic and transportation advice in relation to a development adjacent to the Nightingale Centre located off Southmoor Road in Wythenshawe, Manchester.
- 1.1.2 Curtins were previously involved in a planning application for the site (Manchester City Council planning reference: 125934/FO/2020), which was consented in 2020. The initial development proposals were for a new standalone two-storey building adjacent to the Nightingale Centre with rooms accommodating up to 48 patients, 40 staff and up to 70 visitors.
- 1.1.3 The plans have changed since the 2020 consented planning application, and a new planning application will be submitted for the new proposals.
- 1.1.4 The proposed development involves the construction of a new standalone single storey building adjacent to the Nightingale Centre to serve as a dedicated training space (Use Class C2) for the National Breast Imaging Academy (NBIA). The NBIA would provide outpatient breast services and clinical training for healthcare professionals and trainee healthcare professionals.
- 1.1.5 Due to the smaller scale of the proposals compared to the consented plans, the Trust envisage that there would be 10 staff and 50 patients at the NBIA per day, 5 days a week (Monday to Friday excluding public holidays, from 08:00 – 18:00).
- 1.1.6 The site comprises a surface car park, where several spaces would be removed to accommodate the proposals. A link corridor between the NBIA and the Nightingale Centre is also proposed.
- 1.1.7 The proposed site layout is included in **Appendix A**.

1.2 Purpose of the Report

- 1.2.1 In 2020, Curtins prepared a Transport Statement (TS) (Document reference: 74661-CUR-00-XX-RP-TP-001-V02_TS) to accompany the initial planning application. This is included in **Appendix B** to the rear of this report for reference purposes.
- 1.2.2 This Transport Note has been prepared as an update to the 2020 TS, and to inform Highway Officers at Manchester City Council (MCC) with regard to the change of development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

1.3 Structure of the Report

1.3.1 This Transport Note contains the following:

- **Section 2** – An update to the existing situation and highway safety within the vicinity of the site for the most recent five years;
- **Section 3** – Details of the new proposals;
- **Section 4** – An update to the accessibility by all modes of travel including walking, cycling, and public transport;
- **Section 5** – Details of future vehicular trips and commentary on any highway impacts;
- **Section 6** – An update to the relevant national and regional transport planning policy; and
- **Section 7** – A report summary and conclusion.

2.0 Updates to Existing Situation

2.1 Existing Use, Access, and Parking

2.1.1 The site is located adjacent to the Nightingale Centre in the north-east corner of the Wythenshawe Hospital site, which in turn is c. 13km to the south-west of Manchester City Centre and 5km to the north-west of Manchester Airport. The hospital has excellent transport links with on-site bus stops, tram stops in close proximity to the hospital site, and nearby motorway access to the M56 North Cheshire Motorway via Junction 3A along the A560 in the north-east.

2.1.2 **Figure 2.1** below illustrates the location of the site in relation to the Nightingale Centre and wider Wythenshawe Hospital site:

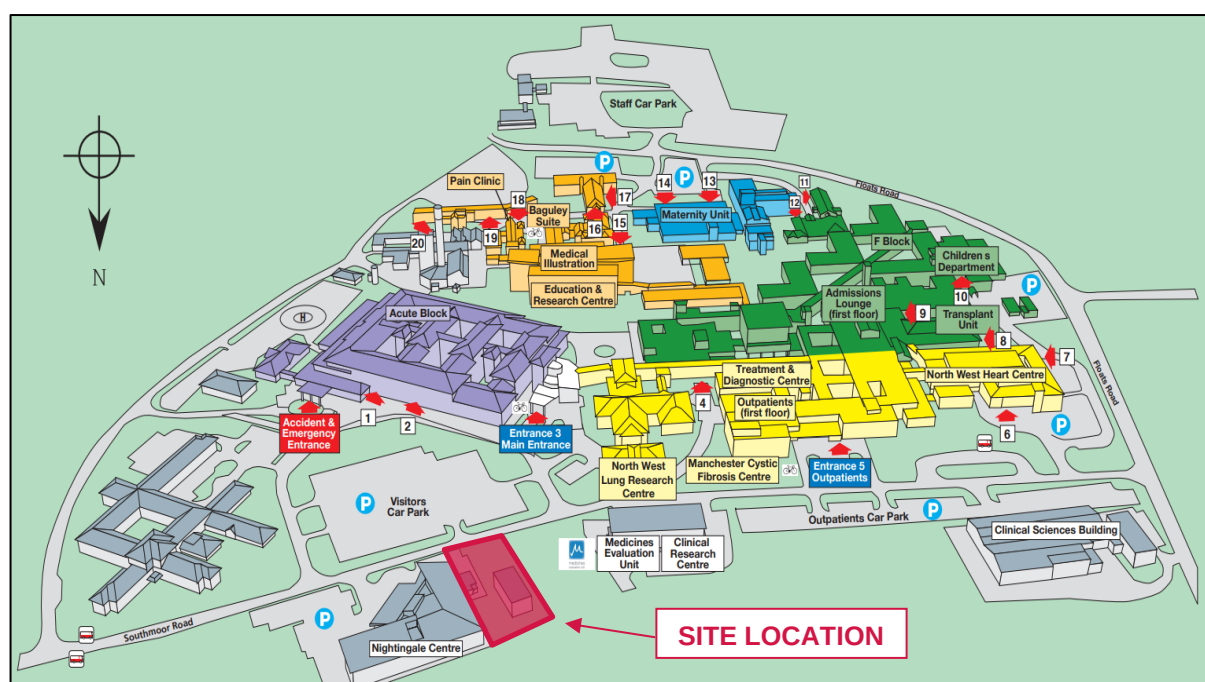


Figure 2.1 – Site Location in Relation to Nightingale Centre and Wythenshawe Hospital

(Source: Manchester University NHS Foundation Trust, 2018)

2.1.3 Currently, the site comprises a surface car park, however the parking bays are not marked. Visitors to the car park can park for 20 minutes for free, and up to 10 hours for £10, where payment is made at an automatic pay station.

2.1.4 Staff at Wythenshawe Hospital are not permitted to park in the hospital car parks (other than in the staff car park), including the Nightingale Centre car park or the surface car park adjacent to the NBIA. Should staff choose to drive to the hospital, they would be required to join the Manchester University NHS Foundation Trust (MFT) car parking scheme and park in the MFT Floats Road staff car park.

- 2.1.5 All staff and visitors to Wythenshawe Hospital are encouraged to use public transport and, will continue to be directed to the TfGM online journey planning tool.

Vehicular Access

- 2.1.6 Vehicular access into and egress from the site is currently provided off Southmoor Road where there are two lanes separated by a central island. This access is controlled using automated barriers and serves all the on-site parking spaces, which are accessible by the general public.

Pedestrian Access

- 2.1.7 Pedestrian access to the site can be taken from the vehicular access. Due to the permeability of the hospital zone, there are many footpaths of c. 2m in width which are complete with dropped kerbs, tactile paving, and signalised crossing points along Southmoor Road and the internal road network of the hospital zone.
- 2.1.8 There is currently no access between the site and the Medicines Evaluation Unit or Nightingale Centre, the former of which is separated by fencing and the latter of which is separated by a grass verge of c. 4m-wide.

2.2 Highway Safety

- 2.2.1 Personal injury collision data for the highway network adjacent to the site has been obtained from the TfGM reported road collisions website for the most recent five years (2018 to 2022 inclusive). The details of the search are contained in **Figure 2.2**, and a breakdown of the information is contained in **Table 2.1**:

Junction/Link	Slight	Serious	Fatal	Totals
Southmoor Road	1	0	0	1
Southmoor Road / Floats Road	1	0	0	1
Floats Road	0	1	0	1
Hollyhedge Road	2	0	0	2
Hollyhedge Road / Southmoor Road	2	0	0	2
Hollyhedge Road / Greenbrow Road	6	1	0	7
Total	12	2	0	14

Table 2.1 – Personal Injury Collision Data Summary

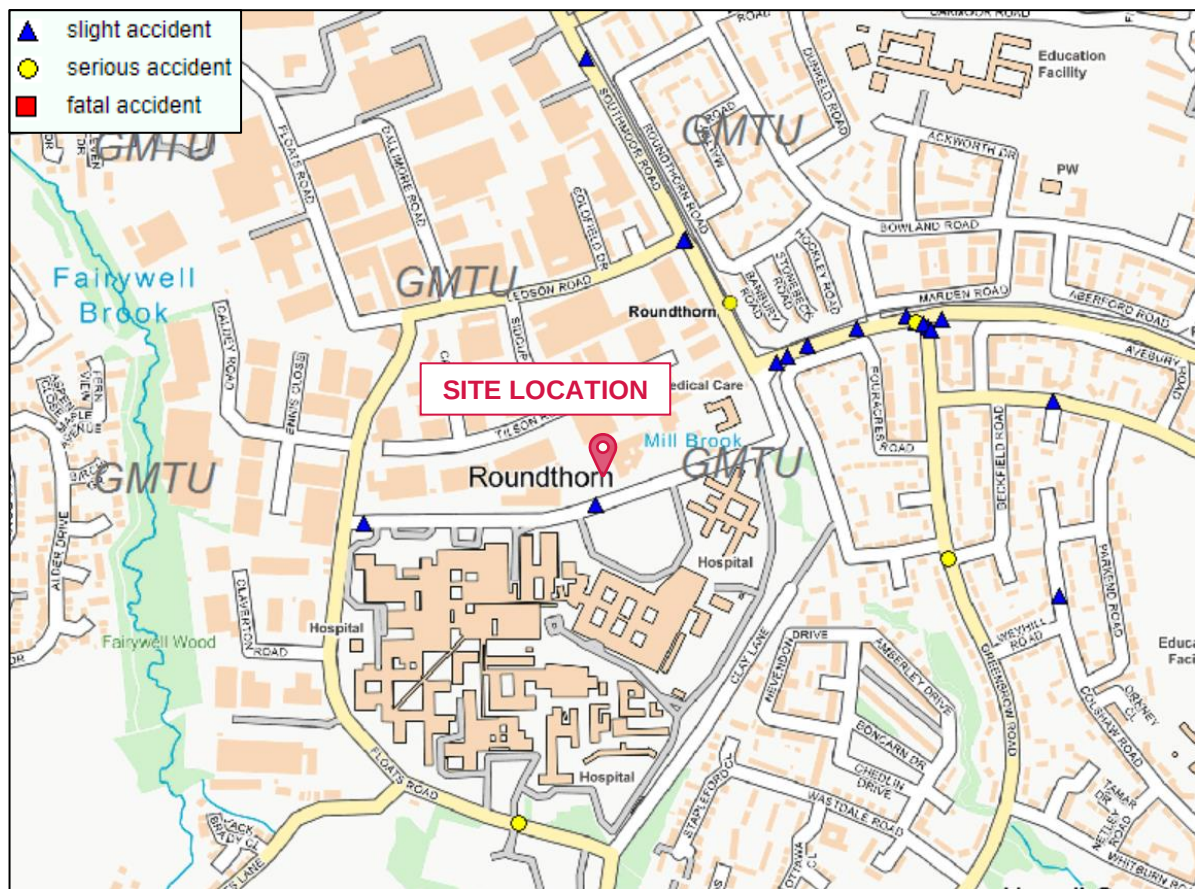


Figure 2.2 – Area Assessed for Personal Injury Collision Data (5 years)

(Source: TfGM and OS Maps, 2023)

- 2.2.2 There has been a total of 14 collisions in the latest five-year period available, comprising 12 ‘slight’ and two ‘serious’ severity incidents. No fatal collisions have been recorded in the study area and period.
- 2.2.3 It can also be observed that the ‘serious’ severity incidents occurred along Floats Road and Hollyhedge Road / Greenbrow Road and were not in the immediate vicinity of the site. Two collisions have been recorded along Southmoor Road in the past five years. Notwithstanding, there is no evidence to suggest that the above four accidents involved vulnerable road users, such as pedestrians, cyclists, or children.
- 2.2.4 Whilst all accidents are regrettable, considering these findings and the temporal nature of the study, it can be concluded that the incidents are isolated occurrences and are not related to the features of the highway. Following a review of the records in the vicinity of the site, it is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Overview of Proposals

- 3.1.1 The proposed development involves the construction of a new standalone single storey building adjacent to the Nightingale Centre to serve as a dedicated training space (Use Class C2) for the National Breast Imaging Academy (NBIA). The NBIA would provide outpatient breast services and clinical training for healthcare professionals and trainee healthcare professionals.
- 3.1.2 The site comprises a surface car park, where several spaces would be removed to accommodate the proposals. A link corridor between the NBIA and the Nightingale Centre is also proposed.
- 3.1.3 The proposed site layout is included in **Appendix A**.
- 3.1.4 Breast services will run from 08:00 – 18:00 for 5 days a week, Monday to Friday excluding public holidays. There will be two clinics per day: the morning clinic running from 08:00 – 13:00, and the afternoon clinic running from 13:00 – 17:00. Patients seen within the NBIA will all have entered the facility via the Nightingale Centre.
- 3.1.5 The staff would work in a flexible way to meet the patient's needs.
- 3.1.6 It is envisaged that there would be 10 full-time equivalent (FTE) staff who will be based at the NBIA per day. Out of the 10 FTE staff, it is envisaged that 2 would be new members of staff, whereas 8 would be existing staff who are already working at the Nightingale Centre. The Trust also anticipate c. 50 patients per day. A comparison of the net difference of staff and patient numbers between the consented and proposed scenarios is provided in the trip generation exercise contained in **Section 5** below.
- 3.1.7 The consented plans included the use of the site for courses or conferences with external attendees, however this would not be provided in the new development proposals. Hence, there will be no visitor element with the proposed development compared with the consented scheme.

3.2 Access, Parking, and Servicing Arrangements

Access Arrangements

- 3.2.1 It is not envisaged that there would be any changes to the consented vehicular access arrangement, whereby access to the surface car park would not be affected, and there would be no direct vehicular entry into the building.
- 3.2.2 Notwithstanding, there would no longer be an entrance foyer to the south of the NBIA building, as such the consented paved access for pedestrians and cyclists located off Southmoor Road would no longer be required.

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3.2.3 Pedestrians would enter the NBIA via the Nightingale Centre, whereas cyclists would access the existing cycle store located to the south of the building via the Nightingale Centre car park. The existing dropped kerb at the westernmost corner of the Nightingale Centre car park would be retained to accommodate cycle access, alongside a fire escape where appropriate.

Car Parking Arrangements

3.2.4 Similar to the consented situation, there would be no additional car parking provided onsite, rather several spaces would be removed from the neighbouring surface car park to accommodate the NBIA building. Notwithstanding, as the proposed building footprint is smaller than that of the consented building footprint, the number of spaces removed to accommodate the development would be lower than in the consented proposals. This comparison is shown in **Figures 3.1** and **3.2** below:



Figure 3.1 (left) – Consented Building Footprint with Respect to Neighbouring Surface Car Park

Figure 3.2 (right) – Proposed Building Footprint with Respect to Neighbouring Surface Car Park

(Source: AFL Architects, dated 2019 and 2023 respectively)

3.2.5 In the 2020 consented TS, Curtins included a car park impact survey to assess the impacts of the reduction of car parking spaces and the increase in trips from the NBIA on the overall car parking supply across Wythenshawe Hospital. It was concluded that any displaced users of the existing car park or

new users onsite could be accommodated within the wider Wythenshawe Hospital site, which was demonstrated to have available capacity.

