

Withington Community Hospital CDC

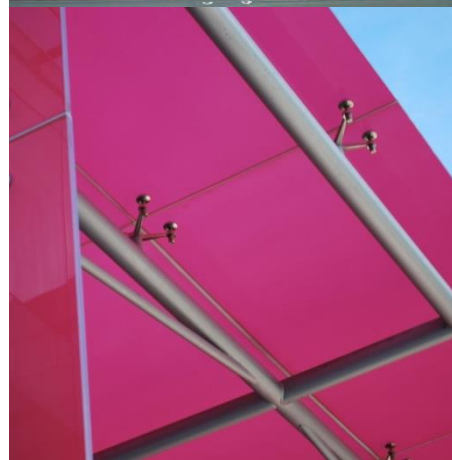
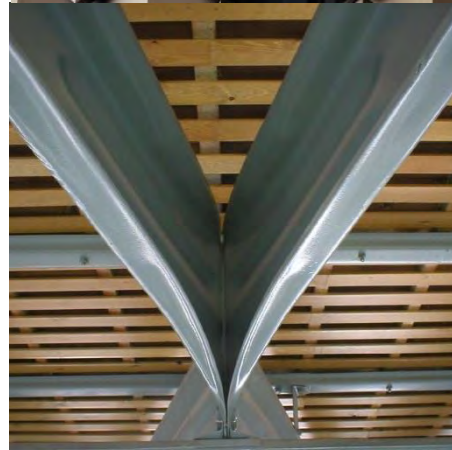
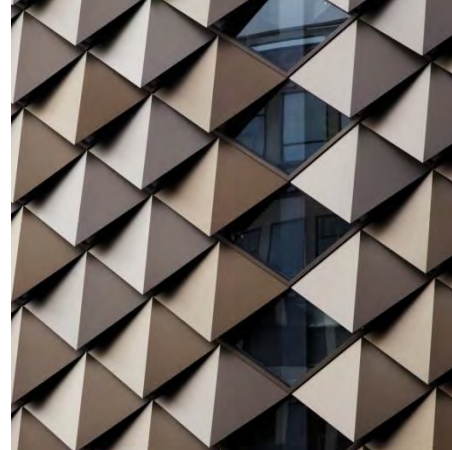
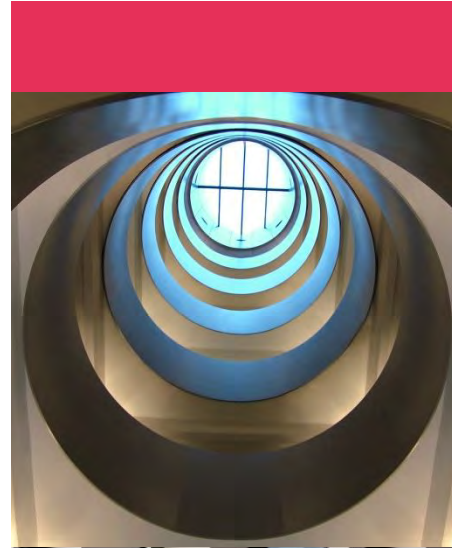
Transport Statement

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Merchant Exchange
17 – 19 Whitworth Street West
Manchester. M1 5WG.
Tel: 0161 236 2394
www.curtins.com

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Author	Signature	Date
Lynnie Ler MEng (Hons) MCIHT Transport Planner		03 July 2023

Reviewed	Signature	Date
Matt Thorley BA (Hons) MSc Principal Transport Planner		03 July 2023

Authorised	Signature	Date
Carl Peers BA (Hons) MSc CMILT FCIHT Business Unit Director		03 July 2023

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- Plan 83266-CUR-XX-XX-G-TP-06003 – Accessibility – Pedestrian Catchment Plan**
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- Drawing 83266-CUR-XX-XX-D-TP-05005 – (Swept Path Analysis) Large Car**

Appendices

- Appendix A – Proposed Site Layout**
- Appendix B – Barrier Entry and Exit Data**
- Appendix C – Trip Generation Details Based on Information from Trust**

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Manchester University NHS Foundation Trust (MFT) to provide traffic and transport advice in relation to a proposed new development within the Withington Community Hospital site in West Didsbury, South Manchester.
- 1.1.2 A new two-storey building is proposed at the Withington Community Hospital site to provide a Community Diagnostic Centre (CDC). The CDC will house cardiorespiratory and endoscopy facilities. The CDC is proposed to the south of the existing hospital buildings, with a new parking area located to the west of the CDC.
- 1.1.3 The Trust anticipate that the proposed development would comprise an average of 33 additional staff per day, along with 86 additional patients who arrive and depart throughout the day. It is anticipated that the CDC will be operational from 09:00 – 17:00 on weekdays, with no appointments on the weekend.
- 1.1.4 The gross internal floor area (GIFA) of the building is understood to be 2,049m², and the development will provide an additional 6no. parking spaces provided, all of which are accessible bays. In addition, 3no. spaces within to the existing car park (to the north-west of the proposed building) would also be converted into drop-off bays for visitors to the proposed development.
- 1.1.5 The proposed site layout is shown in **Appendix A** to the rear of the report.

1.2 Purpose of this Report

- 1.2.1 This Transport Statement (TS) has been prepared in order to consider the proposed development and the potential impact on the surrounding area from a traffic and transportation perspective.
- 1.2.2 A Travel Plan (TP) Addendum (Document Reference: **83266-CUR-XX-XX-T-TP-00002**) to the Trust's Travel Plan for Withington Community Hospital has also been prepared to manage the level of car parking, and encourage staff, patients, and visitors to the new CDC building to use sustainable modes of transport. The CDC building will form part of the wider Withington Community Hospital Travel Plan once operational.
- 1.2.3 The development would also be assessed under Building Research Establishment Environmental Assessment Method (BREEAM) 2018 standards and would seek to demonstrate compliance by obtaining a number of credits. As such, this TS also seeks to demonstrate compliance with BREEAM.

1.3 Scope of the Report

- 1.3.1 This TS has been prepared in accordance with current national and local transport planning policy.

1.3.2 Curtins proposed a scope of assessment as part of a Transport Statement to Highways Officers at Manchester City Council (MCC) on 27th April 2023; the TS was proposed to contain the following:

- A detailed description of the existing highway network surrounding the site including parking restrictions;
- A review of accessibility by sustainable modes of travel;
- A summary of the development proposals for the site;
- Details regarding the vehicular access, drop off/pick up and servicing strategies for the site;
- Analysis of existing car park usage demonstrating parking accumulation and capacity availability;
- Swept path analysis to demonstrate changes to the internal layout, vehicle tracking and servicing arrangements (where required);
- An assessment of trip generation (using existing mode share data from MFT and Census data where applicable);
- Commentary on the potential impact on the highway network, road safety and accessibility;
- Consideration of relevant local and national transport planning policy.

1.3.3 The above was discussed further with Highways Officers on 11th May 2023 during a pre-application meeting, where the scope was agreed to be acceptable in principle.

1.4 Structure of the Report

1.4.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site location. This includes the local highway network and facilities for pedestrians, cyclists, and public transport users.

1.4.2 **Section 2** also reviews highway safety, existing parking arrangements and existing travel patterns.

1.4.3 The development proposals are summarised in **Section 3**, including the proposed parking provision and access arrangements.

1.4.4 The accessibility of the site by sustainable modes of travel is assessed in **Section 4**.

1.4.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals and the highway impact.

1.4.6 **Section 6** demonstrates that the development accords with the transport requirements within BREEAM's New Construction guidance (2018).

1.4.7 **Section 7** summarises key national and local transport planning policy.

1.4.8 **Section 8** provides a report summary and conclusion.

2.0 Site Location and Highway Layout

2.1 Site Location

- 2.1.1 The site is situated in West Didsbury, approximately 7.5km to the south of Manchester City Centre. Withington Community Hospital is located to the south of Nell Lane, which in turn provides connectivity to the A5103 Princess Road; a key arterial road running from Manchester City Centre in the north to the M60 motorway in the south.
- 2.1.2 More locally, the site is bound by the north by Withington Community Hospital and its car park, to the east by Burton Road, to the south by Fielden Road, and to the west by Buccleuch Lodge. West Didsbury is a predominantly suburban area, with the local centre and many residential areas within walking distance of the site.
- 2.1.3 **Figure 2.1** below and **Plan 83266-CUR-XX-XX-G-TP-06002** to the rear of the report shows the site in relation to Withington Community Hospital and the regional highway network:

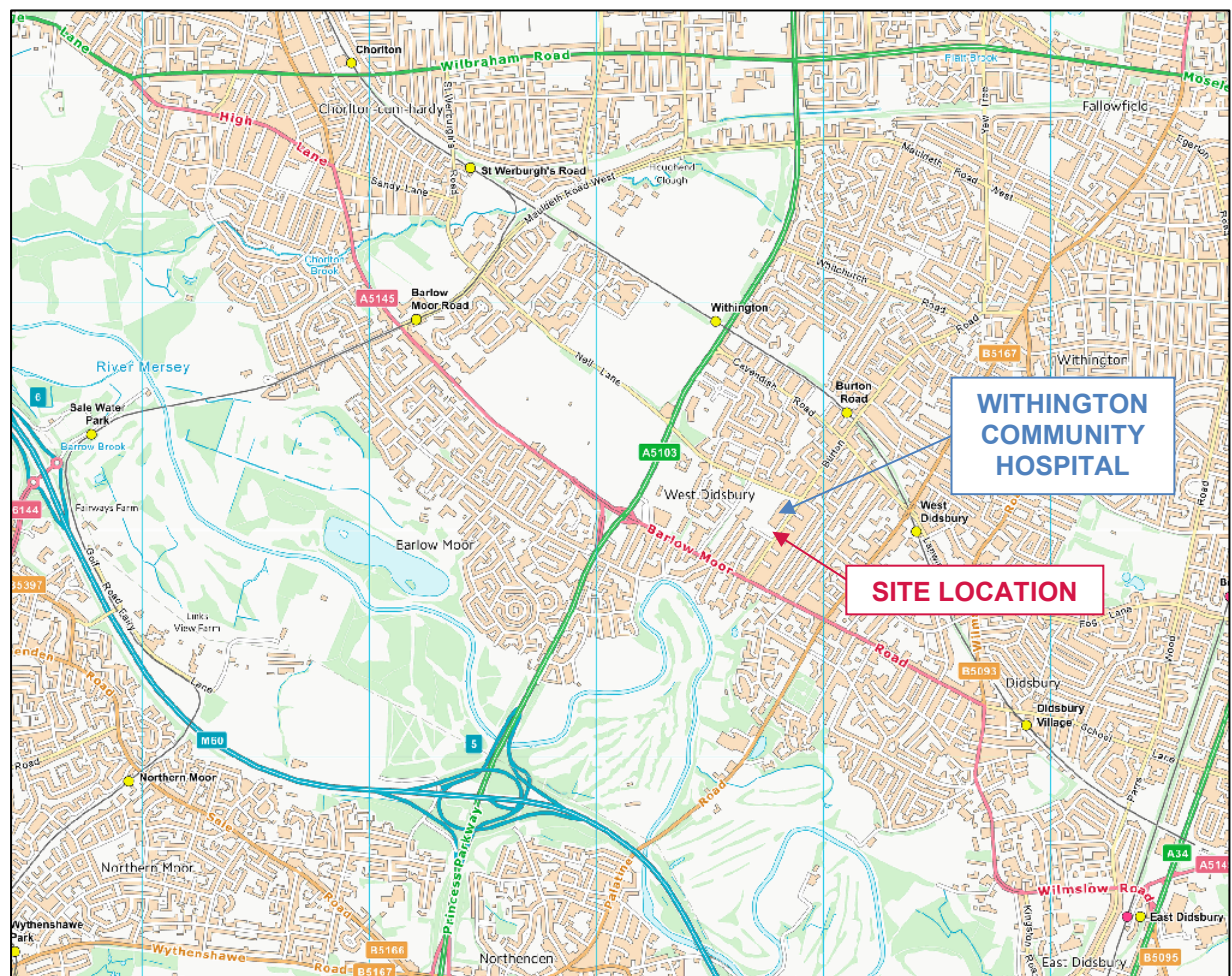


Figure 2.1 – Site Location in Relation to the Regional Highway Network

(Source: OS Maps, 2022)