- 3.2.6 As the proposed development displaces a smaller number of parking spaces due to the smaller building footprint, and generates less trips due to the smaller number of staff and patients, it is considered that the assessments within the 2020 consented TS remain valid.

Cycle Parking Arrangements

- 3.2.7 It is understood that, as existing, there is cycle parking in the form of 5 Sheffield hoops (totalling 10 spaces) to the west of the Nightingale Centre and to the south of the proposed NBIA building. Staff and patients to the NBIA would be directed to use these existing spaces.

Servicing and Delivery Arrangements

- 3.2.8 Servicing of and deliveries to the NBIA would be undertaken in a similar manner to the consented arrangements, whereby bins would be pulled from the bin store located at the front of the building (to the south of the site) through to the Nightingale Centre, where collections will be done in tandem with that of the Nightingale Centre.

4.0 Updates to Accessibility by Sustainable Modes of Travel

4.1 Pedestrian Accessibility

- 4.1.1 There are no material changes to the areas accessible within a 500m, 1,000m, and 2,000m walking distance of the site as stated in the 2020 consented TS.
- 4.1.2 Future staff and patients to the NBIA would be able to benefit from existing facilities such as the Nightingale Centre (with food and drink facilities such as a coffee bar) and the Wythenshawe Hospital site (comprising a wide range of cafés, shops (i.e., M&S Food to Go), and restaurant facilities for patients and staff). Most notably, the bus stops which serve the hospital are all located along Southmoor Road and are within the walking catchment, along with the Roundthorn Metrolink station to the north-east of the site.
- 4.1.3 Within walking distance of the site lies neighbouring residential areas of Newall Green, Baguley, and the eastern outskirts of Timperley adjacent to Fairywell Brook, ensuring that walking is a realistic mode of travel for staff and patients who live in the vicinity of the hospital site.
- 4.1.4 There is already a high pedestrian footfall in the area, and so high-quality pedestrian facilities exist along the hospital zone. Pedestrian footways are present along both sides of Southmoor Road, connecting to the primary pedestrian entrance points to the hospital facilities. The provision is wide, lit with street lighting and tactile paving and dropped kerbs are provided at crossing points. Two formal crossing points are located on Southmoor Road, the first adjacent to the main outpatient entrance and the second located outside the main hospital car park.
- 4.1.5 It is considered that the site is situated within a highly accessible area, with a number of complimentary land uses within walking distance.

4.2 Cycle Accessibility

- 4.2.1 There are no material changes to the areas accessible within an 8km cycling distance of the site as stated in the 2020 consented TS.
- 4.2.2 The catchment encompasses areas such as Sale to the north, Altrincham and Hale to the west, Manchester Airport to the south, and Didsbury and Cheadle Hulme to the east. The catchment encompasses a number of adjacent residential areas including Wythenshawe itself, Northenden, Gatley, Timperley and Brooklands.
- 4.2.3 Being in a hospital zone, the surrounding roads are considered relatively conducive to cycling. The reduced speed limits and the presence of footways, street lighting, and active frontages also encourages low vehicle speeds.

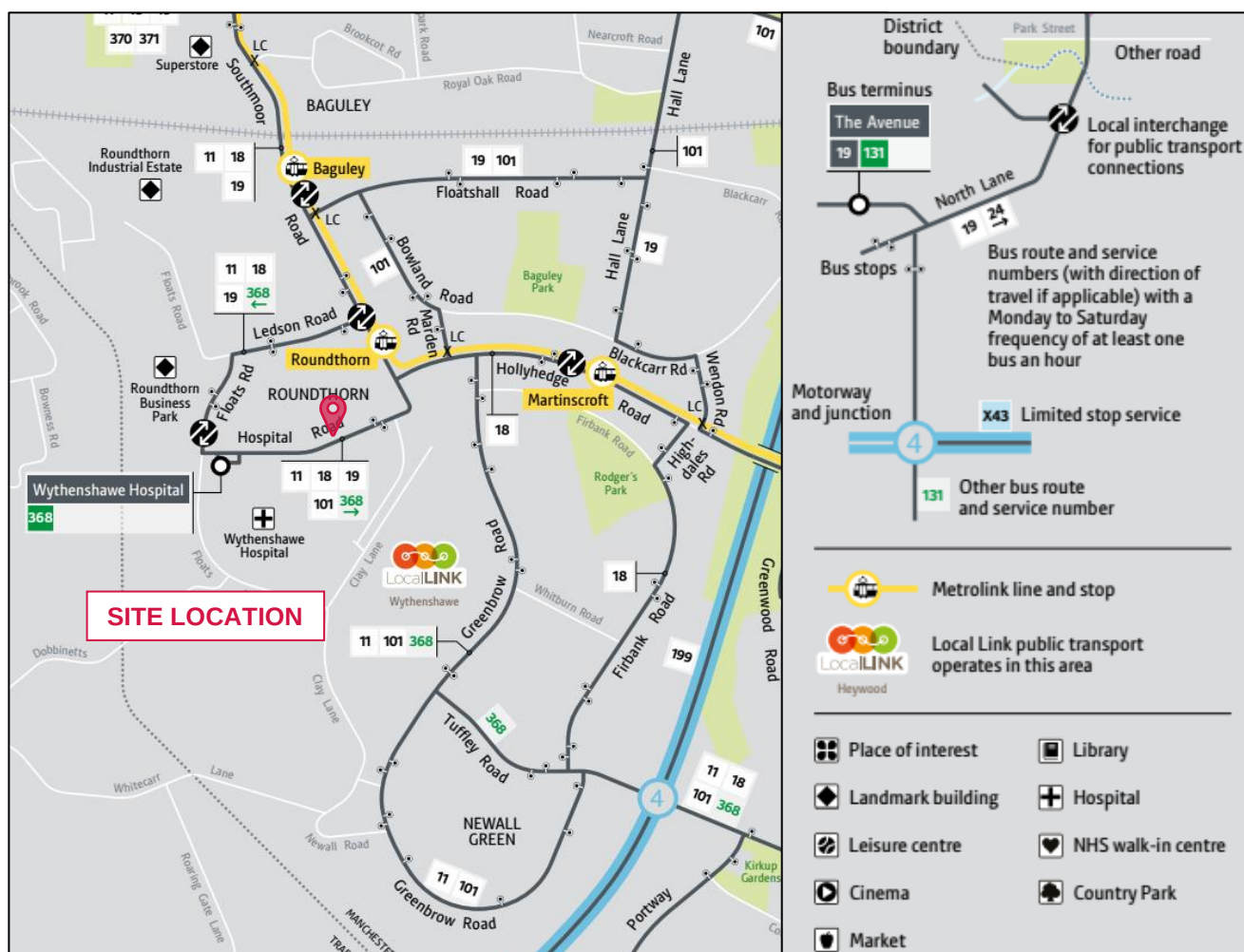
Transport Note

4.2.4 The cycle infrastructure that used to make up the Airport City Cycleway remains in the vicinity of the site. This route connects Wythenshawe Town Centre, Wythenshawe Hospital, and Manchester Airport. Regional Route 85 on the National Cycle Network is located to the east of the site, accessed via Hollyhedge Road, which provides a connection between Manchester Airport and National Cycle Route 6 which runs through Manchester City Centre.

4.2.5 Based on the above, it is considered that there is a real opportunity for cycling as a sustainable mode of travel to and from the site.

4.3 Public Transport Accessibility

4.3.1 An updated public transport map is shown in **Figure 4.1** below:



4.3.2 Developed by TfGM, Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink, and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service

availability, and average waiting time. The approach essentially measures the density of public transport in any site within the Greater Manchester region.

- 4.3.3 The accessibility index score has eight levels (1 to 8), where level 8 represents a high level of accessibility and level 1 a low level of accessibility. The site is in an area with a GMAL rating of 5, and is considered appropriately situated to take advantage of existing public transport infrastructure within South Manchester.
- 4.3.4 The nearest pair of bus stops are located c. 150m (less than a 2-minute walk) to the east of the site along Southmoor Road. Staff and patients can also board the Metrolink at Roundthorn which is within a 500m (or 5-minute) walking distance to the north-east of the site.
- 4.3.5 The nearest rail station is Manchester Airport, located at approximately 5km to the south of the site. Whilst this distance is beyond the maximum walking distance, staff and patients could cycle or board the Metrolink at Roundthorn which would call at the airport, thus forming a multi-modal journey.
- 4.3.6 Alternatively, the Altrincham station is located approximately a similar distance to the west of the site and can be accessed via the number 11 bus service and is also within an acceptable cycling distance.
- 4.3.7 Detailed timetables of bus and rail services were included in the 2020 consented TS; however it is noted that the provision of public transport services will change during different seasons in the year and over time in response to current circumstances.
- 4.3.8 The public transport service frequencies remain largely similar, as such the site is considered highly accessible by public transport. Buses to Altrincham, Baguley, Wythenshawe, Cheadle, and Stockport arrive at a 20-minute frequency between 04:56 and 19:25. After 19:25, this services runs hourly until 23:25.
- 4.3.9 The latest bus, Metrolink, and rail times can be found at the following websites:
- Bus services: <https://tfgm.com/public-transport/bus>;
 - Metrolink services: <https://tfgm.com/public-transport/tram/tram-schedule>; and
 - Rail services from Manchester Airport and Altrincham station;
 - Northern Rail: <https://www.northernrailway.co.uk/travel/timetables>;
 - Transpennine Express: <https://www.tpexpress.co.uk/travel-updates/timetables>; and
 - Transport for Wales: <https://tfw.wales/service-status/timetables>.

4.4 Summary

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

5.0 Updates to Trip Generation

5.1 Introduction

- 5.1.1 The following section contains trip generation analysis based on the change of use proposals during the weekday AM and PM peak hours.
- 5.1.2 In order to undertake the assessment, a first principles assessment has been used, similar to that of the consented methodology.

5.2 Consented Trip Generation

- 5.2.1 Trip generation for the consented development was calculated based on 10 full-time equivalent (FTE) staff and 4 FTE students respectively who will be based at the NBIA on a regular basis. Out of the 10 FTE staff, it is envisaged that 3 would be new members of staff, whereas 7 would be staff relocated from within the existing Wythenshawe Hospital site.
- 5.2.2 It was also considered that there would be particular days where there are a large number of visitors for courses or conferences. MFT envisaged there would be around 30 days over the year when there would be an additional 10–20 people attending, and around 2–4 days of the year when there would be an additional 30–50 people attending.
- 5.2.3 For a robust assessment, MFT stated they anticipated c. 4 patients and 10 members of staff arriving and departing at the AM and PM peak periods respectively. Considering the Trust had expected 48 patients per day, this estimate is equivalent to c. 8% of patients arriving and departing in the AM and PM peak periods.
- 5.2.4 Additionally, a sensitivity test was undertaken using TRICS to estimate the trip generation of the conference rooms for when an additional number of visitors will arrive at the NBIA for conferences. The consented trip generation was as follows:

Consented Trip Generation	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Regular Staff and Patients	14	0	14	0	14	14
Course and Conference Visitors (50 visitors)	18	6	24	4	11	15
Total	32	6	<u>38</u>	4	25	<u>29</u>

Table 5.1 – Consented Trip Generation

- 5.2.5 The results demonstrated that the number of vehicle trips generated by staff and patients, combined with the worst-case scenario of 50 additional visitors to courses and conferences at the site, could

equate to 38 and 29 two-way movements respectively in the typical AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00).

5.3 Proposed Trip Generation

- 5.3.1 The proposed use of the building would comprise 10 full-time equivalent (FTE) staff who will be based at the NBIA each day. Out of the 10 FTE staff, it is envisaged that 2 would be new members of staff, whereas 8 would be existing staff who are already working at the Nightingale Centre. As such, a significant proportion of staff trips made to the site should not be considered 'new' to the network.
- 5.3.2 The Trust also anticipate c. 50 patients per day. There would also be no provision for courses and conferences in the proposed development, hence there will be no visitor element.
- 5.3.3 For a robust assessment, it is assumed that all 10 staff arrive and depart in the AM and PM peak periods respectively, whereas a higher percentage of patients (10%) are assumed to arrive and depart in the AM and PM peak periods respectively. On this basis, the proposed trip generation is as follows:

Category	Trip Generation (AM: 08:00 – 09:00)			Trip Generation (PM: 17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Staff	10	0	10	0	10	10
Patients	5	0	5	0	5	5
Total	15	0	<u>15</u>	0	15	<u>15</u>

Table 5.2 – Proposed Trip Generation

- 5.3.4 The proposed development could generate up to 15 two-way vehicular movements respectively in the typical AM and PM peak periods.

5.4 Net Impact

- 5.4.1 Considering the above, the net impact of the proposed development compared to the consented development is as follows:

Net Impact	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Consented Trip Generation	32	6	38	4	25	29
Proposed Trip Generation	15	0	15	0	15	15
Difference	-17	-6	<u>-23</u>	-4	-10	<u>-14</u>

Table 5.3 – Net Impact

- 5.4.2 The proposed development could result in a decrease of 23 and 14 two-way vehicular trips in the typical AM and PM peak periods respectively when compared against the consented development.

- 5.4.3 On this basis, the proposed development would not result in any significant impacts on the existing highway network.
- 5.4.4 Similar to the existing situation, staff at Wythenshawe Hospital are not permitted to park in the hospital car parks (other than in the staff car park), including the Nightingale Centre car park or the surface car park adjacent to the NBIA. Should staff choose to drive to the hospital, they would be required to join the Trust's car parking scheme and park in the MFT Floats Road staff car park.
- 5.4.1 Patients attending the NBIA would be allowed to park in the Nightingale Centre car park / the surface car park adjacent to the NBIA, or other public car parks within the Wythenshawe Hospital site.
- 5.4.2 Notwithstanding, MFT is committed to continue encouraging all staff, patients, and visitors to travel by public transport or sustainable modes of travel, and it is anticipated that the majority of travel would be undertaken via such modes.

6.0 Updates to Transport Planning Policy

6.1 National Planning Policy

National Planning Policy Framework (2021)

6.1.1 An update to the NPPF was published in 2021, whereby changes pertaining to transport are as follows.

6.1.2 Paragraph 110 (formerly Paragraph 108) states that in assessing sites that may be allocated for development in plans, or specific applications for development, there is an additional requirement to ensure that:

“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”

6.1.3 As the application does not include the creation of any additional new roads or parking areas, it is envisaged that this change does not affect the proposals.

6.1.4 Paragraph 112 (formerly Paragraph 110) states that applications for development should also:

- *“allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

6.1.5 There are no changes to the servicing and delivery strategy, nor are there any plans for additional car parking, therefore this change does not affect the proposals.

6.2 Regional Planning Policy

Greater Manchester Spatial Framework (GMSF)

6.2.1 Following the decision of Stockport Council to withdraw from the Greater Manchester Spatial Framework (GMSF) in December 2020, it was announced that the GMSF is no longer being progressed. Instead, the other 9 Greater Manchester boroughs would be embarking on a new joint development plan, known as the Places for Everyone (PfE) plan. There is an allocation located in the vicinity of Wythenshawe Hospital (reference: JPA3.1), known as Medipark.

6.2.2 This allocation is located to the south of Dobbinetts Lane and the staff car park off Floats Road, and it is envisaged that the site would deliver around 86,000sqm B1-focused floorspace, aimed at knowledge-based industries seeking to advantage of the proximity to the hospital and existing Medipark Enterprise Zone development, which accommodates firms in the healthcare sector.