- 2.1.4 Additionally, **Figure 2.2** below and **Plan 83266-CUR-XX-XX-G-TP-06001** to the rear of the report shows the site in a local context relating to Withington Community Hospital and the local highway network:

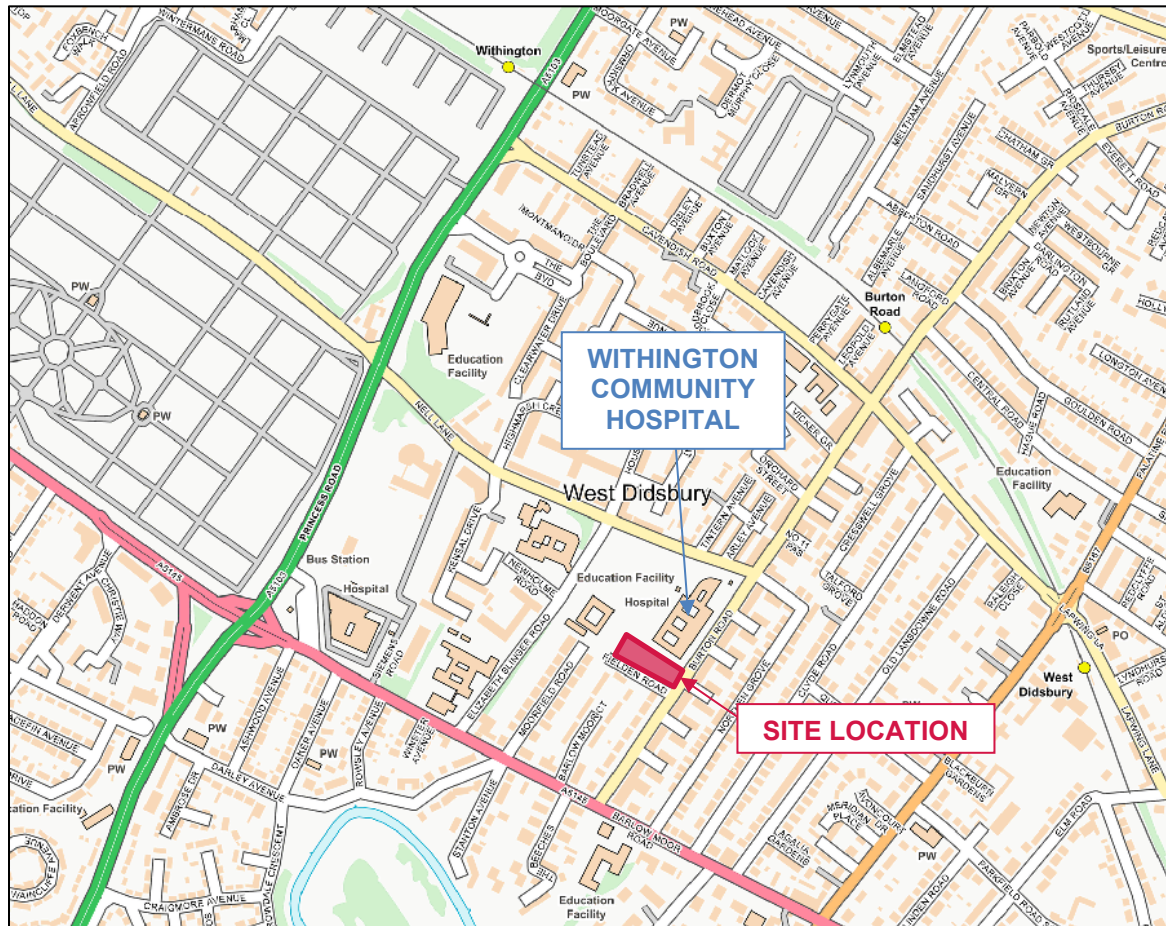


Figure 2.2 – Site Location in Relation to the Local Highway Network

(Source: OS Maps, 2022)

2.2 Existing Use and Access Arrangements

- 2.2.1 The hospital site is bound by Nell Lane, Burton Road, Elizabeth Slinger Road, and Fielden Road (and a residential dwelling accessed off Moorfield Road). The site currently comprises Withington Community Hospital near the eastern portion of the site off Burton Road, a large surface car park, and Buccleuch Lodge.
- 2.2.2 The area within the site where the proposed development is located currently comprises trees.
- 2.2.3 Withington Community Hospital provides specialist care patients requiring diagnostic treatment, day surgery, and community services via the main hospital, Buccleuch Lodge and Dermott Murphy Centre. Their main specialisms include dermatology, urology, audiology, ear, nose, and throat (ENT) and therapies. They also host services from other NHS hospitals and partners.

- 2.2.4 The main hospital comprises one theatre and a large outpatients department, and there are approximately 166 full time equivalent (FTE) staff at the site. In 2021/22, there were 57,937 patient contacts for the year. There are no overnight stays at the hospital.
- 2.2.5 The official hospital opening hours are 08:00 – 20:00 on Mondays to Fridays, although some services operate Saturday morning clinics. There is also an on-site café which opens earlier at 07:30 and closes at 16:30 on Mondays to Fridays. During a site visit undertaken on Wednesday 17th May 2023, it was observed that at 07:15, there were c. 52 cars parked at the car park (indicating that some staff arrived early), some of which comprised patients queueing up outside the hospital's main entrance.
- 2.2.6 On the last Sunday of every month, the western portion of the surface car park is also used for the West Didsbury Makers Market, hosting an array of arts, crafts, food, drink, music, and street food for the local community.

Vehicular Access

- 2.2.7 Vehicular access into the main hospital site is obtained off a priority junction with Nell Lane, where there are parking barriers set back from the access junction, as shown in **Figure 2.3** below. This access junction serves as both the sole entry and exit into and out of the car park. The entrance barrier opens upon approach, therefore there is no additional delay / queueing on the local road network as a result of vehicles waiting to turn into the car park.



Figure 2.3 – Vehicular Access (View from Nell Lane, West of Access)

- 2.2.8 Immediately to the left of the car park entrance lies a short-stay car park / drop-off area where a one-way circulatory system is in place (clockwise), and further to the south of this lies further areas of car

parking. Within the site, there is also an access road leading towards a service yard, and there is signage indicating that entry is prohibited for general vehicles.

- 2.2.9 During a site visit undertaken on Monday 13th March 2023, it was observed that the drop-off area experiences some queueing (c. four to five cars), although this queueing does not block back onto the access junction.

Cycle Access

- 2.2.10 Cycle access into the site is obtained in a similar manner to vehicles, although cyclists can dismount and push their bicycles along the footways to access the pedestrian public realm and entrance plaza. Cycle parking is located to the west of the hospital building (accessed via the car park) and to the north-east of the hospital building (accessed via the entrance plaza).

Pedestrian and Cycle Access

- 2.2.11 The hospital site is permeable across its northern, western, and eastern boundaries; primarily from its north-east and eastern perimeter, where it was observed that the entrance plaza to the hospital is located near the Nell Lane / Burton Road / Northern Grove junction.
- 2.2.12 There is a controlled crossing facility across Nell Lane (c. 25m to the west of the junction), along with another controlled crossing facility across Burton Road (c. 60m to the south of the junction), as shown in **Figures 2.4** and **2.5** below respectively. Both crossing points comprise pedestrian call buttons, dropped kerbs, and tactile paving, providing level access between the footway and the hospital grounds:



Figure 2.4 (left) – Controlled Crossing Facility on Nell Lane (View from East of Crossing)

Figure 2.5 (right) – Controlled Crossing Facility on Burton Road (View from North of Crossing)

- 2.2.13 There are also a number of uncontrolled crossing points with dropped kerbs and tactile paving surrounding the site, such as those at the car park access off Nell Lane, the Nell Lane / Burton Road / Northern Grove junction, and the Nell Lane / Elizabeth Slinger Road / Houseman Crescent junction.
- 2.2.14 In addition to the entrance plaza, there are several footpaths along the perimeter of the site which link the footways to the hospital site, such as those along the east of the site off Burton Road, to the north and west of the car park onto Nell Lane and Elizabeth Slinger Road respectively, and between the Buccleuch Lodge and the western car park. The pedestrian links to the east of the site off Burton Road lead toward a pleasant public realm environment next to the main hospital building, with soft landscaping and seating areas. These are shown in **Figures 2.6 to 2.9** below:



Figure 2.6 (left) – Pedestrian Link to the East onto Burton Road (View from Within Hospital Site)

Figure 2.7 (right) – Pedestrian Link to the North onto Nell Lane (View from Within Car Park)



Figure 2.8 (left) – Pedestrian Link to the West onto Elizabeth Slinger Road (View from Within Car Park)

Figure 2.9 (right) – Landscaped Public Realm off Burton Road

2.2.15 Aside from the entrance plaza to the north-east / east of the site, there are some footways to the west of the site for pedestrians accessing via the car park. There are zebra crossings, walkways between car park aisles which provide level access to the main hospital entrance, and there is also a raised table at the drop-off point. These walkways are shown in **Figure 2.10** below:



Figure 2.10 – Walkways between Car Park Aisles for Pedestrian Access

2.3 Existing Parking Provision

Car Parking

2.3.1 There are three main parking areas at the hospital site as shown in **Figure 2.11** below. Within this report, these have been identified as the western car park, the short stay car park, and the southern car park:

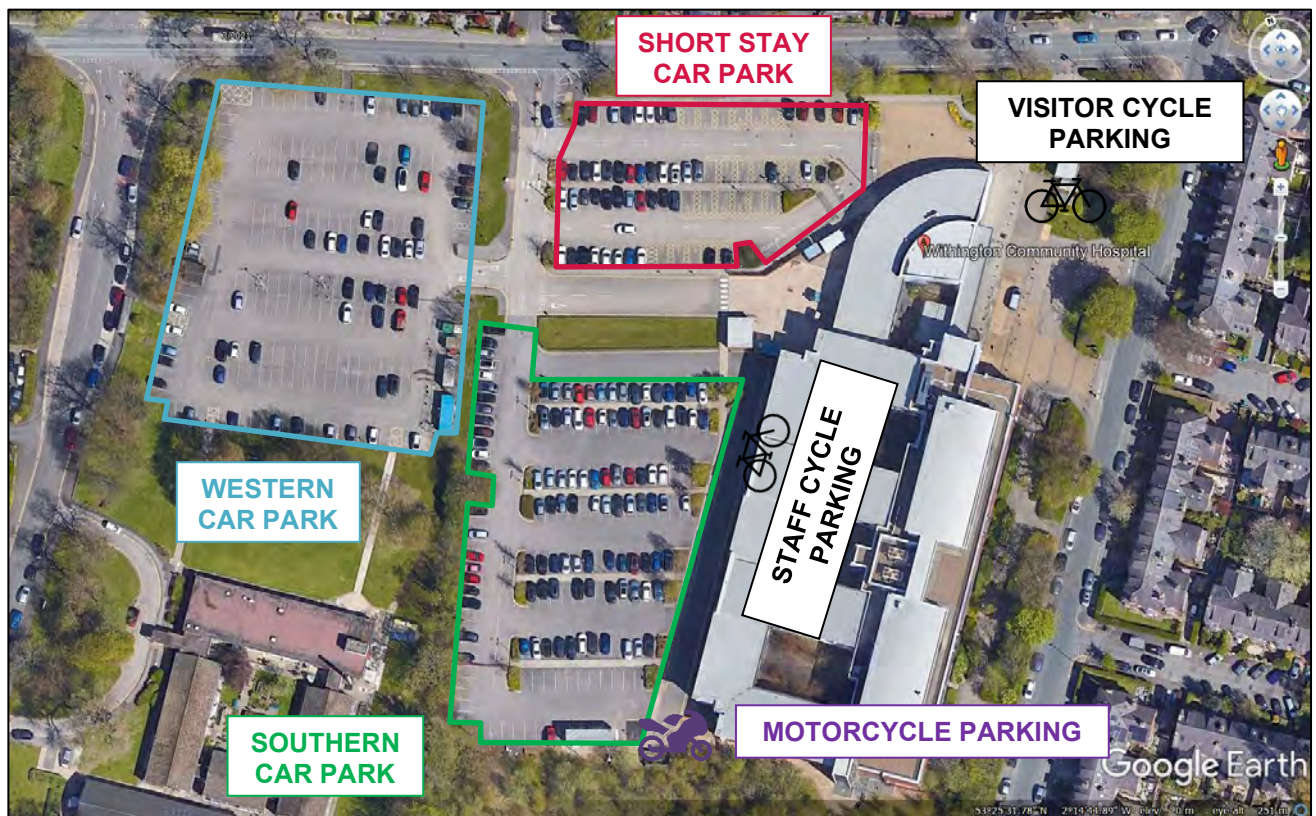


Figure 2.11 – Site Location in Relation to the Regional Highway Network

(Source: Google Maps, 2021)

2.3.2 The Trust has stated that there are a total of 440 spaces, split as follows:

- Western car park: 217 spaces (217 standard bays);
- Short stay car park: 71 spaces (41 standard bays, 30 disabled bays); and
- Southern car park: 152 spaces (145 standard bays, 5 electric vehicle (EV) charging bays for MFT transport, 2 public EV charging bays).

2.3.3 The existing occupancy of the car park has been established using car park barrier data from the Trust and site visit observations.

2.3.4 Entry and exit data at the car park barriers were supplied by the Trust for week commencing Monday 9 January 2023. This data has been used to undertake a parking accumulation exercise. The results demonstrate that at the peak accumulation occurred on Tuesday 10 January 2023 between 10:00 –

11:00, when the parking accumulation was 253 cars (58% occupied) with 187 spaces available (spare/unoccupied).

- 2.3.5 A second parking accumulation exercise has been undertaken for robustness using additional entry and exit data supplied by the Trust for 16 – 19 May 2023. The results demonstrate that at the peak accumulation occurred on Tuesday 16 May 2023 between 09:00 – 10:00, when the parking accumulation was 231 cars (53% occupied) with 209 spaces available (spare/unoccupied).
- 2.3.6 The results of these exercises are very similar in terms of the day and time of maximum accumulation and the percentage of the car park that was occupied. The results are also consistent with independent site visit observations on Monday 13 March 2023 where the mid-morning occupancy was observed at around 50%.
- 2.3.7 The results of the parking accumulation exercises are included in **Appendix B** to the rear of this report. For robustness, the maximum occupancy of 253 cars and the lowest number of available spaces of 187 spare/unoccupied spaces will be used within this report.

Cycle Parking

- 2.3.8 Cycle parking locations have been identified in **Figure 2.11** above, and the Trust has stated that there are a total of 54 cycle parking spaces, split as follows:
- West of hospital building / staff only (shown in **Figure 2.12** below):
 - o 30 individual cycle bins;
 - o 12 spaces (6 Sheffield hoops) under a secure cycle shelter; and
 - North-east of hospital building / for visitors: 12 spaces (6 Sheffield hops) under a cycle shelter (shown in **Figure 2.13** below).



Figure 2.12 (left) – Staff Cycle Parking Facilities

Figure 2.13 (right) – Visitor Cycle Parking Facilities

- 2.3.9 The majority of the spaces for staff are free, although there is a charge per year for rental of a personal bike bin. To request for a personal bike bin, staff are required to contact the Trust's Sustainability Team within the Estates and Facilities department. Based on the Trust's Travel Plan dated (January 2023), the cycle parking facilities are well-utilised and are considered to have sufficient capacity to meet current staff demand.

2.4 Existing Travel Patterns

- 2.4.1 The Trust's Travel Plan states that the Trust administers an annual staff survey across all its hospitals to capture the travel patterns of staff to and from work. The most recent survey was undertaken in 2021 between July – September, with further details contained within the Travel Plan appended to the accompanying Travel Plan Addendum (Document Reference: **83266-CUR-XX-XX-T-TP-00002**).
- 2.4.2 The response rates to the Trust's survey were low compared to the overall staff numbers across the Trust, however the Trust is committed to continuing annual surveys via the wider Travel Plan process by increasing marketing communications and publicising incentives for completion of the survey (if appropriate) in order to increase response rates.
- 2.4.3 For robustness, the survey results for the whole Trust are reported as follows:

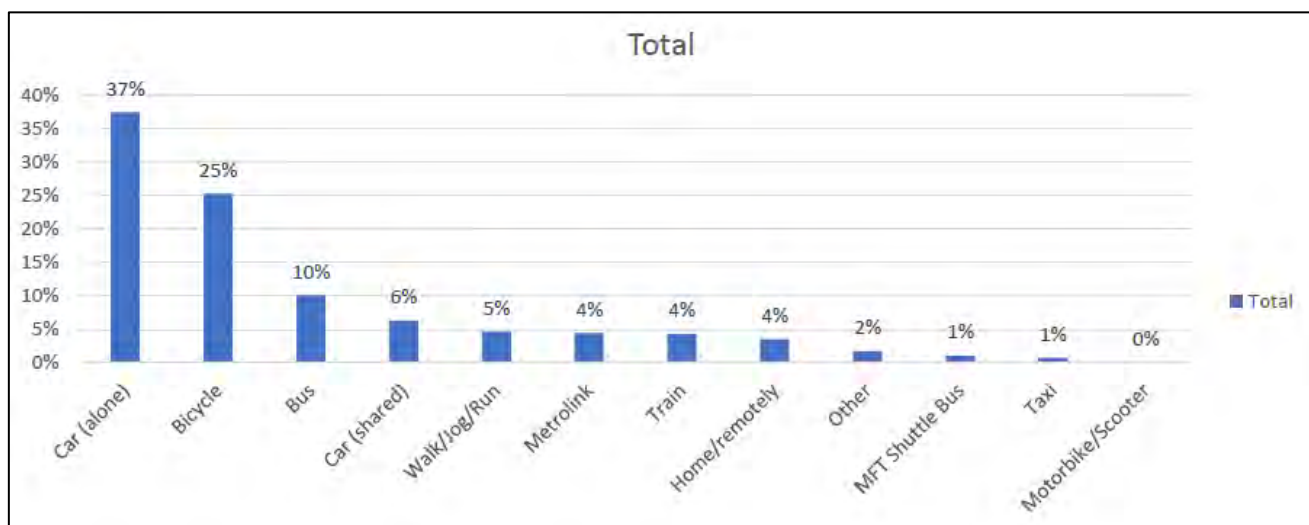


Figure 2.14 – 2021 Mode Split for MFT Staff
(Source: MFT, 2023)

2.4.4 The above results show the majority of staff travel by car alone, followed by bicycle, bus, and train.

2.5 Local Highway Network

Nell Lane

2.5.1 Nell Lane is a two-way single carriageway road with an average width of 6m in the vicinity of the site. Nell Lane runs along an east to west alignment and links West Didsbury in the east to the A5103 Princess Road in the west, then continues through the Southern Cemetery to Mauldeth Road West on the outskirts of Chorlton.

2.5.2 Nell Lane has parking restrictions in the form of double yellow lines (no waiting at any time) on both sides of the road, along the length of the carriageway from the junction with Princess Road to where it meets Burton Road. The road benefits from street lighting, and is subject to a 30mph speed limit along its length.

2.5.3 The carriageway has c. 1.5-2m wide footways on both sides of the road, although there are sections where the footway provision on the southern side of the carriageway is narrow, as shown in **Figure 2.15** below to the west of the site access. Notwithstanding, it was observed that the majority of pedestrian footfall originates from the east off Burton Road, with fewer pedestrians along Nell Lane. There are also dropped kerbs with tactile paving where minor junctions meet Nell Lane to facilitate pedestrians crossing.

2.5.4 As stated in **Section 2.2** above, there is also a controlled crossing facility in the vicinity of the pedestrian access, complete with dropped kerbs and tactile paving, leading directly to the entrance plaza.



Figure 2.15 – Narrow Footway to the West of Vehicular Access along Nell Lane

Burton Road

- 2.5.5 To the east of the site, Burton Road extends for c. 2km between the A5145 Barlow Moor Road and Wilmslow Road, connecting Withington to West Didsbury. In the vicinity of the site, the road comprises a two-way single carriageway with an average width of c. 6-7m.
- 2.5.6 Pedestrian infrastructure along Burton Road is good, with wide footways of c. 2m along both sides of the carriageway, street lighting at regular intervals, and dropped kerbs with tactile paving where minor junctions meet the main carriageway. Similar to Nell Lane, the road is also subject to a 30mph speed limit.
- 2.5.7 Burton Road comprises some parking restrictions in the form of double yellow lines, H-bar markings, and zigzag lines in the vicinity of the controlled crossing point near the hospital. However, in areas where there are no parking restrictions, the road is utilised for on-street parking as seen in **Figure 2.16** below.
- 2.5.8 The road was observed to be frequented by buses as seen in **Figure 2.17** below, and there is a bus stop directly adjacent to the eastern boundary of the site, with a flag and pole, seating, shelter, and notice board with timetable information. The location of the bus stops is also clearly marked on the road. Frequent buses between Piccadilly Gardens and Chorlton serve this corridor (detailed in **Section 4.4** below).



Figure 2.16 (left) – On-Street Parking Along Burton Road

Figure 2.17 (right) – Buses Along Burton Road

A5145 Barlow Moor Road

- 2.5.9 The A5145 Barlow Moor Road lies further to the south of the site and comprises a two-way single carriageway that is c.10m-wide in the vicinity of the site. Notwithstanding, the usable width of the carriageway differs as there are cycle lanes, bus laybys, and turning lanes located along the road.
- 2.5.10 Barlow Moor Road is a local distributor road providing access to residential properties and local facilities, and benefits from c. 2-3m wide footways along both sides of the carriageway, along with pedestrian refuge islands, controlled crossing points, and some dropped kerbs.
- 2.5.11 Barlow Moor Road runs along an east to west alignment and links West Didsbury in the east to Chorlton the west. The carriageway benefits from street lighting and is subject to a 30mph speed limit along its length.
- 2.5.12 It is noted that there are no parking restrictions for the majority of Barlow Moor Road adjacent to the site; however, parking restrictions in the form of double yellow lines are provided at junctions along the road to prevent parked cars from obstructing junction visibility.
- 2.5.13 There are also several bus stops located along Barlow Moor Road, of which those located closest to the site comprise shelter, seating, a flag and pole, and a notice board detailing bus timetables. The location of the bus stops is also clearly marked on the road. This bus corridor hosts frequent services between Piccadilly Gardens, Stockport, Newton Heath, Chorlton, and The Trafford Centre.