- 6.2.3 Notwithstanding, the proposed development does not prejudice the Medipark allocation, as both are separate schemes that would not be related to one another.

Greater Manchester Transport Strategy 2040

- 6.2.4 In 2021, TfGM updated the 2040 Vision for Transport. Notwithstanding, the contents of the Transport Strategy remain similar to those quoted in the 2020 consented TS.

6.3 Summary

- 6.3.1 It is considered that the development proposals are in line with national and regional transport policies and guidance.

7.0 Summary and Conclusions

7.1 Summary

- 7.1.1 Curtins has been appointed on behalf of Manchester University NHS Foundation Trust (MFT) ('the Trust') to provide traffic and transportation advice in relation to a development adjacent to the Nightingale Centre located off Southmoor Road in Wythenshawe, Manchester.
- 7.1.2 Curtins were previously involved in a planning application for the site (Manchester City Council planning reference: 125934/FO/2020), which was consented in 2020. The initial development proposals were for a new standalone two-storey building adjacent to the Nightingale Centre with rooms accommodating up to 48 patients, 40 staff and up to 70 visitors.
- 7.1.3 It is understood that the plans have changed since the 2020 consented planning application, and a new planning application would be submitted for the new proposals.
- 7.1.4 The proposed development involves the construction of a new standalone single storey building adjacent to the Nightingale Centre to serve as a dedicated training space (Use Class C2) for the National Breast Imaging Academy (NBIA). The NBIA would provide outpatient breast services and clinical training for healthcare professionals and trainee healthcare professionals.
- 7.1.5 Due to the smaller scale of the proposals compared to the consented plans, the Trust envisage that there would be 10 staff and 50 patients at the NBIA per day, 5 days a week (Monday to Friday excluding public holidays, from 08:00 – 18:00).
- 7.1.6 The site comprises a surface car park, where several spaces would be removed to accommodate the proposals. A link corridor between the NBIA and the Nightingale Centre is also proposed.
- 7.1.7 An updated review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the development.
- 7.1.8 Relevant details of the proposals have been provided. Minor changes are envisaged to the parking and access arrangements of the development. As the proposed building footprint is smaller than that of the consented building footprint, the number of parking spaces required to be removed from the neighbouring surface car park to accommodate the development would be lower than in the consented proposals. Additionally, pedestrians would enter the NBIA via the Nightingale Centre whereas cyclists would access the existing cycle store via the Nightingale Centre car park, as there would no longer be an entrance foyer to the south of the NBIA building, nor would there be a paved access for pedestrians and cyclists located off Southmoor Road.

- 7.1.9 The site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking and / or cycling distances of the site.
- 7.1.10 An appropriate trip generation assessment has been undertaken to establish the likely number of vehicular trips associated with the proposed development. It is considered that the traffic generated by the proposed development would be less than that of the consented proposals, as such it would not have any significantly detrimental impacts on the surrounding highway network.
- 7.1.11 An updated review of relevant national and regional transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

7.2 Conclusions

- 7.2.1 It is reasonable to conclude that the proposed development is in accordance with Paragraph 111 of the NPPF, as it would not have an unacceptable impact on highway safety, nor would there be a severe residual cumulative impact on the surrounding highway network.
- 7.2.2 It is Curtins' view that from a traffic and transportation perspective there are no reasons why the development proposals should not be granted planning approval.

Appendix A – Proposed Site Plan

Appendix B – Consented Transport Statement

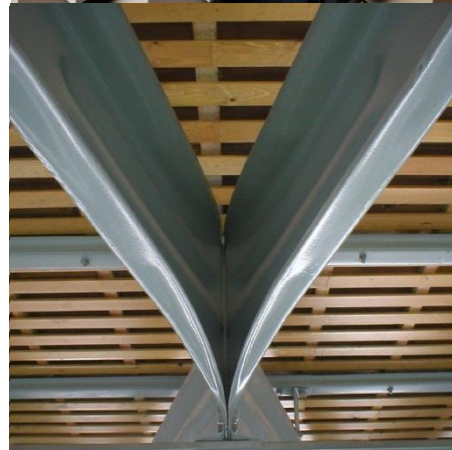
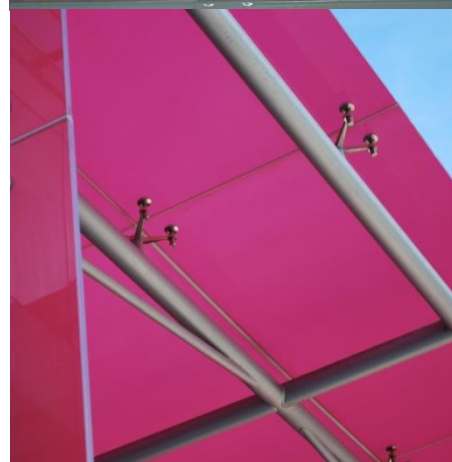
National Breast Imaging Academy (NBIA) Transport Statement

Curtins Ref: 74661-CUR-00-XX-RP-TP-001

Revision: V02

Issue Date: 10 January 2020

Client Name: Manchester University NHS Foundation Trust



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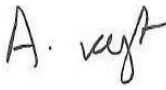
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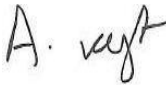
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1.0 Introduction

1.1 Project Introduction

- 1.1.1 Curtins has been appointed on behalf of Manchester University NHS Foundation Trust (MFT) to provide traffic and transportation advice in relation to a development at the Nightingale Centre located off Southmoor Road in Wythenshawe, Manchester.
- 1.1.2 The Proposed Development involves the construction of a new standalone two-storey building adjacent to the Nightingale Centre to serve as a dedicated training space (Use Class C2) for the National Breast Imaging Academy (NBIA). The NBIA would provide outpatient breast services alongside education and training to healthcare professionals and trainees, with rooms accommodating up to 48 patients, 40 staff, and up to 70 visitors.
- 1.1.3 The existing Site comprises a surface car park, where several spaces would be removed to accommodate the proposals. The proposals will also include the provision of secure and sheltered cycle parking spaces. As the Academy will also be providing additional clinical space for the Nightingale Centre, a physical connection between the NBIA and Nightingale Centre is proposed.
- 1.1.4 The proposed site layout is included in **Appendix A**.

1.2 Purpose of the Report

- 1.2.1 This Transport Statement (TS) has been prepared to inform Highway Officers at Manchester City Council (MCC) with regard to the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

1.3 Scope of the Report

Scoping Discussions

- 1.3.1 Based on previous experience in this area, this TS contains the following:
- An audit of accessibility by all modes of travel including walking, cycling, and public transport;
 - A review of highway safety within the vicinity of the Site for the most recent five years;
 - Justification regarding modifying existing car parking arrangements;
 - Details of future vehicular trips and commentary on any highway impacts; and
 - A review of the relevant local and national transport planning policy.

1.4 Structure of the Report

- 1.4.1 Following on from this introduction, **Section 2** of this report considers the Site location and existing situation, focusing on car parking baseline conditions. **Section 2** also considers the Site location and

surrounding highway network, and contains a review of the Personal Injury Accident records within the vicinity of the Site.

- 1.4.2 **Section 3** gives an overview of the development proposals including details on proposed access, car parking, and a servicing and refuse strategy.
- 1.4.3 **Section 4** considers the Site's accessibility by sustainable modes of transport, including walking, cycling and public transport.
- 1.4.4 **Section 5** considers the traffic generation of the proposals.
- 1.4.5 **Section 6** provides an assessment of the impact of the proposals on the surrounding Wythenshawe Hospital car park provision.
- 1.4.6 **Section 7** summarises key national and local transport planning policy, and **Section 8** provides a report summary and conclusion.

2.0 Existing Situation

2.1 Site Location

2.1.1 The Site is located adjacent to the Nightingale Centre in the north-east corner of the Wythenshawe Hospital site, which in turn is c. 13km to the south-west of Manchester City Centre and 5km to the north-west of Manchester Airport. The hospital has excellent transport links with on-site bus and tram stops and nearby motorway access to the M56 North Cheshire Motorway via Junction 3A along the A560 in the north-east. **Figure 2.1** below illustrates the Site in a regional context relating to the highway network:

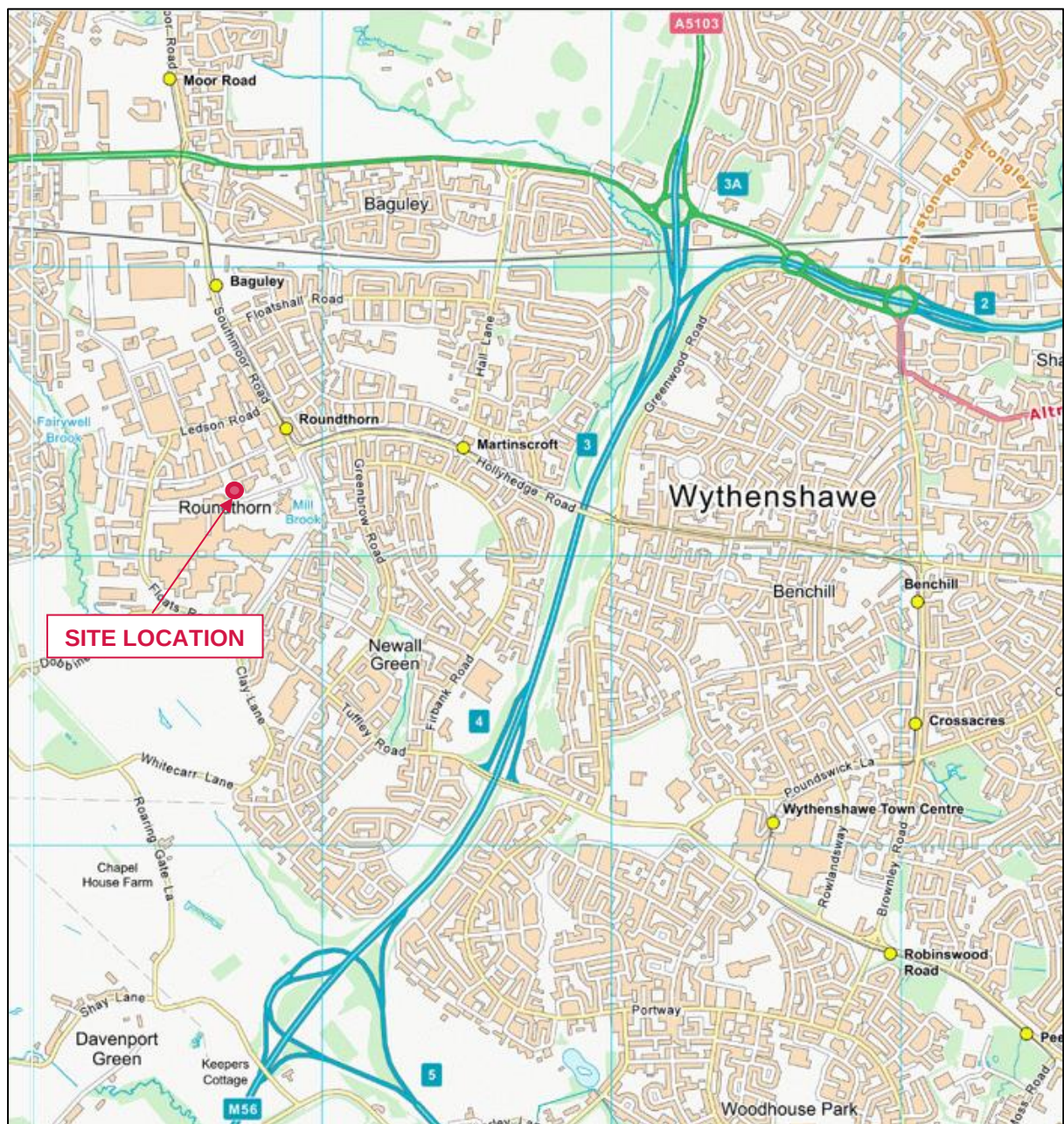


Figure 2.1 – Site Location in relation to the regional highway network
(Source: OS VectorMap District)

- 2.1.2 The Nightingale Centre is one of the largest breast centres in the UK and is the lead provider for breast services across Greater Manchester. The centre has also experienced a 100% increase in referrals since opening in 2007, which is placing great pressure on existing facilities. **Figure 2.2** below illustrates the location of the Site in relation to the Nightingale Centre and wider Wythenshawe Hospital site:



Figure 2.2 – Site Location in relation to Nightingale Centre and Wythenshawe Hospital
(Source: Manchester University NHS Foundation Trust)

- 2.1.3 The Site is locally bound to the north by an industrial building and the Roundthorn Industrial Estate beyond, to the west by a surface car park and the Medicines Evaluation Unit beyond, to the east by the Nightingale Centre, and to the south by Southmoor Road and a surface car park beyond.

2.2 Existing Use

- 2.2.1 Currently, the Site comprises a surface car park, however the parking bays are not marked. Visitors to the car park can park for 20 minutes for free, and up to 10 hours for £10, where payment is made at an automatic pay station.
- 2.2.2 Staff at Wythenshawe Hospital are not permitted to park in the hospital car parks (other than in the staff car park), including the NBIA or Nightingale Centre car parks. Should staff choose to drive to the hospital, they would be required to join the Manchester University NHS Foundation Trust (MFT) car parking scheme and park in the MFT Floats Road staff car park or find alternative parking in the local area.
- 2.2.3 All staff and visitors to Wythenshawe Hospital are encouraged to use public transport and will continue to be directed to the MyTfGM online journey planning tool / mobile application.

2.3 Existing Access

Vehicular Access

- 2.3.1 Vehicular access into and egress from the Site is currently provided off Southmoor Road where there are two lanes separated by a central island. This access is controlled using automated barriers and serves all the on-site parking spaces which are accessible by the general public and not restricted to NHS staff only.

Pedestrian Access

- 2.3.2 Pedestrian access to the Site can be taken from the vehicular access. Due to the permeability of the hospital zone, there are many footpaths of c. 2m in width which are complete with dropped kerbs, tactile paving, and signalised crossing points along Southmoor Road and the internal road network of the hospital zone.
- 2.3.3 There is currently no access between the Site and the Medicines Evaluation Unit or Nightingale Centre, the former of which is separated by fencing and the latter of which is separated by a grass verge of c. 4m-wide.

2.4 Surrounding Highway Network

Southmoor Road

- 2.4.1 Forming the southern boundary of the Site, Southmoor Road has two distinct characteristics as the primary access route to Wythenshawe Hospital (bisecting the northern section of the hospital) and the key link to the A560 approximately 1,400m north of the hospital zone.
- 2.4.2 Adjacent to the hospital, the road follows an east-to-west alignment for a length of c. 560m and provides access to a number of hospital buildings and car parks, including the Acute Block and main outpatients building.

- 2.4.3 Southmoor Road comprises a two-way single carriageway road c. 6m in width, subject to a 20mph speed restriction. There is a good level of pedestrian infrastructure along its extents, including zebra crossing provision, dropped kerbs, tactile paving and footways on either side of the carriageway measuring c. 1.5–2m wide as observed in **Figure 2.3** below. Some lengths of the footway are also separated from the carriageway by a wide grass verge.



Figure 2.3 – Condition and Infrastructure along Southmoor Road

- 2.4.4 Traffic Regulation Orders (TROs) in the form of a combination of double yellow (no waiting at any time) and double red (no stopping for any purpose at any time, except in an emergency or to set down / pick up a disabled person) lines are present intermittently along both sides of the carriageway restricting parking as appropriate.
- 2.4.5 To the west of the Site, Southmoor Road forms a priority junction with Floats Road. In the east, Southmoor Road forms a sharp bend northward for c. 100m where it then forms a signalised junction with Hollyhedge Road. Beyond the junction, the road continues towards the north for c. 1.2km, terminating at a signalised junction with the A560 Altrincham Road and Moor Road. Along this section, the carriageway widens approaching the Roundthorn Metrolink Station and to accommodate various turning lanes associated with junctions at Ledson Road, Floatshall Road, Kinsey Avenue and Timpson Road.
- 2.4.6 Approaching its eastern terminus, there is also a pair of bus stops located along Southmoor Road. The westbound bus stop comprises a pole with journey information along with dropped kerbs and tactile paving, whereas the eastbound bus stop comprises an additional shelter with seating and a bus layby. These bus stops host regular services to Wythenshawe, Stockport, Piccadilly Gardens, Newall Green, Altrincham, Reddish, and the intu Trafford Centre. There is an additional bus terminus near the western terminus of the road, complete with good bus infrastructure and a dedicated bus turning circle.

Wythenshawe Hospital internal road network

- 2.4.7 Wythenshawe Hospital is served by a number of internal access roads. The primary access road to the hospital is Southmoor Road which bisects the northern section of the hospital and provides access to patient car parks.
- 2.4.8 Southmoor Road connects to Floats Road at its western extents, which sweeps around the western perimeter of the hospital. Clay Lane forms the eastern boundary of the hospital and is largely closed to vehicular traffic.
- 2.4.9 Within this perimeter, the internal road network comprises several two-lane, one-way systems which are clearly indicated by “No Entry” road marking and road signs. Notwithstanding, there are several areas which accommodate two-way traffic, such as the Accident & Emergency (A&E) / servicing access route immediately to the west of the bend in Southmoor Road, and towards the western terminus of Southmoor Road approaching the North West Heart Centre.
- 2.4.10 The A&E carriageway and junction with Southmoor Road are shown in **Figure 2.4** overleaf:



Figure 2.4 – A&E carriageway and junction with Southmoor Road

- 2.4.11 The internal roads have a typical carriageway width of 6m, with TROs in the form of double red lines marked throughout most of its length. In other areas, double yellow TROs are in place. There is good pedestrian infrastructure in the form of wide footways and footways separated by grass verges, complete with dropped kerbs and tactile paving, zebra crossings, and street light columns at regular intervals. The footways are well-maintained and in good condition.

- 2.4.12 Additionally, there are traffic calming measures located all along the internal road network in the form of yellow box junctions to prevent congestion, painted “SLOW” road markings and speed humps upon entering and exiting the car parks to keep vehicle speeds low in the area.

M56 Junction 3A / A560 Altrincham Road

- 2.4.13 The M56 spur provides access to Wythenshawe Hospital via Junction 3A and the A560 Altrincham Road to the north-east of the Site. The M56 motorway forms a strategic east-to-west route from the M60 in the east to the M53 in the west, providing access to Greater Manchester and Cheshire areas. The M56 also provides direct links to the M6, which is approximately 15km to the west.
- 2.4.14 This junction takes the form of a roundabout gyratory and comprises a shared footway / cycleway along the southern side of the carriageway, along with an underground link for pedestrians and cyclists between Netherwood Road and the A560.
- 2.4.15 In the vicinity of the motorway junction, the A560 Altrincham Road comprises a single carriageway with a lane in each direction and a typical carriageway width of 10m including central hatching / islands, turning pockets, and pedestrian refuge islands with dropped kerbs and tactile paving. The A560 is well-lit with street lighting at regular intervals, and there is also a large grass verge separating the shared footway / cycleway from both sides of the carriageway.
- 2.4.16 The A560 Altrincham Road is subject to a speed limit of 30mph, however there are no physical measures to enforce this. The road widens as it approaches the signalised junction with Southmoor Road and comprises additional infrastructure such as advanced cycle stop lanes, signalised crossing points and bus stops with shelter, seating, a pole, and timetable information.

2.5 Highway Safety

- 2.5.1 Personal Injury Accident (PIA) data for the highway network adjacent to the Site has been obtained from the TfGM reported road accidents website for the most recent five years. The details of the search are contained in **Figure 2.5**, and a breakdown of the information is contained in **Table 2.1**:

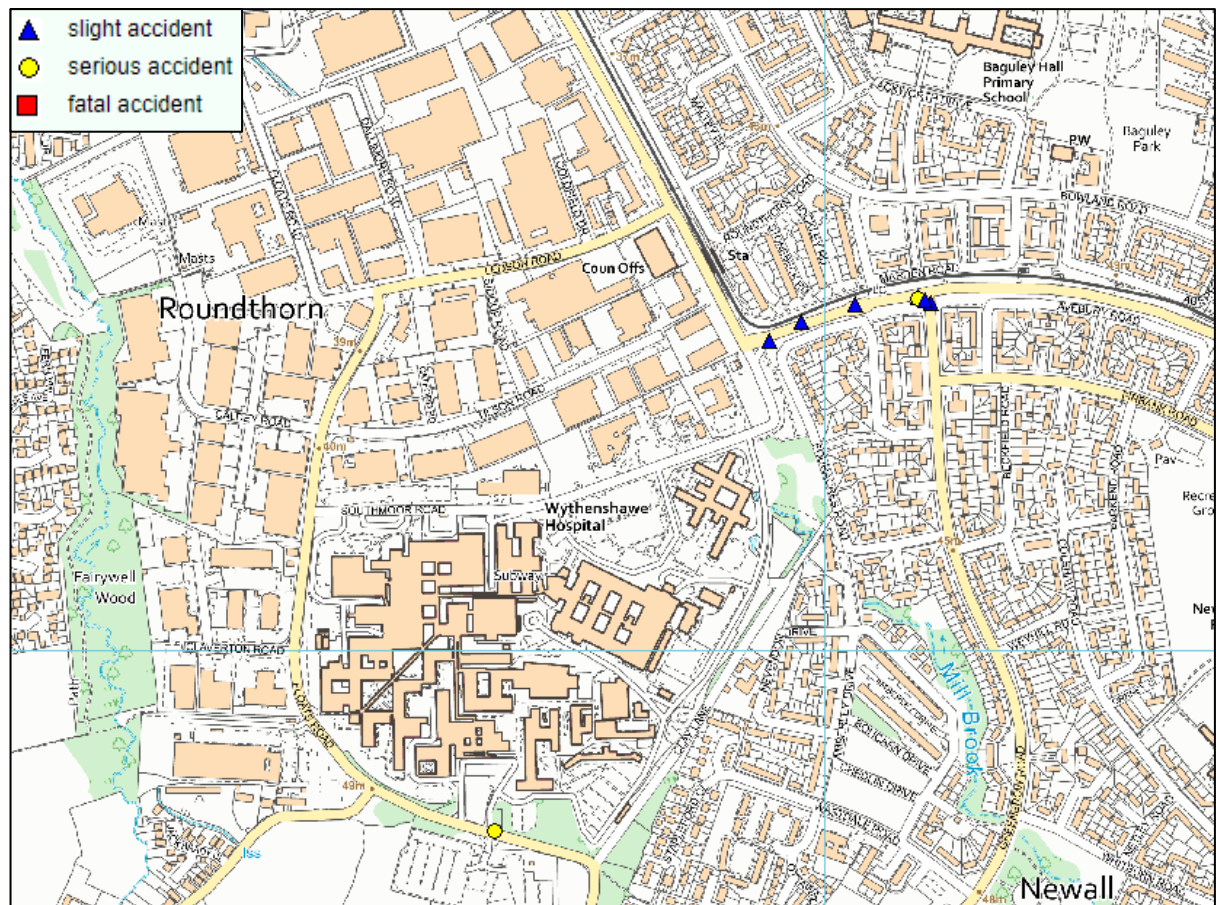


Figure 2.5 – Area Assessed for Personal Injury Accident Data (5 years)

Junction/Link	Slight	Serious	Fatal	Totals
Southmoor Road	0	0	0	0
Floats Road	0	1	0	1
Hollyhedge Road	2	0	0	2
Hollyhedge Road / Southmoor Road	1	0	0	1
Hollyhedge Road / Greenbrow Road	3	1	0	4
Totals	6	2	0	8

Table 2.1 – Personal Injury Accident Data Summary

- 2.5.2 There have been a total of 8 collisions in the latest five-year period available, comprising 6 ‘slight’ and 2 ‘serious’ severity incidents. No fatal collisions have been recorded in the study area and period.
- 2.5.3 It can also be observed that the ‘serious’ severity incidents occurred along Floats Road and Hollyhedge Road / Greenbrow Road and were not in the immediate vicinity of the Site. There are no recorded accidents along Southmoor Road in the past five years.
- 2.5.4 Following a review of the records in the vicinity of the Site, it is not considered that there is an existing safety issue that is likely to be exacerbated by the Proposed Development.

3.0 Development Proposals

3.1 Overview of Proposals

- 3.1.1 The Proposed Development involves the construction of a new standalone two-storey building adjacent to the Nightingale Centre to serve as a dedicated training space (Use Class C2) for the National Breast Imaging Academy (NBIA). The NBIA would provide outpatient breast services alongside education and training to healthcare professionals and trainees, with rooms accommodating up to 48 patients, 40 staff, and up to 70 visitors.
- 3.1.2 The existing Site comprises a surface car park, where several spaces would be removed to accommodate the proposals. The proposals will also include the provision of secure and sheltered cycle parking spaces. As the Academy will also be providing additional clinical space for the Nightingale Centre, a physical connection between the NBIA and Nightingale Centre is proposed.
- 3.1.3 The proposed site layout is included in **Appendix A**.
- 3.1.4 In addition to outpatient services, there are consultation rooms and offices from which research will be undertaken. Breast services will run from 08:00 – 18:00 for 5 days a week, Monday to Friday excluding public holidays. There will be two clinics per day: the morning clinic running from 08:00 - 13:00 and the afternoon clinic running from 13:00 - 17:00. Patients seen within the NBIA will all have entered the facility via the Nightingale Centre.
- 3.1.5 The staff would work in a flexible way to meet the patient's needs. Education and training will be offered five days a week, Monday to Friday, 09:00 - 17:00; whereas general management, administration and research will be undertaken in the office space five days a week, Monday to Friday, 08:00 - 18:00.
- 3.1.6 It is envisaged that there would be 10 full-time equivalent (FTE) staff and 4 FTE students respectively who will be based at the NBIA on a regular basis. Out of the 10 FTE staff, it is envisaged that 3 would be new members of staff, whereas 7 would be staff relocated from within the existing Wythenshawe Hospital site.
- 3.1.7 There would also be particular days where there are a large number of visitors for courses or conferences. MFT envisage there would be around 30 days over the year when there would be an additional 10–20 people attending, and around 2–4 days of the year when there would be an additional 30–50 people attending.

3.2 Proposed Access

Vehicular Access

- 3.2.1 There would be no changes to the existing access to the surface car park.

Pedestrian and Cycle Access

- 3.2.2 A new pedestrian and cycle access can be taken directly off Southmoor Road along the northern boundary of the Site. This leads pedestrians directly into the NBIA building and subsequently the entrance foyer, where they can then access the stairs.
- 3.2.3 Cyclists can also utilise the access road to utilise the cycle store located outside the NBIA building.
- 3.2.4 The 4m-wide verge is proposed to be realigned to maintain the separation between the NBIA building and the adjacent car park.

3.3 Parking

Car Parking

- 3.3.1 There would be no additional car parking provided onsite, rather several spaces would be removed to accommodate the NBIA building.
- 3.3.2 To assess the impacts of this reduction on car parking across Wythenshawe Hospital, Curtins commissioned surveys on Tuesday 27th November 2018 across the hospital zone between the hours 07:00 – 19:00 in hourly intervals. The results of these surveys are included in **Appendix C** to the rear of this report and are discussed in **Section 6** below.

Cycle Parking

- 3.3.3 Cycle parking would be provided outside the building in the form of a sheltered cycle store, accessed via a secure gate.
- 3.3.4 This is one of the many initiatives to encourage more employees to travel by sustainable modes. The cycle parking provision could be monitored upon completion and occupation of the development, and hence could be amended and increased if necessary.
- 3.3.5 **Appendix B** to the rear of this report provides a plan showing cycle parking across the hospital campus, with **Table 3.1** overleaf indicating the formal storage capacity for both staff and users of the cycle parking provisions:

User	Reference / Location		Formal Storage Capacity 2018			
			Rack	Hoop	Bin	All
Staff	S1	International House	5	0	18	23
	S2	Clinical Sciences	0	0	15	15
	S3	North West Heart Centre	0	2	20	22
	S4	Enclosed Cycle Storage Area	10	0	0	10
	S5	Rear of Burns Centre	6	0	8	14

User	Reference / Location		Formal Storage Capacity 2018			
			Rack	Hoop	Bin	All
	S6	Staff Bike Park	30	0	13	43
	S7	POPD Children's	0	0	5	5
	S8	Entrance 3 Acute	0	4	5	9
	S9	MHU	0	0	5	5
	S10	Laureate House	0	2	6	6
	S11	Sodexo Yard	0	0	1	1
	S12	Nightingale secured Bike racks	8	0	0	8
	Total		59	4	91	162
Patients / Visitors	V1	Outpatient Centre	15	0	0	15
	V2	Outpatients, Entrance 5	0	28	0	28
	V3	Entrance 3 Acute	0	14	0	14
	V4	Ante-Natal Unit	0	4	0	4
	V5	POPD Children's	9	0	0	9
	Total		24	46	0	61

Table 3.1 – Cycle Parking Capacity

3.4 Servicing and Delivery

- 3.4.1 Servicing of and deliveries to the NBIA would be undertaken on-street near the pedestrian / cycle access. Bins would be pulled from the bin store located at the front of the building (to the south-east of the Site) through to the Nightingale Centre, where collections will be done in tandem with that of the Nightingale Centre.
- 3.4.2 The existing arrangements at the Nightingale Centre are as follows – the Trust Transport Services Team collect the waste from Nightingale (Clinical Waste, General Waste, Cardboard Waste) 3 times per week – Monday, Wednesday, Friday between the hours of 8:00am and 4:00pm. This is done using a Luton van with tail lift that enters the car park and pulls up to the waste compound as close as possible. The whole collection / bin exchange takes roughly 20 – 30 minutes.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

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

4.1.2 The accessibility of the Proposed Development is considered in this context for the following modes of travel:

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

4.2 Pedestrian Accessibility

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

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

Table 4.1 – CIHT Recommended Walking Distances

4.2.2 To assist in summarising the accessibility of the Site by foot, an indicative pedestrian catchment plan has been produced. Distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips have been considered; which are a good approximation for trips associated with the development.

4.2.3 Directly to the east of the Site lies the Nightingale Centre, which has food and drink facilities such as a coffee bar. Within the 500m desirable walking distance catchment area also lies the entirety of the Wythenshawe Hospital site, which in turn has a wide range of cafés, shops, and restaurant facilities for patients and staff. Most notably, the bus stops which serve the hospital are all located along Southmoor

Road and are within the walking catchment, along with the Roundthorn Metrolink station to the north-east of the Site.