2.6 Access for Mobility and Visually Impaired Users

- 2.6.1 There are a number of existing features which ensure safe, convenient, and aided access for those site users who are disabled and / or visually impaired. There are currently 30 disabled parking bays within the car park.
- 2.6.2 Level access is provided in the vicinity of the site, with dropped kerbs and tactile paving at controlled crossing points to aid the crossing of mobility and visually impaired users. There is also level access between the hospital building and the surrounding public realm.

2.7 Highway Safety

- 2.7.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site (c. 500m walking distance) has been obtained from the Transport for Greater Manchester (TfGM) reported road accidents website for the most recent five years (2018 – 2022 inclusive). The details of the search are contained in **Figure 2.18** below, and a breakdown of the information is contained in **Table 2.1**:

Junction/Link	Slight	Serious	Fatal	Totals
Burton Road / Northern Grove / Nell Lane	1	0	0	1
Burton Road	1	0	0	1
Burton Road / A5145 Barlow Moor Road	3	0	0	3
Burton Road / Cavendish Road / Lapwing Lane	1	0	0	1
Lapwing Lane / Pandora Street / Cresswell Grove	1	0	0	1
Totals	7	0	0	7

Table 2.1 – Personal Injury Accident Data Summary

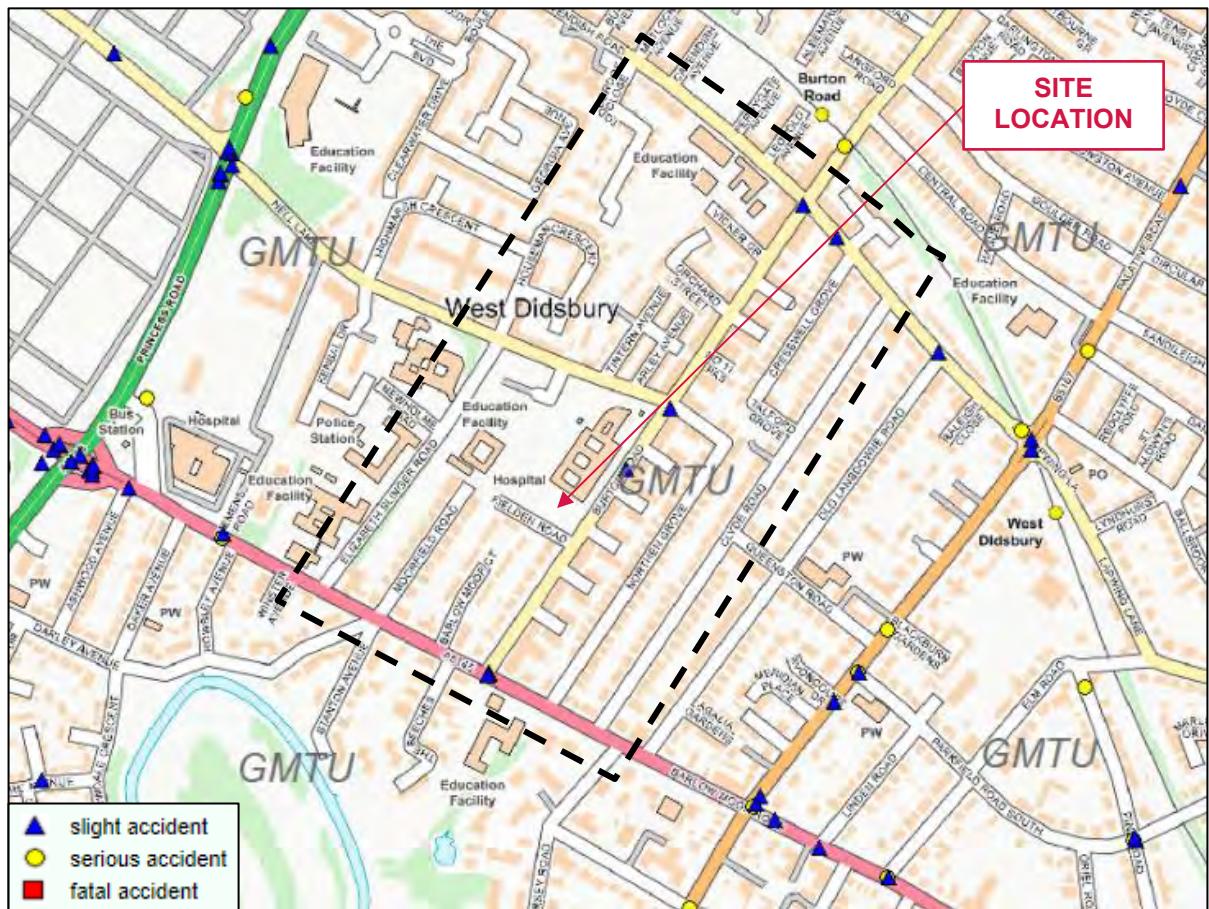


Figure 2.18 – Area Assessed for Collision Data (5 years)

(Source: TfGM and OS Maps, 2023)

- 2.7.2 There has been a total of seven collisions in the latest five-year period available, all of which were ‘slight’ severity incidents. No serious or fatal accidents have been recorded in the study area and period.
- 2.7.3 Whilst all collisions are regrettable, there are no contributory factors to the accidents that would suggest there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Introduction

- 3.1.1 A new building is proposed at the Withington Community Hospital site to provide a Community Diagnostic Centre (CDC). The CDC will house cardiorespiratory and endoscopy facilities. The CDC is proposed to the south of the existing hospital buildings, with a new parking area located to the west of the CDC. This would comprise a total of 6 new spaces, all of which would be accessible bays.
- 3.1.2 3 spaces within to the existing car park (to the north-west of the proposed building) would also be converted into drop-off bays for visitors to the proposed development.
- 3.1.3 It is anticipated that the CDC will be operational from 09:00 – 17:00 on weekdays, with no appointments on the weekend. The gross internal floor area (GIFA) of the building is understood to be 2,049m².
- 3.1.4 It is understood that elements of the operational requirements of the CDC are already taking place within the existing Withington Community Hospital building, however, the maximum increase of patients and staff generated by the new building have been provided by the Trust as follows:

Functions	Patients					Staff per Day
	Per Day	Per Week	Average Per Day	Average per Hour (8-hr Day)	Average Time Spent on Site (mins)	
Cardiology	30		30	4	60	7
Respiratory (Lung)		60	12	2	60	6
Respiratory (Sleep)		70	14	2	15	No additional staff
Endoscopy	30		30	5	180	20*
Total			86	13		33

Table 3.1 – Proposed Uses at CDC

*Includes Nursing, Admin, Decon, and Endoscopist

- 3.1.5 The Trust have also advised that sleep patients only attend the site to collect equipment, therefore they only spend a short amount of time in the car park.
- 3.1.6 **Table 3.1** above demonstrates that there would be approximately 33 additional staff at the site per day, with an average of 86 additional patients per day. Considering the anticipated arrival, departure, and dwell time patterns of the patients, this equates to an average of 13 patients at the site per hour. Further information about patient arrivals and departures is included in **Section 5** of this report.

- 3.1.7 The proposed site layout is shown in **Appendix A** to the rear of the report.

3.2 Proposed Access Arrangements

Vehicular Access

- 3.2.1 It is envisaged that the new building would be accessed via the vehicular access off Nell Lane as in the existing situation. There are no changes proposed to the site access junction.
- 3.2.2 The CDC building and landscaping would result in 14no. parking bays removed from the southernmost car parking spaces but replaced with 6no. accessible bays to serve the new development. In addition, 3no. existing bays adjacent to the new accessible bays will be converted to drop off bays. This new provision would be served by the existing car park layout and routes.
- 3.2.3 Furthermore, the existing service compound would to the west of the hospital building would be extended to accommodate bin storage for the proposed development. As a result, this extension would result in the closure of the car park circulatory loop adjacent to the existing waste store access road. To ensure that vehicles can turn around at this location in the event of all spaces being occupied, 2no. spaces will be removed to create a turning head. Further details about the swept path analysis at this loading area are contained in **Section 3.4**.
- 3.2.4 **Drawing 83266-CUR-XX-XX-D-TP-05005** to the rear of the report demonstrates that a large car can safely manoeuvre the new parking bays and drop off bays as described.

Pedestrian and Cycle Access

- 3.2.5 Pedestrian and cycle access to the site would be gained from the eastern boundary of the building, via an extension to the existing landscaped public realm off Burton Road (shown in **Figure 2.9** above). This public realm would be extended into the red line boundary of the site, ensuring that the new building remains permeable to the east.
- 3.2.6 In addition, as shown in **Figure 2.10** above, there are walkways between car park aisles which provide level access from the car park to the main hospital entrance, and there is currently a Zebra crossing bisecting the access road to the service compound. As a result of the proposed waste compound extension, this crossing would be retained, and the formal pedestrian route towards the CDC building and plaza area would also be retained and enhanced.
- 3.2.7 Level access into the proposed building will be provided for pedestrians and cyclists (all types of users regardless of the level of mobility or visual impairment) across all areas within the site in the form of ramps and lifts where necessary. There would also be accessible toilets and changing areas.

3.3 Proposed Parking Provision

- 3.3.1 Manchester City Council's parking standards, as set out within the Manchester Core Strategy 2012 to 2027, are summarised in **Table 3.1** below:

Land Use	Maximum Number of Car Parking Spaces		Minimum Number of Spaces Required for:		
	District Centres	Areas not within City Centre or District Centres	Disabled Parking (as a percentage of total spaces)		Cycles
			Up to 200 Spaces	Over 200 Spaces	
D1: Non-residential institutions – Medical and health facilities	1 space per 2 staff plus 3 per consulting room	1 space per 2 staff plus 4 per consulting room	3 bays or 6% of total capacity (whichever is greater)	4 bays + 4% of total capacity	2 spaces per consulting room

Table 3.2 – Parking Standards

(Source: Manchester Core Strategy 2012 – 2027)

- 3.3.2 Given the location of the site, the parking standard for areas not within the city centre or district centres would apply.
- 3.3.3 As the development comprises 4 consulting rooms, and it is anticipated that there would be 33 additional FTE staff at the site, the maximum number of car parking spaces permitted is 32, whereas the minimum number of cycle parking spaces required is 8.

Car Parking

- 3.3.4 As part of the development proposals, 6 parking bays (all of which would be accessible bays) would be provided for use by visitors. All 6 of the new parking bays would also be equipped with electric vehicle (EV) charging facilities. 3 spaces within the existing car park (to the north-west of the proposed building) would also be converted into drop-off bays for visitors to the proposed development.
- 3.3.5 This level of parking equates to 18% of the maximum parking standard as set out within the Manchester Core Strategy.
- 3.3.6 The Trust's survey on existing travel patterns (shown in **Section 2.4** above) demonstrates that c. 37% of MFT staff drive to work. As there would be 33 additional FTE staff at the site, it is anticipated that 12 staff would drive to the site. As evidenced in the parking accumulation exercise contained in **Appendix B**, at the observed peak hour of car park operation, there are over 180 available spaces as spare capacity. As such, it is considered that no extra parking provision would be required by staff, patients or visitors, as the demand for car parking can be met within the existing car park.
- 3.3.7 This is considered to be appropriate provision with consideration to the sustainable aspirations for the site and its accessibility as set out in **Section 4**, and the proposed range of Travel Plan initiatives to

promote sustainable travel and has been informed by a parking accumulation exercise as outlined in **Section 5** below.