- 4.2.4 There are machines that dispense hot and cold drinks and snacks throughout the hospital site, a cash machine, the Moment To Restaurant, Costa Café and WHSmith at the centre of the hospital, a Subway restaurant at the hospital's main entrance, tea bars at the North West Heart Centre and Maternity Unit, and a hospital shop and café run by Royal Voluntary Service at the Outpatients building.
- 4.2.5 Further services are accessible within the 1,000m catchment. These include Roundthorn Business Park and Industrial Estate which comprise industrial buildings, cafés, and a gym. To the south and to the east of the Site, this includes part of the neighbouring residential area of Newall Green such as residential dwellings off Capenhurst Close, Hollyhedge Road, Fouracres Road, Greenbrow Road, and Bowland Road. This also includes associated facilities such as public houses, hot food takeaways, places of worship, schools, parks, local shops, and a gym.
- 4.2.6 Along and adjacent to Southmoor Road and the A560 there are a number of additional facilities and services available in addition to those discussed previously, such as a Lidl and Aldi supermarket, Tesco Superstore with a café, petrol station, McDonalds, Brookway Retail Park, Brooklands Library, the Manchester Health Academy, and Wythenshawe Town Football Club. This catchment also encompasses most of the residential areas within Baguley, Newall Green, and the eastern outskirts of Timperley adjacent to Fairywell Brook (comprising additional schools, community centres, parks, local shops, and public houses). It is considered that the majority of everyday facilities and goods can be accessed within a 2,000m walk of the Site.
- 4.2.7 As outlined in **Section 2** earlier, there is already a high pedestrian footfall in the area, and so high-quality pedestrian facilities exist throughout the hospital zone. Pedestrian footways are present along both sides of Southmoor Road, connecting to the primary pedestrian entrance points to the hospital facilities. The provision is wide, lit with street lighting and tactile paving and dropped kerbs are provided at crossing points. Two formal crossing points are located on Southmoor Road, the first adjacent to the main outpatient entrance and the second located outside the main hospital car park.
- 4.2.8 It is considered that the Site is situated within a highly accessible area, with a number of complimentary land uses within walking distance.

4.3 Cycle Accessibility

- 4.3.1 In addition to the cycle parking provision as part of the Proposed Development, cycle parking is located at many locations across the Wythenshawe Hospital campus (discussed in **Section 3** above).
- 4.3.2 In order to assist in assessing the accessibility of the Site by cycle, an 8km cycle catchment for the Site has been considered. The 8km cycling distance refers to a recommendation by Cycling England in the document '*Integrating Cycling into Development Proposals*' (2009).

- 4.3.3 The 8km catchment encompasses areas such as Sale to the north, Altrincham and Hale to the west, Manchester Airport to the south, and Didsbury and Cheadle Hulme to the east. The catchment encompasses a number of adjacent residential areas including Wythenshawe itself, Northenden, Gatley, Timperley and Brooklands.
- 4.3.4 Being in a hospital zone, the surrounding roads are considered relatively conducive to cycling. The reduced speed limits and the presence of footways, street lighting, and active frontages also encourages low vehicle speeds.
- 4.3.5 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". The Bee Network comprises signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike. The Site is in close proximity to the proposed Bee Network in Wythenshawe, allowing future Site users to benefit from the public realm improvements for better safety and quality of commute.
- 4.3.6 Regional Route 85 on the National Cycle Network is located to the east of the site, accessed via Hollyhedge Road, which provides a connection between Manchester Airport and National Cycle Route 6 which runs through Manchester City Centre.
- 4.3.7 Route 6 also passes through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, Derby, Nottingham, Worksop, Sheffield, Manchester, Blackburn, Preston, Lancaster, Kendal and Windermere, and will connect London and Threlkeld in Cumbria when complete.
- 4.3.8 A combination of on and off-road local cycle routes form an interconnected network in the vicinity of Wythenshawe Hospital. Existing cycle facilities such as physical separation at certain points, cycle parking, and low speed limits throughout the residential areas surrounding the Site are part of the high-quality cycle infrastructure to improve cyclist safety. The local cycle network within the vicinity of the Site is reproduced in **Figure 4.1** overleaf:

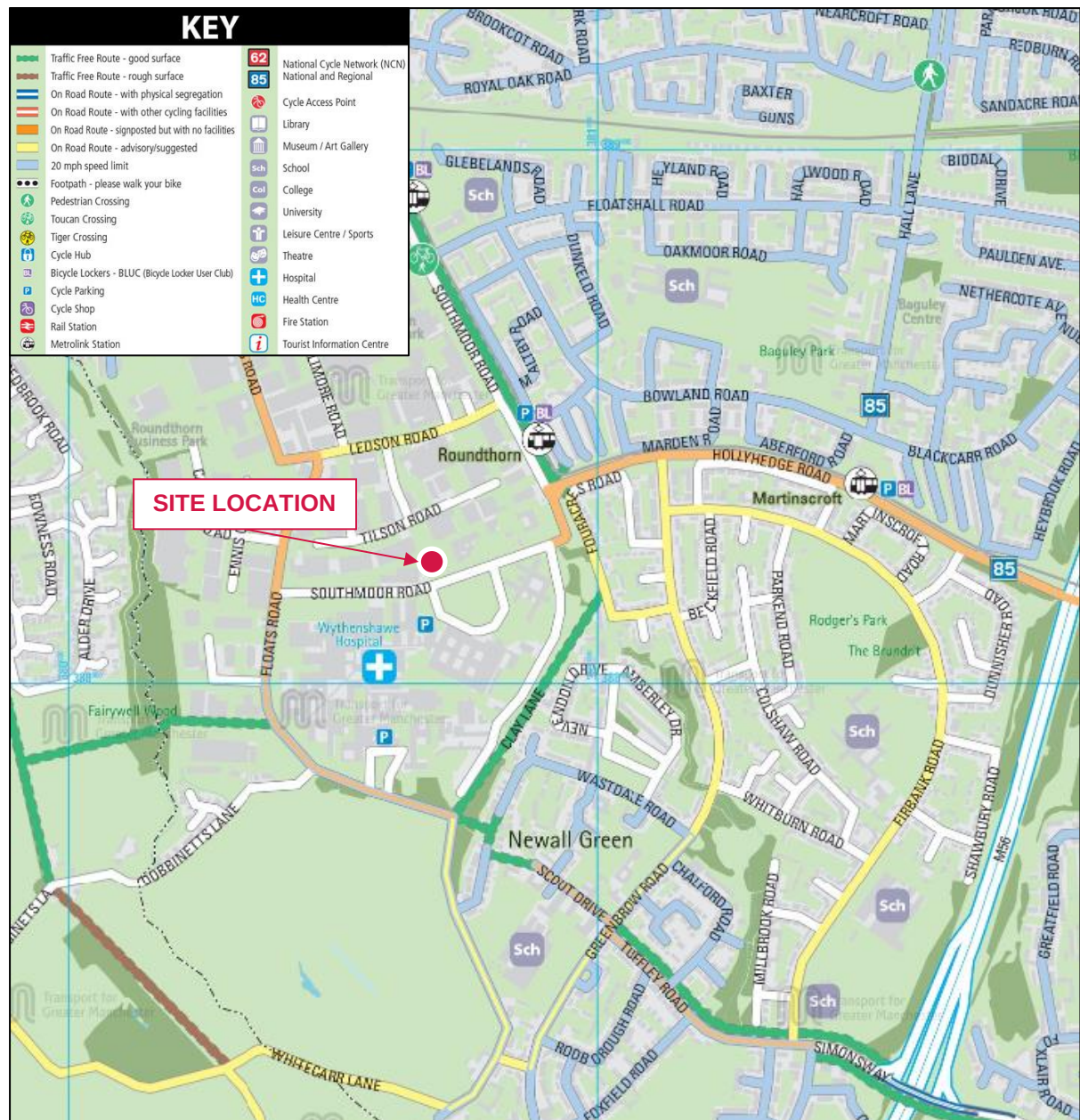


Figure 4.1 – Local Cycle Network

(Source: TfGM)

- 4.3.9 Additionally, Transport for Greater Manchester (TfGM) identify the Airport City Cycleway which connects the airport to Manchester City Centre via Floats Road. The section of the route on Floats Road is noted as a quiet on street route. The Airport City Cycleway route is shown in **Figure 4.2** overleaf:



Figure 4.2 – Airport City Cycleway
(Source: TfGM)

4.3.10 Based on the above, it is considered that there is a real opportunity for cycling as a sustainable mode of travel to and from the Site.

4.4 Public Transport Accessibility

4.4.1 The Site is well situated to take advantage of existing public transport infrastructure within Greater Manchester. Accessibility by bus, rail, and Metrolink are considered further below.

Bus Accessibility

4.4.2 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document '*Guidelines for Planning for Public Transport in Developments*' indicates that ideally, a bus stop should be located within 400m from a new development.

4.4.3 The nearest pair of bus stops are located c. 150m to the east of the Site along Southmoor Road. **Table 4.2** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
11	Altrincham – Baguley – Wythenshawe Hospital – Wythenshawe – Cheadle – Stockport	20 mins	20 mins	30 mins
18	Wythenshawe – Baguley – Sale – Stretford – Urmston – intu Trafford Centre	Hourly	Hourly	Hourly
19	Altrincham – Sale – Wythenshawe – Manchester Airport	30 mins	30 mins	30 mins
102	Wythenshawe Hospital – Wythenshawe – Moss Side – Manchester	40 mins	30 mins	Hourly
179	Wythenshawe – Northenden – Withington – Burnage – Reddish	Hourly	Hourly	Hourly
368	Wythenshawe Hospital – Wythenshawe – Heald Green – Adswold – Stockport	1 in the early AM 3 in the PM	3 in the PM	-

Table 4.2 – Summary of Bus Service Frequencies from Southmoor Road

4.4.1 The above table demonstrates that there are a number of bus services that provide regular access to a variety of destinations across Greater Manchester throughout the week and during weekends.

Rail Accessibility

4.4.2 The nearest train station is Manchester Airport, located at approximately 5km to the south of the Site. This distance is out of the walking catchment; however, visitors and staff could cycle or board the Metrolink at Roundthorn which would call at the airport, thus forming a multi-modal journey.

4.4.3 Alternatively, the Altrincham station is located approximately a similar distance to the west of the Site and can be accessed via the number 11 bus service and is also within an acceptable cycling distance. A summary of rail services from both stations is summarised in **Table 4.3**:

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
From Manchester Airport:			
Crewe	1	1	1
Edinburgh	2	2	2
Glasgow Central	2	2	2
Liverpool Lime Street	4	4	3
Llandudno	3	3	-
Manchester Piccadilly	7	7	3
Middlesbrough	2	2	2
Newcastle	2	2	2

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
From Altrincham:			
Chester	1	1	Every 2 hours
Manchester Piccadilly	1	1	Every 2 hours

Table 4.3 – Summary of Rail Services from Manchester Airport and Altrincham

- 4.4.4 Manchester Airport rail station is served by Northern Rail, Transport for Wales, and Transpennine Express services. There is step-free access to the platforms and ticket machines via ramps and lifts, along with cycle storage spaces outside the station. The station is staffed during regular opening hours and has a concourse / ticket machines from which all tickets must be purchased. The station is sheltered and there are payphones present for passenger use, along with toilets and baby change facilities, shops, left luggage, wi-fi services and ATMs.
- 4.4.5 Altrincham station is a station on the Mid-Cheshire Line, with regular services operated by Northern Rail to Manchester Piccadilly via Stockport, and Chester. The ticket office is staffed during all regular opening hours and the station is sheltered. Train running information is offered via CIS screens, and there are payphones and customer help points present for passenger use. There is step-free access across the whole station. There are 8 cycle storage stands available in an area with CCTV monitoring, and there is also a secure and sheltered TfGM Cycle Hub with 53 spaces where future staff could sign up to a membership for. There are also 45 parking spaces for users who wish to “Park and Ride”.
- 4.4.6 The trains that serve Manchester Airport and Altrincham run regularly all 7 days of the week and allow further changes at city centre stations such as Manchester Piccadilly and Chester. This allows access to a number of different locations across the whole of the North West; and is a viable alternative to private car use.
- 4.4.7 Journey times have also been reduced and improved following the Ordsall Chord bridge which was completed in 2017 and links Manchester’s three main railway stations (Victoria, Oxford Road and Piccadilly) to allow more trains to run across the whole of the north. There are also direct links to Manchester Airport from across the north of England.
- 4.4.8 It is considered the Site is accessible via rail.

Metrolink (Light Rail)

- 4.4.9 Staff and visitors can also board the Metrolink at Roundthorn which is within a 500m walking distance to the north-east of the Site. **Table 4.4** outlines the frequencies of services calling at this station:

Route	Monday to Thursday	Friday and Saturday	Sundays/Hols
[Navy Line] Manchester Airport – Manchester Victoria	12-minute frequency between 05:57 and 23:09	12-minute frequency between 05:57 and 00:09	12-minute frequency between 06:52 and 23:04
	20-minute frequency between 03:00 and 06:00	20-minute frequency between 03:00 and 06:00	20-minute frequency between 03:00 and 07:00

Table 4.4 – Summary of Metrolink Services.

4.4.10 Metrolink services provide access to the Site seven days a week with trams running from a variety of locations across Greater Manchester, including key interchanges at St Werburgh's Road / Barlow Moor Road, Cornbrook, and Manchester Victoria.

4.5 Summary

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

5.0 Forecasted Trip Generation

5.1 Introduction

- 5.1.1 The following section contains trip generation analysis based on the Proposed Development during the weekday AM and PM peak hours.
- 5.1.2 The TRICS database (v. 7.4.4) has been used to determine the number of trips that could be generated. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK.

5.2 Existing Trip Generation

- 5.2.1 The existing use of the building comprises a surface car park. Curtins commissioned surveys on Tuesday 27th November 2018 across the hospital zone between the hours 07:00 – 19:00 in hourly intervals. The results of these surveys are included in **Appendix C** to the rear of this report.
- 5.2.2 The total amount of parking spaces occupied per hour, parking occupancy, and the observed peak hours were extracted and are detailed in **Table 5.1** below.

Time Period		Arrivals	Departures	Accumulation
AM Peak	07:00	16	0	16
	08:00	13	0	29
	09:00	5	0	34
PM Peak	16:00	0	17	60
	17:00	0	40	20
	18:00	3	0	23

Table 5.1 – Surveyed Trip Generation

- 5.2.3 The results demonstrate that the number of vehicle trips generated by the existing Site could equate to 13 and 40 two-way movements respectively in the normal AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00).

5.3 Forecasted Trip Generation

- 5.3.1 It is envisaged that there would be 10 full-time equivalent (FTE) staff and 4 FTE students respectively who will be based at the NBIA on a regular basis. Out of the 10 FTE staff, it is envisaged that 3 would be new members of staff, whereas 7 would be staff relocated from within the existing Wythenshawe Hospital site.
- 5.3.2 There would also be particular days where there are a large number of visitors for courses or conferences. MFT envisage there would be around 30 days over the year when there would be an

additional 10–20 people attending, and around 2–4 days of the year when there would be an additional 30–50 people attending.

5.3.3 For a robust assessment, MFT have stated they anticipate c. 4 patients and 10 members of staff arriving and departing at the AM and PM peak periods respectively.

5.3.4 Notwithstanding, a sensitivity test has been undertaken using TRICS to estimate the trip generation of the conference rooms for when an additional number of visitors will arrive at the NBIA for conferences. The full TRICS outputs are included within **Appendix D** to the rear of this report. The additional applied selection criteria are set out below:

- TRICS category “Health – Teaching Hospital”;
- English sites only (excluding Greater London);
- Edge of Town / Free Standing;
- Only weekday surveys were included; and,
- Only the most recent surveys were included for each site.

5.3.5 A total of 3 sites remained in the data set. After reviewing the data, the following peak hours were obtained:

- AM Peak: 08:00 – 09:00
- PM Peak: 16:00 – 17:00

5.3.6 From these figures, the resultant trip rates and trip generation can be summarised in the following **Table 5.2**. All trip rates are per 1 course / conference attendee:

Time Period	Average TRICS Trip Rates			Trip Generation for 50 Visitors		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak (08:00 – 09:00)	0.352	0.11	0.462	18	6	24
PM Peak (16:00 – 17:00)	0.084	0.296	0.38	4	15	19
PM Peak (17:00 – 18:00)	0.078	0.216	0.294	4	11	15

Table 5.2 – Proposed Development Trip Rates and Trip Generation

5.3.7 The results demonstrate that the number of vehicle trips generated by the worst-case scenario of 50 additional visitors to courses and conferences at the Site could equate to 24 and 15 two-way movements respectively in the normal AM and PM peak periods (08:00 – 09:00 and 17:00 – 18:00).

5.4 Net Vehicular Site Impact

5.4.1 The following **Table 5.3** indicates the net vehicular impact of the proposed Site.

Land Use		Trip Generation AM			Trip Generation PM		
		Arrive	Depart	Total	Arrive	Depart	Total
Existing Trip Generation		16	0	16	0	40	40
Proposed Development Trip Generation	Regular Staff and Patients	14	0	14	0	14	14
	Course and Conference Visitors	18	6	24	4	11	15
Net Site Impact		+16	+6	+22	+4	-15	-11

Table 5.3 – Net Vehicular Site Impact

- 5.4.2 The Proposed Development could result in an increase of 22 two-way vehicular trips in the normal AM peak period, however there would be a decrease in 11 two-way vehicular trips in the normal PM peak period. Notwithstanding, as mentioned earlier, there would only be c. 2–4 days per year where there would be 50 additional visitors to the NBIA.
- 5.4.3 Additionally, as mentioned earlier, it is envisaged that 3 out of the 10 FTE staff would be new members of staff, whereas 7 would be staff relocated from within the existing Wythenshawe Hospital site. As such, a significant proportion of staff trips made to the site should not be considered ‘new’ to the network.
- 5.4.4 It is also important to note that the staff at Wythenshawe Hospital are not permitted to park in the hospital car parks (other than in the staff car park), including the NBIA or Nightingale Centre car parks. Should staff choose to drive to the hospital, they would be required to join the Manchester University NHS Foundation Trust (MFT) car parking scheme and park in the MFT Floats Road staff car park or find alternative parking in the local area.
- 5.4.5 It is envisaged that patients attending the NBIA would be allowed to park in the Nightingale Centre / NBIA car parks, whereas course attendees are not permitted to park in these areas. Due to these parking restrictions and the location and accessible nature of the Site, the above generation is a worst-case assessment. Visitors would also be directed to other public car parks within the Wythenshawe Hospital site (detailed in **Section 6** below).
- 5.4.6 MFT is committed to continue encouraging all staff, patients, and visitors to travel by public transport or sustainable modes of travel, and it is anticipated that the majority of travel would be undertaken via such modes.
- 5.4.7 On this basis, Curtins do not believe that capacity assessments would be required, and that the highway network is sufficient to accommodate any additional traffic.

6.0 Car Park Impact

6.1 Introduction

6.1.1 Notwithstanding the previous section, this section of the report demonstrates the likely highway impact associated with the development proposals with a particular focus on car parking. It is envisaged that any displaced users of the existing car park may relocate to alternative modes of travel, however it is noted that some might still choose to travel by car and as such, would park at alternative car parks.

6.2 Car Parking Survey

6.2.1 Curtins commissioned surveys on Tuesday 27th November 2018 across the hospital zone between the hours 07:00 – 19:00 in hourly intervals. The results of these surveys are included in **Appendix C** to the rear of this report, with the parking map provided in **Figure 6.1** below:

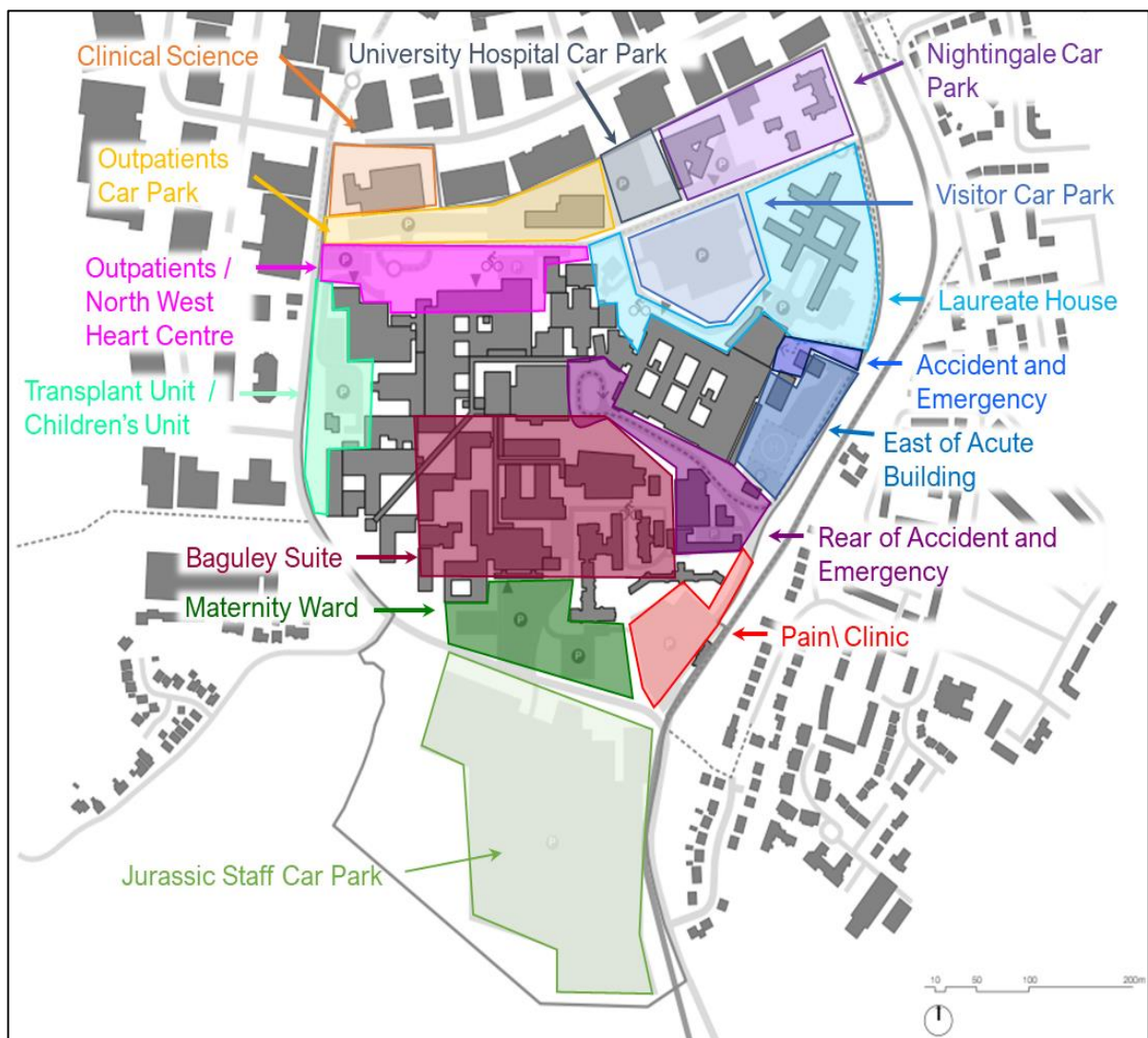


Figure 6.1 – Wythenshawe Hospital Car Park Locations

- 6.2.2 The Site is located in the 'University Hospital Car Park' zone. Upon review of the results, it could be observed that the car park operates at its peak demand for c. 4 hours during weekdays between 11:00 and 15:00. The highest occupancy of the car park occurred at 13:00 – 14:00, where there were 82 parked cars.
- 6.2.3 As mentioned earlier, the development could result in the loss of parking spaces. Additionally, the NBIA would also result in additional trips as stated in **Section 5** above. As such, alternative car parks within the wider Wythenshawe Hospital site must be considered to accommodate any 'displaced' users of the existing car park.
- 6.2.4 **Tables 6.1** and **6.2** below present the results of the survey across the wider site, including staff and visitor capacity:

Location	Disabled	Marked	Unmarked	Total
Clinical Science Car Park		36		36
Outpatients Car Park	3	78		81
Nightingale Car Park		6		6
Transplant Unit / Children's Unit	7	23	55	85
Baguley Suite		12	7	19
Maternity Clinic		74		74
Pain Clinic		147	18	165
Staff 'Jurassic' Car Park		600	1,000	1,600
Rear of Emergency Room		18		18
East of Acute Building		43	84	127
Total	10	1,037	1,164	2,211

Table 6.1 – Staff Car Parking Capacity

Location	Disabled	Marked	Unmarked	Total
Outpatients Car Park	3	152		155
University Hospital of South Manchester Car Park			152	152
Nightingale Car Park	5	106		111
Outpatients Building / North West Heart Centre	24	35		59
Visitor car park		231		231
Laureate House	36	64		100
Accident and Emergency		8		8
Maternity Clinic	20	81		101
Rear of Emergency Room	1			1
Total	89	677	152	918

Table 6.2 – Visitor Car Parking Capacity

- 6.2.5 The results of the survey illustrate that across the hospital site, there are approximately 2,211 staff car parking spaces including 10 disabled spaces. Approximately 918 visitor spaces are available across the hospital site, including 89 disabled.
- 6.2.6 Following this initial count, **Figures 6.2** and **6.3** below illustrate the daily parking utilisation across the day for staff and visitor parking respectively:

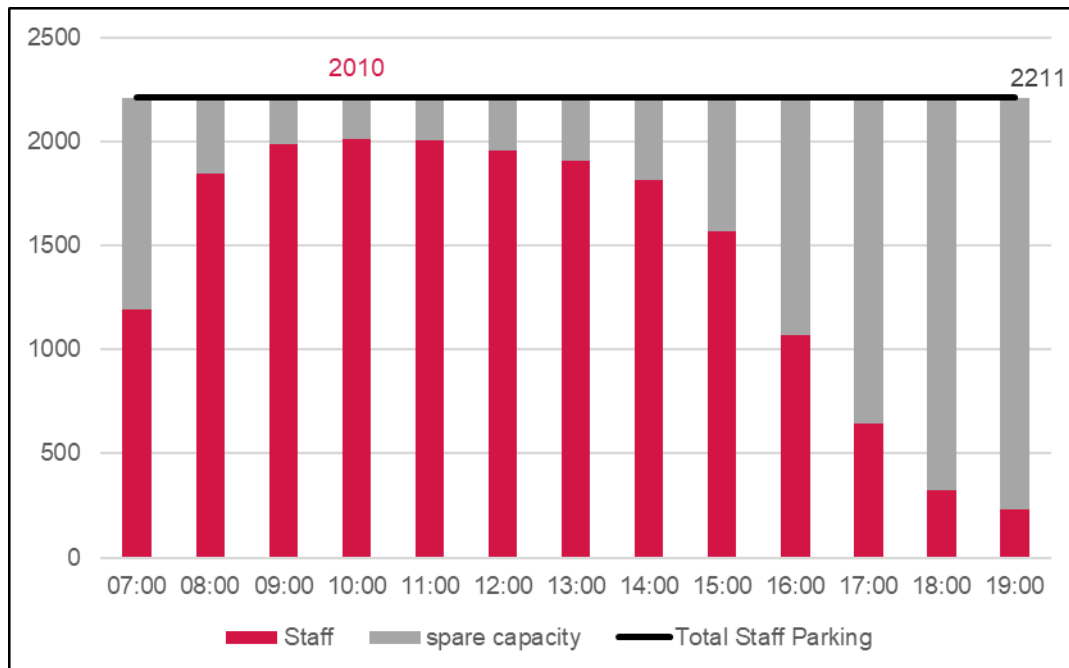


Figure 6.2 – Staff Car Parking Utilisation

- 6.2.7 **Figure 6.2** illustrates that the peak utilisation of staff car parking bays across the site occurs at 10:00 when 92% of the bays are utilised (201 bays remaining). Utilisation stays at a similar level until 13:00 when the level of parking curtails. Whilst the overall car parking capacity does not reach capacity, specific car parks do reach or exceed capacity throughout the day. Staff car parking within the Nightingale car park reached capacity between 08:00 -11:00 and 14:00 and 17:00.

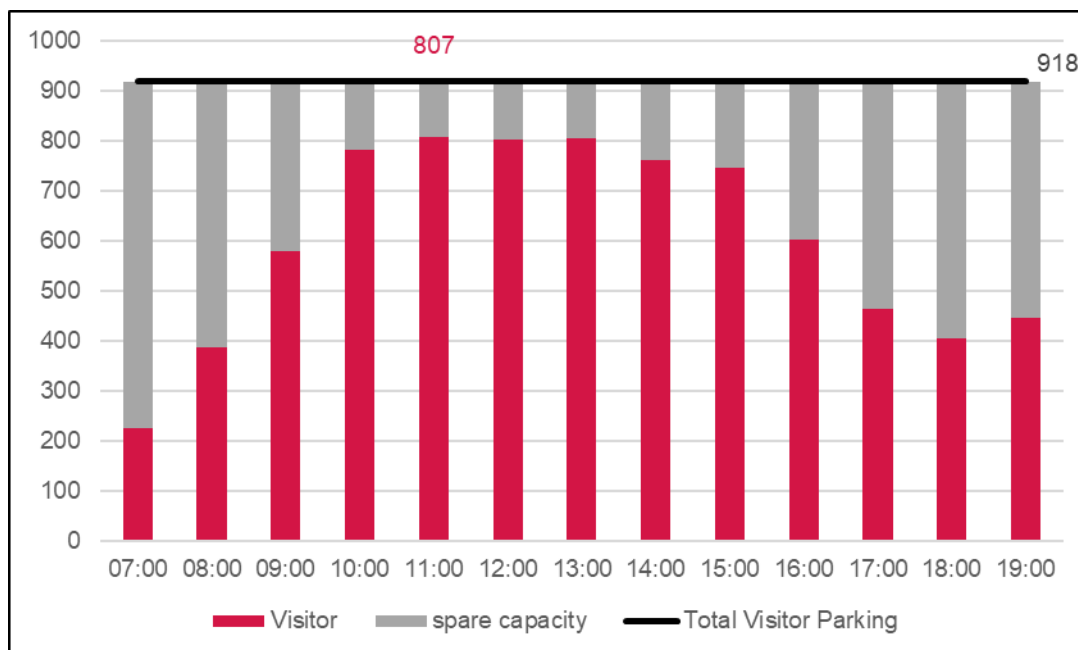


Figure 6.3 – Visitor Car Parking Utilisation

6.2.8 **Figure 6.3** illustrates that the peak utilisation of visitor car parking bays across the site occurs at 11:00 when 88% of the bays are utilised (111 bays remaining). Utilisation stays at a similar level until 14:00 when the level of parking curtails. Whilst the overall car parking capacity doesn't reach capacity, specific car parks do reach or exceed capacity throughout the day. Staff or visitors who choose to drive should allow enough time in their journey as they may experience delays in finding a parking space.