3.3.8 The following changes to the wider site arrangement would result in the minor reduction of the car park capacity of the wider hospital site from 440 to 427 as follows:

- Creation of the new accessible parking bays – Loss of 14no. existing parking bays located at the southernmost area of the car park – but with 6no. accessible bays provided;
- Extension of the service compound – Loss of 2no. of the existing parking bays in the vicinity of the service compound; and
- Conversion of 3no. existing parking bays to the north-west of the proposed site from regular parking to drop-off bays for the CDC building.

3.3.9 Notwithstanding, as stated above, at the observed peak hour of car park operation, there are over 180 available spaces as spare capacity. On this basis, the removal of 19no. standard parking spaces is not anticipated to result in a significant shortfall in car parking provision for the wider hospital site.

Cycle Parking

3.3.10 In line with the Trust's mode share for cycling (as shown in **Section 2.4** above), it is considered appropriate that cycle parking spaces should be provided at a quantum of 25% of the total number of staff at the site. As there would be 33 additional FTE staff at the site, c. 8 spaces should be provided.

3.3.11 For robustness, a total of 10 long-stay cycle spaces are proposed for staff and visitor usage. This provision also exceeds MCC's minimum standards, which further enhances the sites' sustainability credentials. These spaces would be provided in a secure and sheltered facility to the west of the site. There would also be rooms which provide lockers and showers for staff.

3.3.12 This is one of the many initiatives to encourage more staff to travel by sustainable modes (in addition to other measures outlined in the accompanying Travel Plan (TP) Addendum (Document Reference: **83266-CUR-XX-XX-T-TP-00002**).

3.3.13 Due to the nature of the development and the type of care provided, it is not envisaged that there would be significant demand for short-stay cycle parking for patients/visitors, however the demand for cycle parking would be monitored as part of the ongoing Travel Plan.

3.3.14 In addition, the existing cycle spaces in front of the main entrance of Withington Community Hospital will be available for use.

3.4 Proposed Servicing Arrangements

3.4.1 A Waste Strategy has been prepared by Day Architectural Ltd and accompanies this planning application. This confirms that MFT implements the waste hierarchy to deal with all waste generated

on-site and is managed through the Trust's waste management policy (WM5) and associated Standard Operating Procedures.

- 3.4.2 As outlined in **Section 3.2** above, the existing service compound (located to the immediate west of the existing hospital building) would be extended to accommodate waste requirements for the proposed development.
- 3.4.3 As a result, waste collection is envisaged to be undertaken as per the existing situation utilising the existing access road to the service compound.
- 3.4.4 Notwithstanding this, some vehicles may utilise the alternative access to the compound located to the south of the bin store adjacent to the southern car parking. It is envisaged that only smaller vehicles would access the compound from this direction; however, larger refuse vehicles could also access the compound from the south should this be necessary.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

- 4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. 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;
 - Accessibility by Cycle; and
 - Accessibility by Public Transport.

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 for 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 / Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Suggested Acceptable Walking Distances

- 4.2.2 To assist in summarising the accessibility of the site by foot, distances of 500m, 1,000m and 2,000m have been considered. These are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips; which are considered a good approximation for pedestrian trips associated with the development.
- 4.2.3 The Department for Transport's National Travel Survey (from Tables NTS0308a and NTS0601) shows that walking is the most frequent mode used for short trips: 80% of all trips and 74% of walking trips were under 1 mile (1.6km) in 2019 – with the 1.6km distance broadly comparable with the CIHT's 2.0km 'Preferred Maximum'. The average distance for walking trips was 1.5km and 96% of walking trips were under 2 miles (3.2km) in 2019. This indicates that walking is the natural first choice for most local trips.

4.2.4 Guidance from the Building Research Establishment Environmental Assessment Method (BREEAM) UK New Construction 2018 consultation states that Transport Assessments and Travel Plans should include reporting on the number and type of amenities within 500m of the site to obtain credits. The number and type of existing accessible amenities within 500m of the site can be summarised in **Table 4.2** below, with the approximate area within this walking distance shown in **Figure 4.1** below:

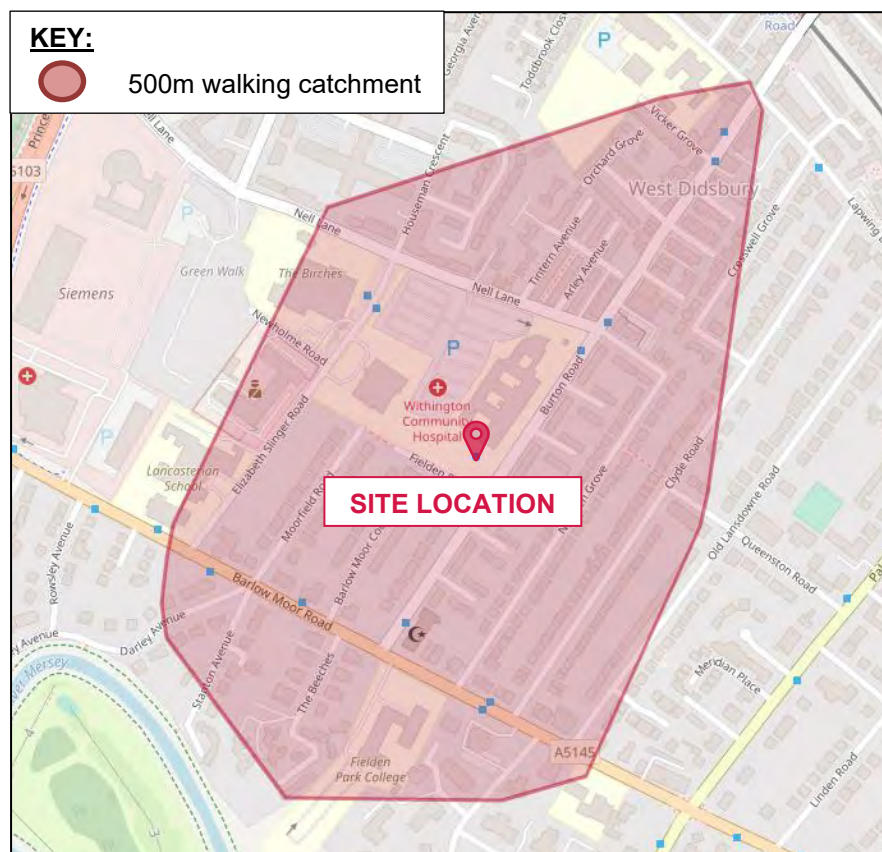


Figure 4.1 – Areas Accessible within 500m of the Site

(Source: OpenStreetMap, 2023)

No.	Amenity	BREEAM Criteria / Type	Proximity to Site (m)
1	The Birches, Lancasterian School	Childcare facility or school	350 – 450
2	Burton Road, comprising: The George Charles, Co-Op Food, Co-Op ATM, Azzuro Ristorante, Saison, The Canadian Charcoal Pit, Dish and Spoon, The West Didsbury Club, FOLK, Another Heart to Feed, Volta, Burton Road Bakery, Goodtime Games, Crazy Wendy's Thai Restaurant and Takeaway, Pomegranate, Mary & Archie, Rustik Café Bar, Wanago Street Food & Bar, Mercado Café Bar, Namaste Nepal, Proove Pizza, Sip West Didsbury	Appropriate food outlet Access to cash	300 – 500

Table 4.2 – Number and Type of Existing Accessible Amenities within 500m of the Site

- 4.2.5 In addition to the amenities accessible as shown above, the site is also located within a 500m walking distance of several residential areas within the local community. Most notably, the site is located within a 500m walking distance of several bus stops along Burton Road, detailed in **Section 4.4** below.
- 4.2.6 Additional residential areas and associated facilities / amenities can be accessed within 1,000m – 2,000m of the site, including parts of Withington and East Didsbury in addition to all of West Didsbury and some parts of Chorlton. Local amenities and facilities associated with residential areas in the vicinity of the site include convenience stores, hospitals, places of worship, places of education, local shops, hot food takeaways and restaurants.
- 4.2.7 As outlined in **Section 2.5**, footways in the area are of good quality, well-lit, and c. 1.5-2m wide. There are dropped kerbs, tactile paving, and controlled crossing facilities. The walking environment is enhanced by the fact that 20-30mph speed restrictions are in operation along most of the road corridors.
- 4.2.8 Overall, it is considered that the site is situated within a highly accessible area, with a number of complementary land uses within walking distance.

4.3 Accessibility by Cycle

- 4.3.1 Cycling is a relatively low cost, efficient and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving, and is subject to fewer delays.
- 4.3.2 In order to assist in assessing the accessibility of the site by cycle, this report considers an 8km cycle catchment for the site. The 8km catchment (5 miles) considered to be the maximum acceptable cycling distance for most people and is based on the 2019 National Travel Survey statistics, which demonstrates that 82% of cycling trips were under 5 miles (8km).
- 4.3.3 The National Model Design Code – Part 2 (DLUHC, 2021) also references this distance, expressing *“the aim that walking and cycling should be the first choice for short local journeys, particularly those of 5 miles or less.”* The average cyclist travels at approximately 12mph, according to CD195 of the Design Manual for Roads and Bridges, so they could travel 5 miles in approximately 25 minutes.
- 4.3.4 The 8km catchment encompasses all of West Didsbury and Chorlton including key transport links, convenience stores, bars, restaurants, and leisure centres. The catchment also extends as far as Manchester city centre to the north, Heaton Chapel to the east, Wythenshawe to the south, and Sale and Stretford to the west.

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- 4.3.5 The site is well situated to benefit from existing cycle provision, with the wider local highway network in the vicinity of the site comprising on-road cycle facilities such as cycle lanes along Barlow Moor Road and Palatine Road for ease of cycling on the carriageway, and shared footway / cycleways along Princess Road offering traffic-free cycling. The local cycle network in the vicinity of the site is shown in **Figure 4.2** below:

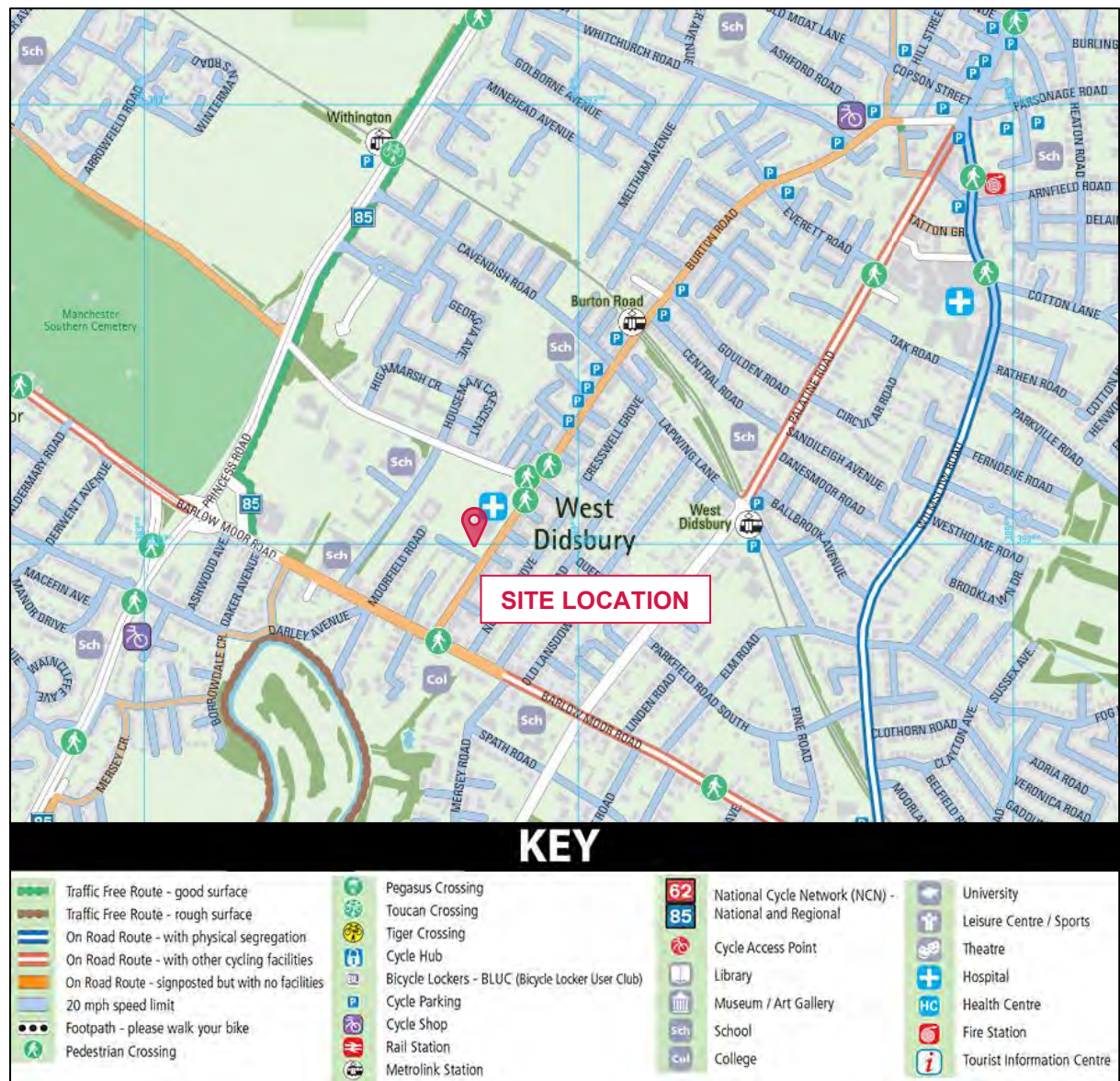


Figure 4.2 – Local Cycle Network
(Source: TfGM, 2022)

- 4.3.6 Route 85 on the National Cycle Network (NCN) runs to the west boundary of the site, which takes the form of a 3m wide shared footway / cycleway running along the eastern side of Princess Road. This route travels in a southerly direction the via the Southern Cemetery Bus Station, utilising cycle lane provision on Barlow Moor Road, before travelling on Rowsley Avenue, Borrowdale Crescent and Mersey Crescent and continuing along Princess Road.

- 4.3.7 The path then becomes entirely traffic-free on approach to the River Mersey bank, where Route 62 lies. Route 62 extends to Chorlton and Stretford to the west, and to Northenden and East Didsbury to the east. Towards the north of the site, Route 85 also connects with Route 6 at Whalley Range, which continues via on and off-road routes towards Manchester City Centre and Radcliffe further beyond.
- 4.3.8 Cyclists can also utilise the existing local roads to gain access to the site; it is considered that local roads are of sufficient width with low speed limits to encourage staff and visitors to cycle.
- 4.3.9 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.
- 4.3.10 **Figure 4.3** below shows Bee Network improvements in development in the vicinity of the site. These include the Chorlton Busy Beeway (Area 3) linking Seymour Grove into the centre of Chorlton and its many bars, shops and cafes, and Parsonage Road Safer Streets (an active neighbourhood plan).
- 4.3.11 The former is part of a longer route from the city centre to Chorlton, with links to shops and businesses in the area as well as the National Cycle Route, Fallowfield Loop and Wilmslow Road cycling corridor. This will be the fifth section of the route to be constructed and will include a major upgrade of the Seymour Road junction, a new CYCLOPS junction at Four Banks, and improvements to the Sandy Lane junction.
- 4.3.12 The latter has undergone public consultation where residents were asked to feedback what they like about their area, but also how it could be made better – and whether they would like to stop through traffic using their streets as a short-cut. Ideas which received strong support in the consultation included wider pavements and changes to pedestrian crossings to reduce traffic and improve pedestrian links, reconfiguration of junctions and speed controls, and more greenery.

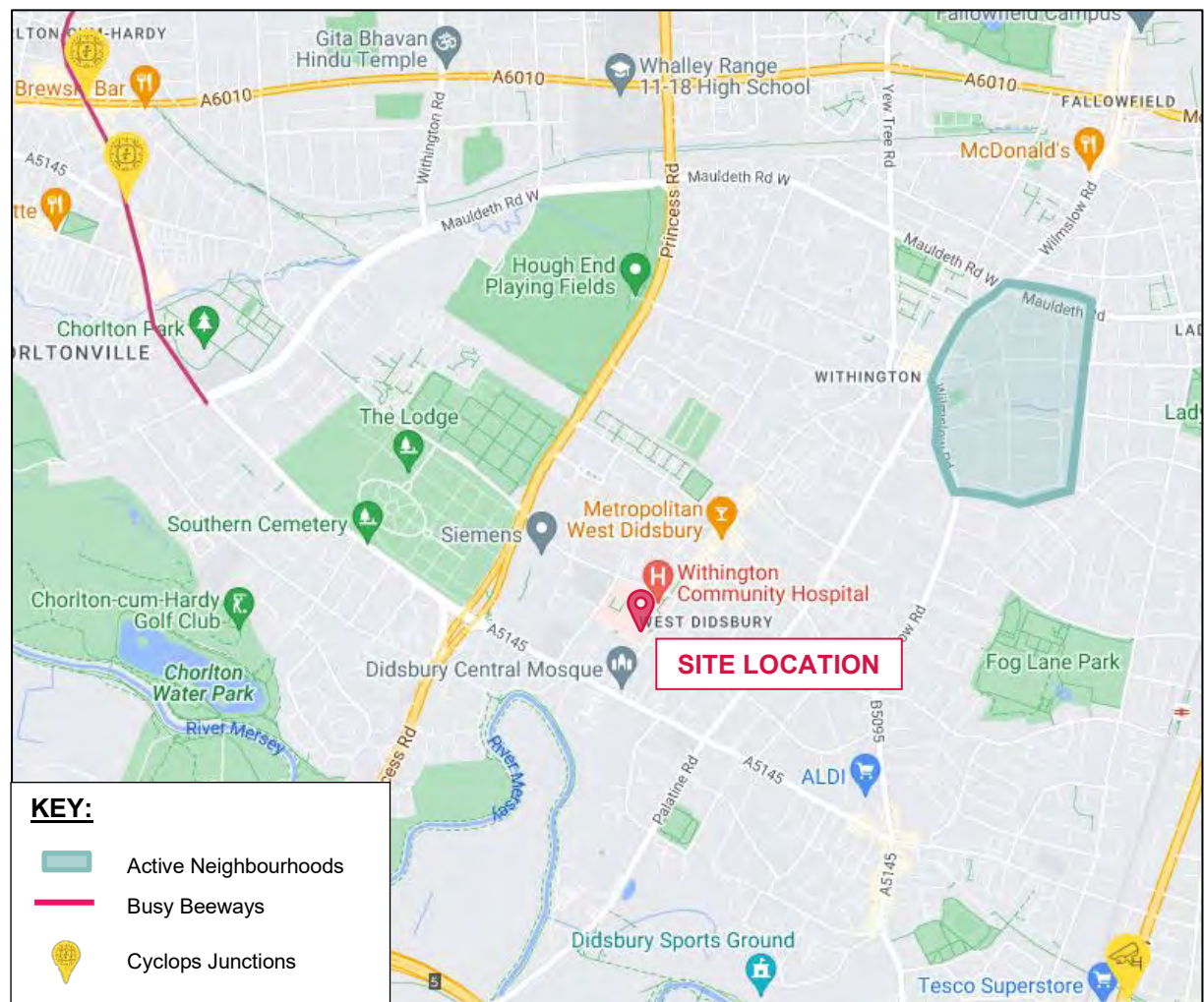


Figure 4.3 – Bee Network Map

(Source: Bee Active and Google Maps, 2023)

- 4.3.13 The site is therefore ideally placed to take advantage of the cycle connections around West Didsbury and Chorlton. Furthermore, the development will provide secure cycle parking spaces for staff (located near the entrance to the building) to encourage cycling. In summary, it is considered that cycling is a highly realistic mode of travel to and from the site.

4.4 Accessibility by Public Transport

- 4.4.1 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 method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.
- 4.4.2 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very

poor'). The site is located in an area with an 'excellent' GMAL rating of 7 and is considered appropriately situated to take advantage of existing public transport infrastructure within the local area and Manchester City Centre / other areas of Greater Manchester.

4.4.3 Accessibility by bus, rail, and Metrolink are considered further below, with a local public transport network map included in **Figure 4.4** below:



Figure 4.4 – Public Transport Network in the Vicinity of the Site
(Source: TfGM, 2023)

Bus Accessibility

- 4.4.4 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document '*Guidelines for Planning for Public Transport in Development*' indicates that ideally, a bus stop should be located within 400m from a new development.
- 4.4.5 The nearest bus stops are located to the east of the main hospital building off Burton Road (c. 300m walk from proposed site building). **Table 4.3** details the services that call at these stops, and their associated frequencies:

Bus No.	Route	Mon – Fri first bus	Mon – Fri last bus	Peak Hourly Frequency		
				Mon – Fri	Sat	Sun / Hols
111	Chorlton – Withington – Moss Side – Piccadilly Gardens	05:23	23:29	12 mins	12 mins	20 mins
	Piccadilly Gardens – Moss Side – Fallowfield – Chorlton	06:19	00:12	12 mins	12 mins	20 mins
172	Chorlton – Didsbury – Gorton – Droylsden – Newton Heath	05:46	23:10	Hourly	Hourly	Hourly
	Newton Heath – Droylsden – Gorton – Didsbury – Chorlton	05:35	23:00	Hourly	Hourly	Hourly

Table 4.3 – Summary of Bus Service Frequencies

- 4.4.6 These stops provide frequent access to and from residential areas, as well as larger public transport interchanges (such as Manchester City Centre) all 7 days of the week. It is considered that the site is accessible by bus.
- 4.4.7 It is noted that the provision of bus services will change over time in response to current circumstances. The bus frequencies are accurate at the time of writing, whereas up-to-date bus times can be found on the TfGM website: tfgm.com/public-transport/bus.

Community Transport

- 4.4.8 For patients and visitors that may have difficulty accessing regular public transport, the Trust promotes several alternative schemes by TfGM, MCC, and the NHS, such as:
- **Ring and Ride** – door-to-door transport for people who face difficulty getting to a bus stop or boarding / alighting ordinary buses, whereby drivers trained in disability awareness can provide short local journeys on buses with low entrance steps and lifts at the rear, along with wheelchair equipment and the option for carers / friends / relatives to travel together;
 - **TfGM Travel Vouchers** – vouchers that can be used to pay for taxis and for travel on accessible bus services such as Ring and Ride;

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- **The Motability Scheme** – a national charity where a disabled person can use their higher rate component of Disability Living Allowance or their War Pensioners' Mobility Supplement to lease or buy a car or powered wheelchair or scooter; and
- **Patient Transport Service** – a non-emergency service for people who may need special support getting to and from their healthcare appointments, and in certain circumstances it may be possible to have someone accompany a patient on their journey.