6.2.9 Additionally, as mentioned earlier, staff at Wythenshawe Hospital are not permitted to park in the hospital car parks (other than in the staff car park), including the NBIA or Nightingale Centre car parks. Should staff choose to drive to the hospital, they would be required to join the Manchester University NHS Foundation Trust (MFT) car parking scheme and park in the MFT Floats Road staff car park or find alternative parking in the local area.

6.2.10 It is envisaged that patients attending the NBIA would be allowed to park in the Nightingale Centre / NBIA car parks, however course attendees are not permitted to park in these areas. Visitors would also be directed to other public car parks within the Wythenshawe Hospital site. MFT is committed to continue encouraging all staff, patients, and visitors to travel by public transport or sustainable modes of travel, and it is anticipated that the majority of travel would be undertaken via such modes.

6.3 Summary

6.3.1 In summary, any displaced users of the existing car park or new users onsite could be accommodated within the wider Wythenshawe Hospital site, which has been proven to have available capacity. As such, the impact by the Proposed Development on car parking throughout the hospital zone would be insignificant.

7.0 Transport Planning Policy

7.1 Introduction

- 7.1.1 The following section sets out key local and national transport planning policies, and how the proposals relate to them.

7.2 National Planning Policy Framework (2019)

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

- 7.2.2 Paragraph 11 states that:

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

- 7.2.3 For decision taking this means granting permission unless:

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

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

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

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

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

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

7.2.7 The Proposed Development is situated in an accessible location. There is good walking and cycling infrastructure adjacent to the Site, and public transport is accessible within an acceptable walking distance.

7.2.8 The Proposed Development accords with the general principles of the NPPF.

7.3 National Planning Practice Guidance (NPPG)

7.3.1 In addition to the NPPF, a National Planning Practice Guidance (NPPG) document has also been developed by the Ministry of Housing, Communities & Local Government in 2012, with a revised version in 2018. It brings together planning practice guidance for England and sits alongside the NPPF. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. The guidance states that:

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

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

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

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

7.4 Manchester Core Strategy (2012 – 2027)

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

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

7.4.2 Policy T1 focuses on sustainable transport and access for all. The accessibility of the Site would encourage users of the Proposed Development to travel by sustainable modes.

7.4.3 Policy T2 of the Manchester Core Strategy states:

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

7.4.4 It is considered the proposed parking provision is reflective of the highly accessible nature of the development, whilst considering the realistic requirements of the users. The development would benefit from sustainable transport links across the city centre.

7.4.5 Manchester City Council (MCC) consider parking provision in the city on a case-by-case basis, and it is noted that MCC have recently accepted new developments with low or no parking provision in areas that have high levels of public transport in the vicinity and proximity to major city centre areas.

7.4.6 It is considered the proposals are in accordance with the transport policies set out in the MCC Core Strategy. The cycle parking provision could also be monitored upon completion and occupation of the development, and hence could be amended and increased if necessary.

7.4.7 Policy T3 is in relation to strategic integration of developments with the sustainable transport network. The Proposed Development would not prejudice the implementation of any of the strategic integration projects.

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

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

7.5.2 Policy GM6 of the GMSF, titled ‘Accessibility’, states:

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

- *Designing development and neighbourhoods so as to encourage journeys to be made by walking, cycling and public transport;*
- *Locating development so as to reduce the need to travel by car and the distance travelled, and maximise accessibility by public transport;*
- *Using demand management measures to make best use of our existing highways capacity;*

- *Providing safe and convenient cycle routes that connect people to jobs, key services and recreation opportunities, supported by cycle hire and sharing schemes; and*
- *The continued improvement in public realm in town centres and local neighbourhoods to support the maximum number of local journeys in those locations to be made on foot.*

7.5.3 The Proposed Development does not contravene the plans set out by the GMSF, instead it supports the plans by encouraging future employees to travel sustainably whenever possible.

7.6 Greater Manchester Transport Strategy 2040

7.6.1 In 2015, TfGM began consulting on a 2040 Vision for Transport to deliver a transport system which enables residents, businesses and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car.

7.6.2 Under Policy 3, the Transport Strategy states that TfGM will “maintain a conurbation-wide programme of travel choices interventions, supported by journey planning tools and information, to encourage travel behaviour change and mode shift, in order to make the most efficient use of available capacity, particularly during peak periods”. Such interventions comprise:

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

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

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

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

7.6.5 Recently in October 2019, MCC have also published a Report for Resolution regarding the need for a revised City Centre Transport Strategy (CCTS), aligned to the Greater Manchester Transport Strategy 2040. It was proposed that this is necessary to “take account of the ongoing and future predicted growth of the city centre, changes in the policy context since the previous strategy was published in 2010, including the adoption of the 2040 Strategy; the ambition to be a zero carbon city by 2030 at the least; and the outcomes of the City Centre Transport Strategy Conversation that took place in the autumn of 2018”.

7.6.6 According to the report, the revised CCTS will:

“set the strategic framework for how people will travel into and out of out of the city centre; and how they will move within the city centre. It will set out proposals to further enhance the city’s public transport network and reduce car based trips over the longer term period; leading to the overall share of public transport; cycling and walking trips increasing as the preferred modes of travel. This will contribute to the city’s and Greater Manchester’s zero-carbon targets by increasing non-motorised trips and increasing the usage of public transport. The proposals will aim to reduce emissions and improve air quality on some of the currently most heavily polluted streets in the city centre.”

7.6.7 To achieve this, the Executive is recommended to:

- *“Note the intention to produce a revised City Centre Transport Strategy;*
- *Consider the key principles and proposals that should be covered in the revised strategy;*
- *Agree that the Council undertake an engagement and co-design exercise with key stakeholders in the city centre and surrounding wards in order to further develop the strategy with support from Transport for Greater Manchester (TfGM) and Salford City Council;*
- *Delegate authority to the Head of Local Planning and Infrastructure to finalise the terms of the engagement exercise with the Leader of the Council and Executive Member for Environment, Planning and Transport; and*
- *Agree that a report is brought back to a future meeting of the Executive on the outcomes of the engagement exercise and the content of the revised draft City Centre Transport Strategy.”*

7.6.8 The Proposed Development does not contravene the aims of the revised strategy of supporting growth of the city by improving the quality and environment of the city centre.

7.7 Conclusions

- 7.7.1 It is considered that the Proposed Development is in line with national and local transport policies and guidance. The Site is located within an area which has a range of existing local facilities and plenty of sustainable travel choices.

8.0 Summary and Conclusions

8.1 Summary

- 8.1.1 Curtins has been appointed on behalf of Manchester University NHS Foundation Trust (MFT) to provide traffic and transportation advice in relation to a development at the Nightingale Centre located off Southmoor Road in Wythenshawe, Manchester.
- 8.1.2 The Proposed Development involves the construction of a new standalone two-storey building adjacent to the Nightingale Centre to serve as a dedicated training space (Use Class C2) for the National Breast Imaging Academy (NBIA). The NBIA would provide outpatient breast services alongside education and training to healthcare professionals and trainees, with rooms accommodating up to 48 patients, 40 staff, and up to 70 visitors.
- 8.1.3 The existing Site comprises a surface car park, where several spaces would be removed to accommodate the proposals. The proposals will also include the provision of secure and sheltered cycle parking spaces. As the Academy will also be providing additional clinical space for the Nightingale Centre, a physical connection between the NBIA and Nightingale Centre is proposed.
- 8.1.4 Curtins has been appointed to prepare this Transport Statement to accompany the planning application for the proposals.
- 8.1.5 A review of baseline conditions and highway safety in the vicinity of the Site has been undertaken. This demonstrates that the Site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the Site. It is not considered that there is an existing safety issue that is likely to be exacerbated by the Proposed Development.
- 8.1.6 An appropriate TRICS assessment has been undertaken to establish the likely number of vehicular trips associated with the Proposed Development. It is not considered that the removal of car parking spaces and the additional traffic generated by the Proposed Development would have a significantly detrimental impact on the surrounding highway network. This has been verified with a parking beat survey conducted on the wider Wythenshawe Hospital site which has been proven to have capacity to accommodate any displaced users of the existing surface car park.
- 8.1.7 Additionally, future users of the Site are less likely to commute by their own cars due to proposed sustainable travel planning measures to increase the level of walking, cycling and public transport use to and from the Site, and to reduce reliance on the private car.
- 8.1.8 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the Proposed Development conforms with such policy.

8.2 Conclusions

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

Appendix A – Proposed Site Layout Plans

NOTES
All dimensions and levels to be checked on site
Any discrepancies are to be reported to the Architect before any work commences

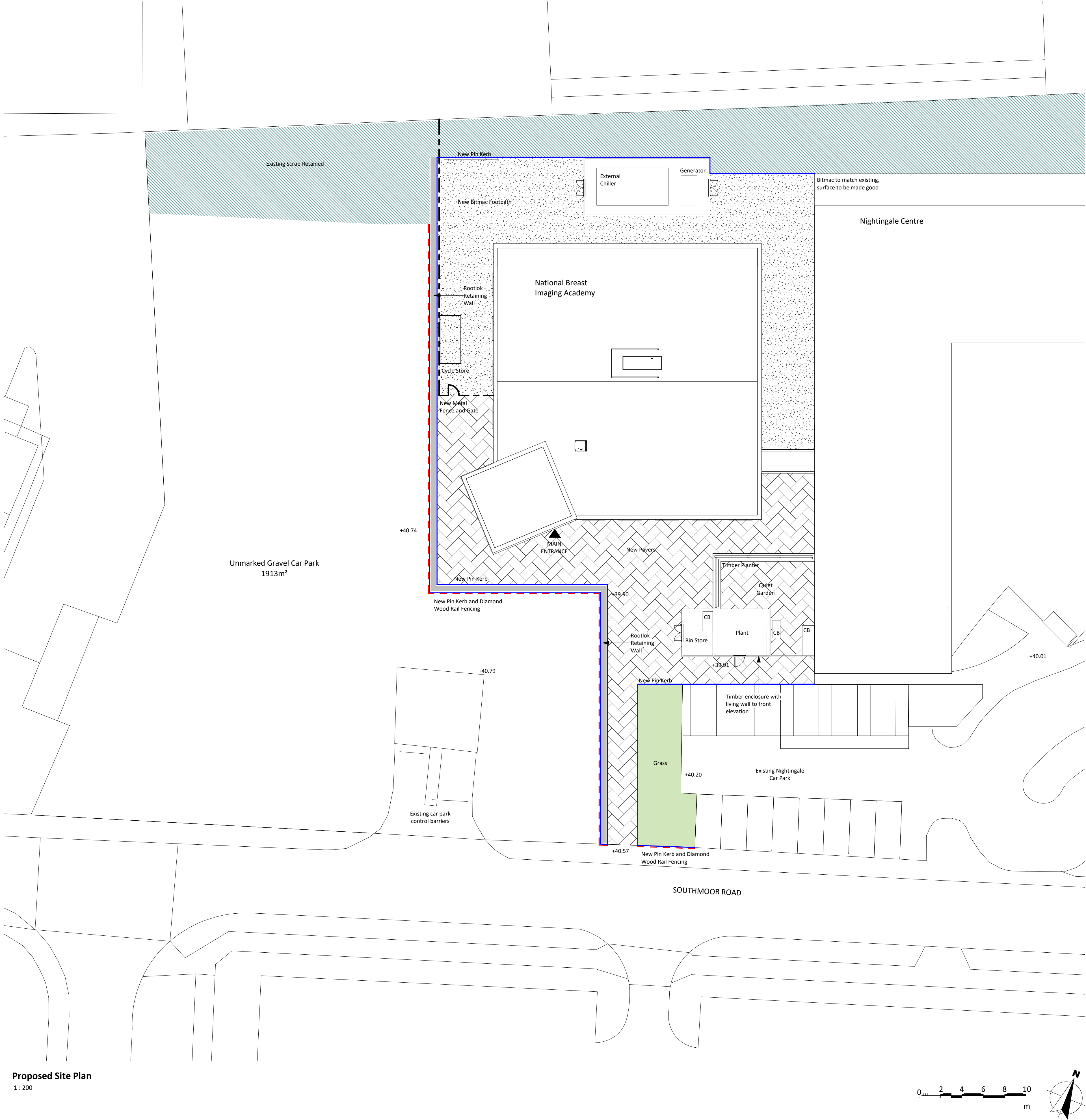
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Proposed Site Plan
1 : 200

- Proposed Rootlok retaining wall
- Proposed Grass Verge
- Proposed Pin Kerb
- Proposed Diamond Wood Rail Fence 900mm high.
- Proposed Metal Fencing 2100mm high Metal posts with mesh panels.
- Existing Control Box

P 1	19.12.19	JG	Issued for comment.
rev no.	rev date	rev by	description
project			
National Breast Imaging Academy			
location			
Wythenshawe Hospital			
Employer			

client
Manchester University NHS Foundation Trust

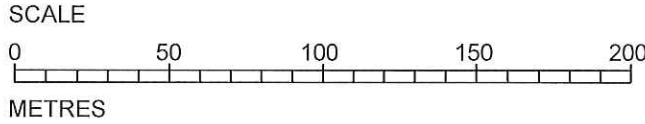
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key plan

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drawing title			
Proposed Site Plan			
AFL job number	scale @ A1	drawn JG	checked DR
193153	1 : 200	rev date	19.12.19
dwg purpose		status	rev
Information			P 1
bim project	origin	zone	level
193153-AFL-00-00-DR-A-90101			

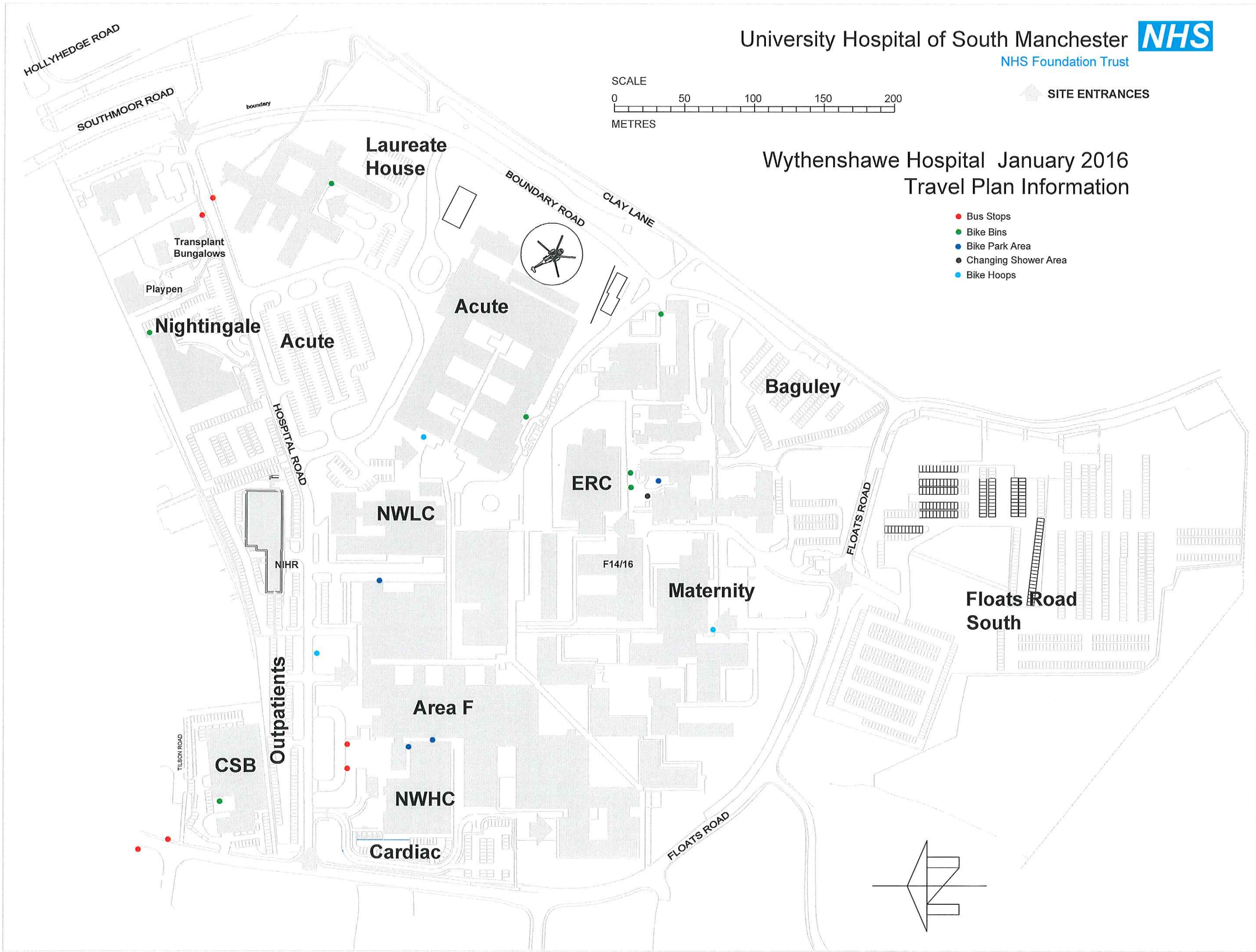
Appendix B – Cycle Parking across Wythenshawe Hospital