Rail Accessibility

- 4.4.9 The Chartered Institution of Highways and Transportation (CIHT) document, *'Planning for Public Transport in Developments'* notes that those travelling to a site by rail will typically be prepared to walk further to the site than those travelling by bus, with a preferred distance of 800m.
- 4.4.10 The Burnage rail station is located c. 3km to the east of the site. This lies outside the CIHT recommended distance; however, the station is also served by the no. 172 bus service and can also be accessed by cycle. Northern Rail offers space for up to two bikes on all trains for no extra charge, however these are allocated on a first-come, first-serve basis.
- 4.4.11 A summary of rail services from the station is outlined in **Table 4.4**. The abbreviations NB and SB stand for northbound and southbound services respectively.

Destination	Mon – Fri first train	Mon – Fri last train	Peak Service Frequency	
			Mon – Sat	Sun / Hols
Manchester to Crewe via Stockport and via Manchester Airport Calling at: Manchester Piccadilly, Mauldeth Road, Burnage, East Didsbury, Gatley, Heald Green, Manchester Airport, Styal, Wilmslow, Alderley Edge, Holmes Chapel, Sandbach, Crewe.	NB: 06:17 SB: 05:33	NB: 23:18 SB: 22:45	Hourly in both directions	Hourly in both directions
Manchester to Manchester Airport local stopping services Calling at: Deansgate, Manchester Oxford Road, Manchester Piccadilly, Mauldeth Road, Burnage, East Didsbury, Gatley, Heald Green, Manchester Airport.	NB: 05:43 SB: 05:33	NB: 23:57 SB: 00:44	2 per hour in both directions	Hourly in both directions

Table 4.4 – Summary of Rail Services calling at Burnage

- 4.4.12 The trains that service Burnage rail station regularly operate 7 days a week to a number of different locations and residential areas within Greater Manchester and the North West.
- 4.4.13 It is noted that the provision of rail services will change over time in response to current circumstances. The rail times are accurate at the time of writing, whereas up-to-date rail times can be found on Northern Rail's website: <https://www.northernrailway.co.uk/travel/timetables>.

- 4.4.14 It is considered that rail travel to the site is possible as part of a multi-modal journey, however due to the distances associated with the location of rail stations relative to the site, it is anticipated that the majority of trips would not take place by rail.

Metrolink (Light Rail) Accessibility

- 4.4.15 The Chartered Institution of Highways and Transportation (CIHT) document, *'Planning for Public Transport in Developments'* notes that those travelling to a site by rail will typically be prepared to walk further to the site than those travelling by bus, with a preferred distance of 800m.
- 4.4.16 The nearest Metrolink stop is Burton Road, located c. 700m to the north of the site. There is step-free access to both platforms in the form of lifts and ramps. **Figure 4.5** below shows the Greater Manchester Metrolink network. The **Pink Line** between East Didsbury and Rochdale, and the **Brown Line** between East Didsbury and Shaw and Crompton call at this stop.
- 4.4.17 The Pink Line runs at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, and 07:00 – 00:00 on Sundays, whereas the Brown Line runs between 07:00 – 20:00 on Mondays to Saturdays and 09:00 – 18:30 on Sundays. Outside of these hours, passengers should use the Pink Line.
- 4.4.18 The start and end times for specific stations will change during different seasons in the year and over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: <https://tfgm.com/public-transport/tram/tram-schedule>.
- 4.4.19 Metrolink services provide access to the site seven days a week with trams running from a variety of locations across Greater Manchester. Commuters on the Metrolink can also change at key interchanges such as St Werburgh's Road, Trafford Bar, and Cornbrook to access additional lines on the Metrolink network leading to destinations further afield such as Manchester Airport, Altrincham, the Trafford Centre, and Eccles as shown in the Metrolink map in **Figure 4.5** below.

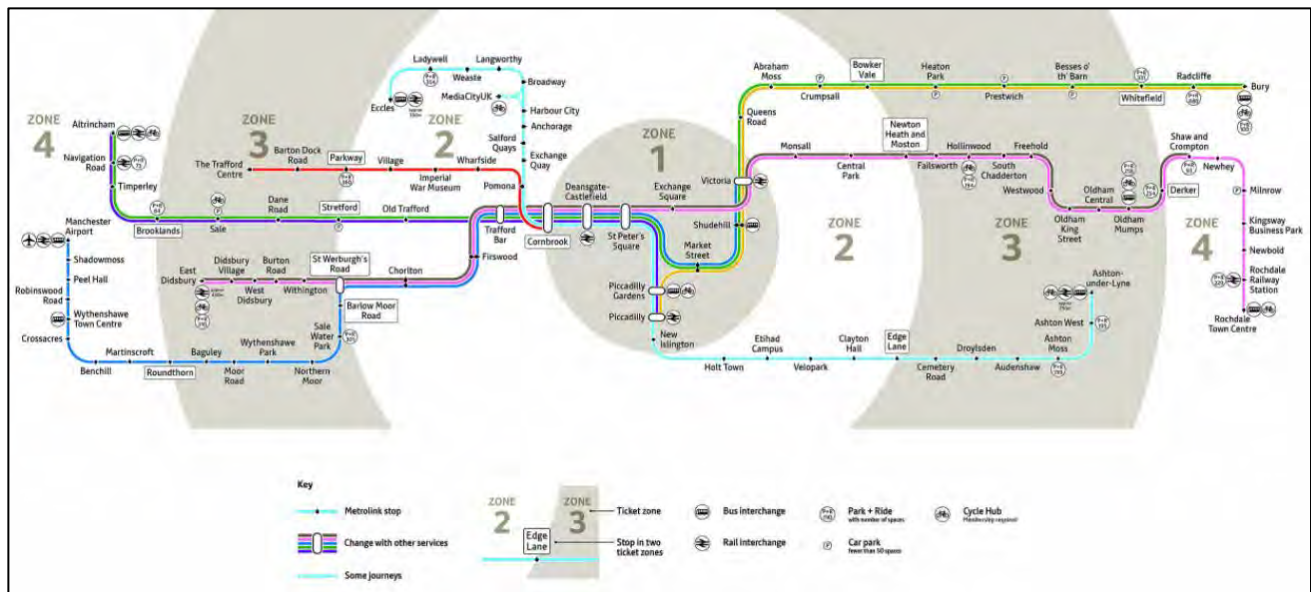


Figure 4.5 – TfGM Metrolink Network Map

(Source: TfGM, 2023)

4.4.20 Overall, it is considered the site is highly accessible by Metrolink (light rail).

BREEAM Public Transport Accessibility Index (AI)

4.4.21 Guidance from the BREEAM UK New Construction 2018 consultation also states that Transport Assessments and Travel Plans should include reporting on the public transport accessibility (i.e., Tra 01 – proximity to train, bus etc. stops and frequency of services) to obtain credits. This includes calculation of the Accessibility Index (AI) of the site.

4.4.22 The methodology for calculating the AI uses Transport for London's Public Transport Accessibility Level (PTAL) method, itself based on a methodology developed in 1992 by the London Borough of Hammersmith and Fulham. The GMAL methodology is also derived from the PTAL approach but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.

4.4.23 Based on previous experience and guidance from the BREEAM Knowledge Base, it is considered that GMAL index scores can be used interchangeably as the AI of the site to demonstrate compliance against BREEAM.

4.4.24 The site is located in an area with a GMAL rating of 7 as mentioned earlier, with a further GMAL index score of 20.15. This is understood to be the AI of the site.

4.4.25 It can be observed that the site's AI of 20.15 suggests that the site has a good level of public transport accessibility in relation to BREEAM.

4.5 Summary

- 4.5.1 It is considered the site is accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. 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 Traffic Forecasting

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. In order to undertake the assessment, finding from the Trust's travel plan surveys and Census data have been used for the forecast trip generation.

5.2 Proposed Trip Generation

Core Assessment – Staff and Patient Numbers Provided by Trust

- 5.2.1 **Table 3.1** above demonstrated that the Trust anticipate that the proposed development would comprise an average of 33 additional staff per day, along with 86 additional patients who arrive and depart throughout the day. Curtins has applied further assumptions to the data provided to establish arrival and departure patterns as a sensitivity test, namely:

- Assume that all patients drive / arrive by car as a 'worst-case' scenario;
- Assume that all hospital appointments take place between 09:00 – 16:00, as the hospital closes at 17:00.
 - o The exception to this is endoscopy appointments which last for 3 hours, as such the last appointment will take place at 14:00.
- **Figure 2.13** above states that 43% of MFT staff travel by car (37% alone as drivers, and 6% by car sharing). A scenario of 43% lone car drivers has been applied for robustness; and
- Assume that all staff arrive between 08:00 – 09:00 and depart between 17:00 – 19:00.

- 5.2.2 Based on the above assumptions, the proposed trip generation of the site is summarised as follows, with further details in **Appendix C**:

Time	Patients		Staff		Total		Accumulation
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	
Assume 43% car driver split for staff							
08:00 – 09:00	11	2	14	0	25	2	23
09:00 – 10:00	11	6	0	0	11	6	27
10:00 – 11:00	11	6	0	0	11	6	32
11:00 – 12:00	11	11	0	0	11	11	32
12:00 – 13:00	11	11	0	0	11	11	32
13:00 – 14:00	11	11	0	0	11	11	32
14:00 – 15:00	11	11	0	0	11	11	32

Time	Patients		Staff		Total		Accumulation
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	
15:00 – 16:00	6	11	0	0	6	11	27
16:00 – 17:00	6	11	0	0	6	11	23
17:00 – 18:00	0	9	0	7	0	16	7
18:00 – 19:00	0	0	0	7	0	7	0

Table 5.1 – Proposed Trip Generation and Parking Accumulation

5.2.3 **Table 5.1** above demonstrates that there would be 27 two-way movements during the AM peak period of 08:00 – 09:00 and 16 two-way movements during the PM peak period of 17:00 – 18:00.

5.2.4 The assessment also demonstrates that the predicted parking accumulation could peak between 10:00 – 15:00, with up to 32 spaces occupied.

Sensitivity Test – Staff Travel Patterns Based on Mode of Travel to Work Data from 2011 Census

5.2.1 A further sensitivity test can be undertaken by obtaining existing travel patterns using the 2011 Census dataset 'WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level)'.

5.2.2 The middle super output area (MSOA) of Manchester 039 where the site is located has been used as the place of work. The mode of travel to work data extracted from the output areas is summarised in **Table 5.2**:

Method of Travel to Work	Total	%
Work mainly at or from home	0	0%
Underground, metro, light rail or tram	2	0%
Train	42	1%
Bus, minibus, or coach	464	13%
Taxi	10	0%
Motorcycle, scooter or moped	10	0%
Driving a car or van	2,451	69%
Passenger in a car or van	109	3%
Bicycle	128	4%
On foot	318	9%
Other method of travel to work	8	0%
Total	3,542	100%

Table 5.2 – Method of Travel to Work

5.2.3 **Table 5.2** shows that the mode share for car drivers in the area is c.69%. This mode split is applied to the proposed 33 additional staff at the site as a sensitivity test, along with the previous assumptions for arrival and departure patterns used in **Section 5.2** above:

Time	Patients		Staff		Total		Accumulation
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	
Sensitivity Test – Assume 69% car driver split for staff based on census data							
08:00 – 09:00	11	2	23	0	33	2	32
09:00 – 10:00	11	6	0	0	11	6	36
10:00 – 11:00	11	6	0	0	11	6	40
11:00 – 12:00	11	11	0	0	11	11	40
12:00 – 13:00	11	11	0	0	11	11	40
13:00 – 14:00	11	11	0	0	11	11	40
14:00 – 15:00	11	11	0	0	11	11	40
15:00 – 16:00	6	11	0	0	6	11	36
16:00 – 17:00	6	11	0	0	6	11	32
17:00 – 18:00	0	9	0	11	0	20	11
18:00 – 19:00	0	0	0	11	0	11	0

Table 5.3 – Proposed Trip Generation and Parking Accumulation – Sensitivity Test

- 5.2.4 **Table 5.3** demonstrates that for the sensitivity test, there could be 35 two-way movements during the AM peak period of 08:00 – 09:00 and 20 two-way movements during the PM peak period of 17:00 – 18:00.
- 5.2.5 **Table 5.3** also demonstrates that the predicted parking accumulation could peak between 10:00 – 15:00, with up to 40 spaces occupied.
- 5.2.6 **Tables 5.1** and **5.3** demonstrate that the maximum parking accumulation that could occur at the site is c. 32 spaces, and up to 40 spaces in a worst-case scenario.
- 5.2.7 Entry and exit data at the car park barriers demonstrate that with the existing site operations, there are 187 spare spaces during the peak occupancy period, although 16 spaces in the existing car park would be removed to accommodate the proposed development, and 3 car parking spaces are being converted to drop-off bays.