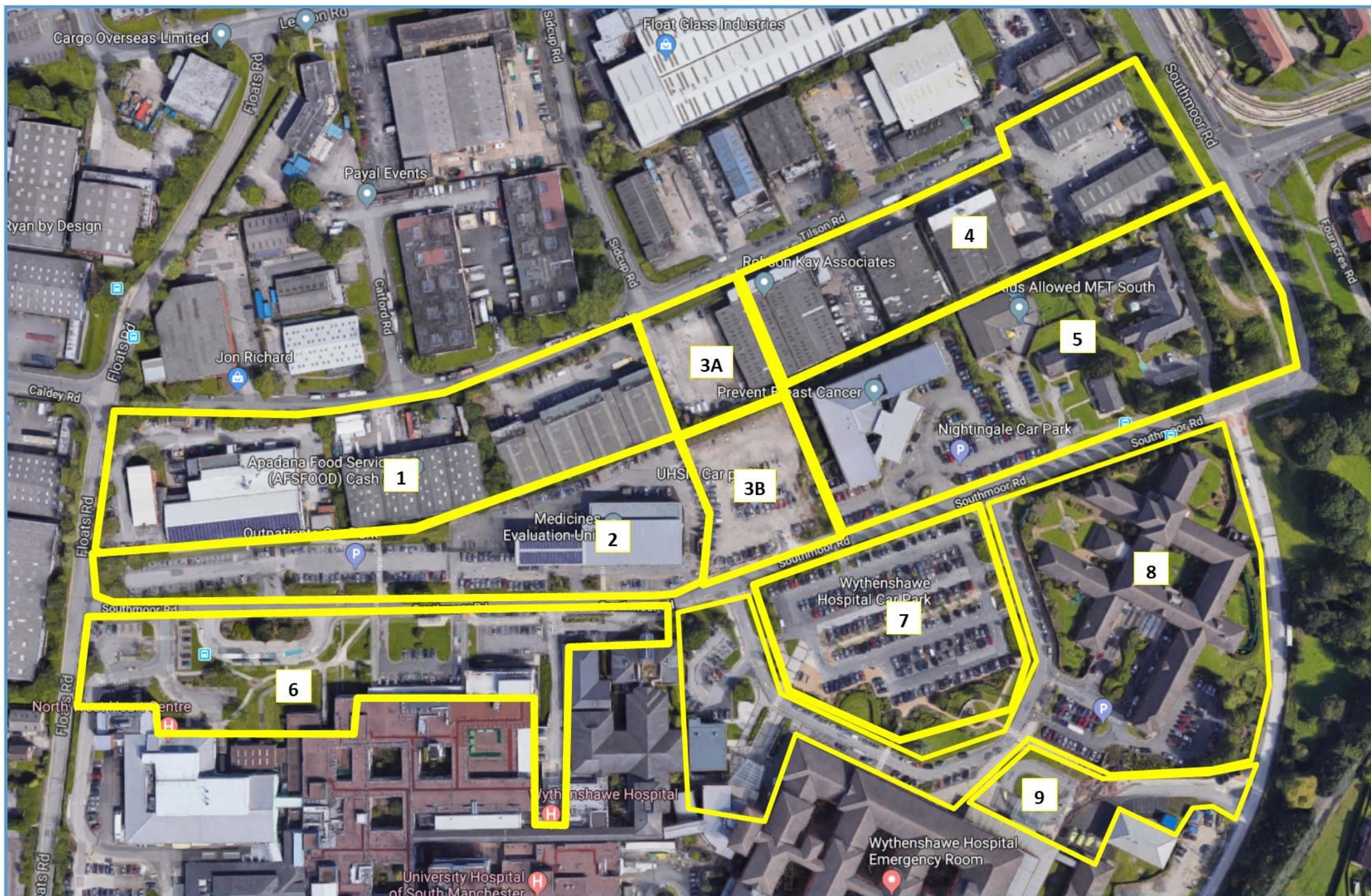
SITE ENTRANCES

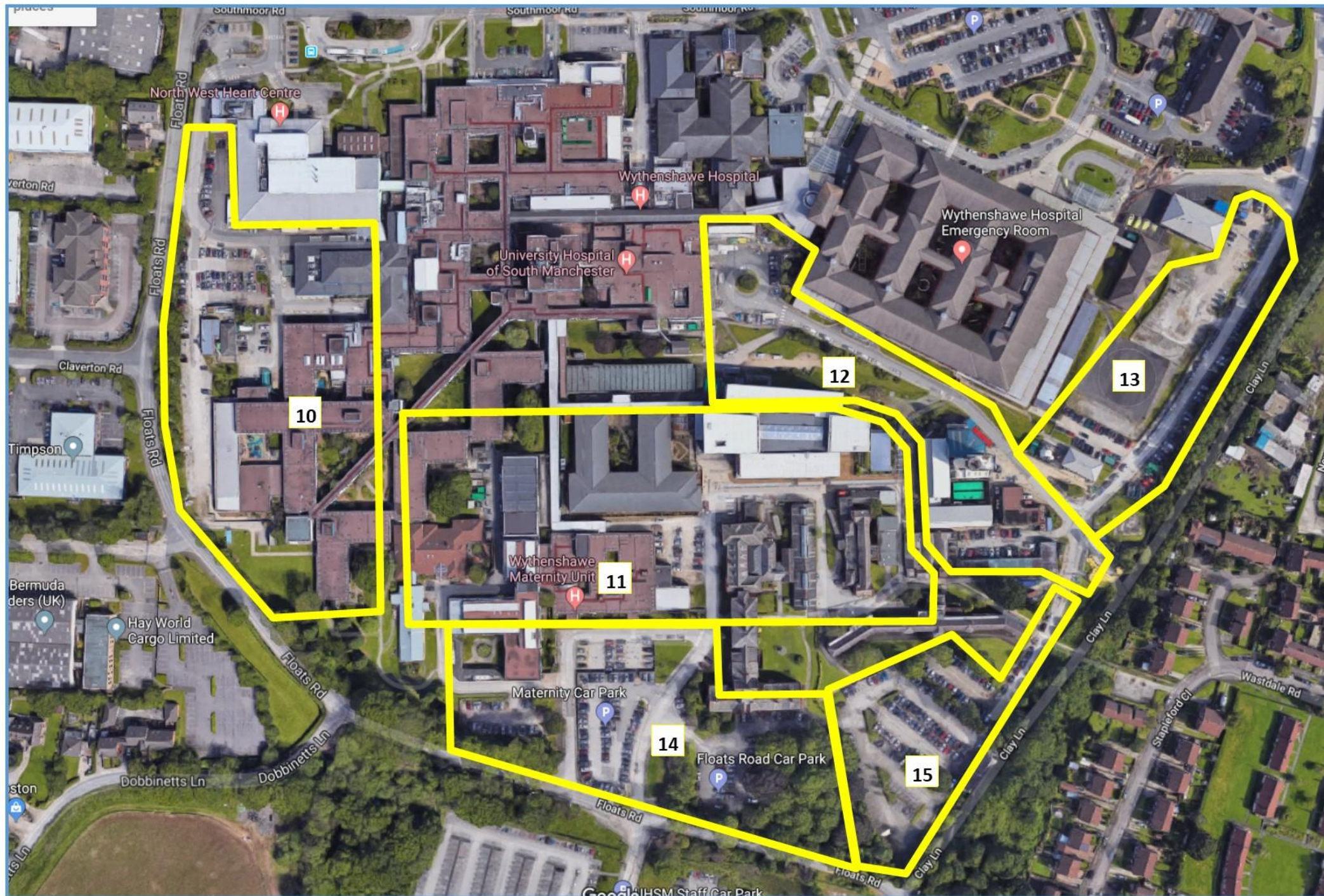
Wythenshawe Hospital January 2016
Travel Plan Information

- Bus Stops
- Bike Bins
- Bike Park Area
- Changing Shower Area
- Bike Hoops



Appendix C – Car Park Survey Results







Wythenshawe Hospital Parking Survey

Zone 1	Total Spaces	Tuesday 27th November 2018												
		07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00
		Occupied												
Staff	36	23	34	34	34	34	34	35	34	35	35	35	22	10
Bianco House	35	0	5	30	33	33	31	31	33	31	29	13	8	2
AFSFoods	30	26	32	36	34	33	37	32	33	35	32	27	26	26
Total	101	49	71	100	101	100	102	98	100	101	96	75	56	38
Zone 1	Total Spaces	Tuesday 27th November 2018												
		07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00
		Parking Stress (%)												
Staff	36	64%	94%	94%	94%	94%	94%	97%	94%	97%	97%	97%	61%	28%
Bianco House	35	0%	14%	86%	94%	94%	89%	89%	94%	89%	83%	37%	23%	6%
AFSFoods	30	87%	107%	120%	113%	110%	123%	107%	110%	117%	107%	90%	87%	87%
Total	101	49%	70%	99%	100%	99%	101%	97%	99%	100%	95%	74%	55%	38%
Illegal Parking	0	0	2	6	4	3	7	2	3	5	2	0	0	0

Wythenshawe Hospital Parking Survey

[illegible]

Wythenshawe Hospital Parking Survey

[illegible]

Wythenshawe Hospital Parking Survey

[illegible]

Wythenshawe Hospital Parking Survey

[illegible]

Wythenshawe Hospital Parking Survey

[illegible]

Wythenshawe Hospital Parking Survey

[illegible]

Wythenshawe Hospital Parking Survey

[illegible]

Wythenshawe Hospital Parking Survey

Zone 12	Total Spaces	Tuesday 27th November 2018												
		07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00
		Occupied												
Staff (Marked)	18	10	16	16	15	15	16	16	16	15	15	3	3	3
Disabled	1	0	1	1	1	1	1	1	1	1	1	1	0	0
On Street (Illegal)	14	14	14	12	10	14	14	14	12	8	11	14	14	13
Total	33	24	31	29	26	30	31	31	29	24	27	18	17	16
Zone 12	Total Spaces	Tuesday 27th November 2018												
		07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00
		Parking Stress (%)												
Staff (Marked)	18	56%	89%	89%	83%	83%	89%	89%	89%	83%	83%	17%	17%	17%
Disabled	1	0%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	0%	0%
On Street (Illegal)	14	100%	100%	86%	71%	100%	100%	100%	86%	57%	79%	100%	100%	93%
Total	33	73%	94%	88%	79%	91%	94%	94%	88%	73%	82%	55%	52%	48%
Illegal Parking	14	14	14	12	10	14	14	14	12	8	11	14	14	13

Wythenshawe Hospital Parking Survey

[illegible]

Appendix D – TRICS Outputs

Calculation Reference: AUDIT-148301-191205-1238

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : I - TEACHING HOSPITAL
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Secondary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of Employees
 Actual Range: 1100 to 2442 (units:)
 Range Selected by User: 275 to 3500 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 18/11/14

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	2 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	2
Free Standing (PPS6 Out of Town)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	2
Out of Town	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C2	3 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000	2 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	3 days
-----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

- | | | | |
|---|----------------------------------|-------------------|---------------------|
| 1 | MS-05-I-02 | TEACHING HOSPITAL | MERSEYSIDE |
| | CLATTERBRIDGE ROAD | | |
| | WIRRAL | | |
| | Free Standing (PPS6 Out of Town) | | |
| | Out of Town | | |
| | Total Number of Employees: | 2101 | |
| | Survey date: TUESDAY | 18/11/14 | Survey Type: MANUAL |
| 2 | SH-05-I-01 | TEACHING HOSPITAL | SHROPSHIRE |
| | MYTTON OAK ROAD | | |
| | SHREWSBURY | | |
| | Edge of Town | | |
| | Residential Zone | | |
| | Total Number of Employees: | 1100 | |
| | Survey date: FRIDAY | 30/05/14 | Survey Type: MANUAL |
| 3 | WS-05-I-01 | TEACHING HOSPITAL | WEST SUSSEX |
| | LEWES ROAD | | |
| | HAYWARDS HEATH | | |
| | Edge of Town | | |
| | Residential Zone | | |
| | Total Number of Employees: | 2442 | |
| | Survey date: TUESDAY | 21/10/14 | Survey Type: MANUAL |

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 05 - HEALTH/I - TEACHING HOSPITAL
VEHICLES

Calculation factor: 1 EMPLOY

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1881	0.192	3	1881	0.066	3	1881	0.258
08:00 - 09:00	3	1881	0.352	3	1881	0.110	3	1881	0.462
09:00 - 10:00	3	1881	0.182	3	1881	0.108	3	1881	0.290
10:00 - 11:00	3	1881	0.124	3	1881	0.116	3	1881	0.240
11:00 - 12:00	3	1881	0.098	3	1881	0.129	3	1881	0.227
12:00 - 13:00	3	1881	0.118	3	1881	0.129	3	1881	0.247
13:00 - 14:00	3	1881	0.134	3	1881	0.122	3	1881	0.256
14:00 - 15:00	3	1881	0.140	3	1881	0.145	3	1881	0.285
15:00 - 16:00	3	1881	0.115	3	1881	0.177	3	1881	0.292
16:00 - 17:00	3	1881	0.084	3	1881	0.296	3	1881	0.380
17:00 - 18:00	3	1881	0.078	3	1881	0.216	3	1881	0.294
18:00 - 19:00	3	1881	0.094	3	1881	0.124	3	1881	0.218
19:00 - 20:00	3	1881	0.084	3	1881	0.092	3	1881	0.176
20:00 - 21:00	3	1881	0.037	3	1881	0.106	3	1881	0.143
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		1.832			1.936			3.768	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	1100 - 2442 (units:)
Survey date range:	01/01/11 - 18/11/14
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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