5.2.8 Notwithstanding, 6 accessible car parking spaces are being proposed as part of the proposed development. Therefore, the net total available / spare spaces for use by amounts to 174 spaces.

5.2.9 As such, it is considered that car parking demand for the proposed development can be accommodated within the hospital site and the proposed new parking area, with additional capacity to spare.

5.3 Summary

5.3.1 The above calculations have demonstrated that the proposed development could result in an increase of 27 and 16 two-way vehicular trips in the AM and PM peak hours respectively (with up to 35 and 20 two-way vehicular trips in a worst-case sensitivity assessment). It was also demonstrated that car parking demand for the proposed development can be accommodated within the hospital site.

5.3.2 On this basis, Curtins do not believe that capacity assessments would be required, and that the highway network is sufficient to accommodate the additional proposed development traffic. As such, no additional mitigation is proposed – apart from the commitment to the recently established site-wide Travel Plan.

5.4 Travel Plan

5.4.1 As part of ongoing commitments towards sustainable travel for staff and patients, the Trust has recently implemented a Travel Plan at the site as part of the Trust's Healthy Travel Strategy. The Travel Plan was officially rolled out in January 2023 and a Travel Plan Coordinator has been appointed.

5.4.2 The Trust has implemented Travel Plans at other locations within the wider MFT Estate, such as Wythenshawe, Trafford and the Oxford Road Campus, with the Withington Community Hospital as the latest site to benefit from the Trust-wide Strategy.

5.4.3 The Healthy Trust Strategy sets out the vision to:

- Support staff, patients and visitors to choose low carbon forms of travel; and
- Ensure hospital operations and business practices can adopt low carbon forms of transport.

5.4.4 The Travel Plan therefore aims to minimise the number of car trips generated by Withington Community Hospital and encourage staff, patients, and visitors to use sustainable modes of transport. Hence, the Travel Plan is a strategy to positively influence travel behaviour at the Withington Hospital Site and the wider MFT Estate.

5.4.5 The Trust is committed to undertaking biennial staff surveys and is looking at opportunities for surveying patients and visitors as part of customer satisfaction reviews. The results of these surveys will be used to assess how people travel to the site and set targets for the future that align with the aims and objectives of the Travel Plan.

- 5.4.6 The Trust is in the early stages of the implementation of the Travel Plan at the Withington Hospital Site. Existing initiatives that have been rolled out at the site include the provision of cycle repair programmes, liaising with MCC/TfGM to support the development of active travel routes and supporting the newly implemented zero carbon salary sacrifice car leasing scheme.
- 5.4.7 These existing initiatives will be supplemented by a range of measures to encourage sustainable modes of transport, including restarting the Bicycle User Group initiative, active monitoring and security patrols to deter cycle theft and updates to wider travel information to promote active and sustainable travel.
- 5.4.8 The Travel Plan is being managed by the Travel Plan Coordinator appointed for Withington Community Hospital, who is responsible for ensuring various elements of the Plan are implemented, monitored and applied effectively to ensure and promote genuine choices in travel modes.
- 5.4.9 The Proposed Development is supported by a Travel Plan Addendum as part of the planning application process. This will ensure that the new building is included in the Travel Plan processes already in place across the wider site. If the planning application for the proposed development is approved, the CDC Building would fall within the wider Withington Community Hospital Travel Plan and would be fully incorporated within the next Travel Plan update.

6.0 Building Research Establishment Environmental Assessment Method (BREEAM)

6.1 Introduction

6.1.1 The development would be assessed against BREEAM UK New Construction 2018 standards and would seek to demonstrate compliance by obtaining a suitable number of credits. The assessment categories pertaining to traffic and transport, the relevant sections of this report where compliance has been assessed, and the credits they obtain, are summarised in **Table 6.1** below:

BREEAM Category	Description	Signposts	No. of Credits
Tra 01	<u>Transport Assessment and Travel Plan:</u>		
	1. No later than Concept Design stage, undertake a site-specific transport assessment (or develop a travel statement) and draft travel plan, which can demonstrably be used to influence the site layout and built form.	This document	
	2. The site-specific travel assessment or statement covers as a minimum:		
	• If relevant, existing travel patterns and opinions of existing building or site users towards cycling and walking, identifying constraints and opportunities;	Section 5 of TS	
	• Predicted travel patterns and transport impact of future building users;	Section 5 of TS	
	• Current local environment for walkers and cyclists (accounting for any age-related requirements of visitors);	Section 2 of TS	
	• Reporting of the number and type of existing accessible amenities within 500m of the site;	Section 4 of TS	
	• Disabled access (accounting for varying levels of disability and visual impairment);	Section 3 of TS	
	• Calculation of the existing public transport Accessibility Index (AI); and	Section 4 of TS	
	• Current facilities for cyclists.	Section 2 of TS	
	3. Following a transport assessment, a site-specific travel plan should be developed that provides a long-term management strategy which encourages more sustainable travel. The travel plan includes measures to improve more sustainable modes of transport and movement of people and goods during the building's operation.	Travel Plan (TP) Addendum to be prepared – to be a short Addendum to overarching Travel Plan	
	As a minimum, the following measures shall be considered as part of the travel plan for development:		
	• Negotiation with local bus, train or tram companies an increase in the local service provision for the development;	Para 6.1.2 below	
	• Provision of a public transport information system in a publicly accessible area;	TP Addendum	
			2

BREEAM Category	Description	Signposts	No. of Credits
	- Provision of electric recharging stations; - Provision of parking priority spaces for car sharers; - Consultation with the local authority on the state of the local cycling network and on improvements; - Provision of dedicated and convenient cycle storage; - Provision of cyclists' facilities; - Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas; - Restrictions or charging for car parking; - Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes; and - Provision of suitable taxi drop-off or waiting areas. 4. If the occupier is known, involve them in the development of the travel plan. 5. Demonstrate that the travel plan will be implemented and supported by the building's management in operation.	6 new spaces will be EV equipped Para 6.1.2 below Para 6.1.2 below Section 3 of TS Section 3 of TS Para 6.1.2 below Para 6.1.2 below Para 6.1.2 below Para 6.1.2 below MFT to be involved TP Addendum will be superseded by the overarching Withington Community Hospital Travel Plan	
Total Transport Credits Obtained			2

Table 5.4 – BREEAM Credits Targeted

6.1.2 Further elaboration on some of the above criteria are as follows:

- Negotiation with local bus, train or tram companies an increase in the local service provision for the development** – It is not envisaged that this would be required for the proposed development, as the existing public transport services in the vicinity of the site are already of high frequency (close proximity to Burton Road Metrolink Stop and bus services on Burton Road / Barlow Moor Road as demonstrated in **Section 4.4** above);
- Provision of parking priority spaces for car sharers** – Ongoing as part of the wider Withington Community Hospital Travel Plan;
- Consultation with the local authority on the state of the local cycling network and on improvements** – As detailed in **Section 4.3** above, information on the local cycling network and upcoming improvements in Greater Manchester is publicly accessible on the Bee Active website. It is also noted that the development is small in nature and would not have a significant impact on the

local cycling network, as such, it is not envisaged that any further consultation with local authorities is required;

- **Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas** – Pleasant pedestrian environments will be delivered within the site as part of proposed development, which will connect into existing infrastructure as part of Withington Community Hospital. Public transport waiting areas will not be delivered within the site due to existing infrastructure that is already available along Burton Road / Barlow Moor Road;
- **Restrictions or charging for car parking** – Visitors of the existing car park and hospital are subject to charging for car parking; this is expected to continue as part of the proposed development;
- **Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes** – Direct routes, appropriate tactile surfaces, good lighting and signposting will be delivered within the site to form connections towards existing pedestrian and cycling infrastructure within Withington Community Hospital, which subsequently connects to the wider Didsbury area. Safe crossing points and cycle lanes out of the site will not be delivered due to the presence of existing infrastructure that is already available along Burton Road / Barlow Moor Road;
- **Provision of suitable taxi drop-off or waiting areas** – The existing Withington Community Hospital promotes drop/off pick up at each entrance and the first 20 minutes of parking is free. This is expected to be retained as part of the proposed development. In addition, 3no new drop off spaces will be reconfigured adjacent to the proposed development.

7.0 Transport Planning Policy

7.1 Introduction

- 7.1.1 When developing the scheme proposals, it is important to understand the national and local transport related planning policies. This section aims to outline the key policies throughout relevant policy and guidance documents.

7.2 National Planning Policy Framework (NPPF) (2021)

- 7.2.1 The National Planning Policy Framework (NPPF) sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development. The latest update was in 2021.

- 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 in assessing Sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:

- a) *“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the Site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*

- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

7.2.7 The development proposals have shown that safe and suitable access to the site will be achieved. Additionally, it is not anticipated that the proposals would result in any significant impacts on the highway network.

7.2.8 Paragraph 111 of the NPPF states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

7.2.9 The likely number of vehicular trips associated with the proposed development have been determined using mode share data provided by the Trust, and Census data as a sensitivity test. It is considered that the additional traffic from the proposed development would not have a significantly detrimental impact on the surrounding highway network, and that car parking demand for the proposed development can be accommodated within the hospital site.

7.2.10 Paragraph 112 of the NPPF states that applications for development should:

- *“give priority first 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;*
- *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;*
- *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.”*

7.2.11 The site is located in highly accessible area of Manchester, with a good level of walking and cycling infrastructure adjacent to the site, and a wide range of public transport services are accessible within walking distance.

7.2.12 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 2020. 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 TS.

7.3.3 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 and the accompanying Travel Plan (TP) Addendum (Document Reference: **83266-CUR-XX-XX-T-TP-00002**).

7.3.4 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 The level of parking for the proposed development equates to 18% of the maximum parking standard. This is considered to be appropriate provision with consideration to the aspirations for the site, its accessibility, and the proposed range of Travel Plan initiatives to promote sustainable travel. The parking accumulation assessment also demonstrates that the proposed level of supply would be sufficient to meet demand.

7.4.5 The cycle parking proposals are in accordance with the transport policies set out in the Manchester City Council Core Strategy, with 10 long stay cycle parking spaces for staff in a secure and sheltered area. This enhances the site’s sustainability credentials. The scheme therefore accords with Policy T2.

7.4.6 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 Transport Strategy 2040

7.5.1 In January 2021, TfGM published a 2040 Vision for Transport to develop flexible and customer-focused travel choices, supported by smart information, ticketing and payment systems, across a truly integrated Greater Manchester transport network. This Transport Strategy outlined that road transport is responsible for 80% of NO₂ pollution at the roadside, where it is most damaging to health, and that the cost of congestion in Greater Manchester has been estimated by TfGM to be £1.3 billion per year. The Transport Strategy states an ambition for a well-connected, zero carbon Regional Centre at the heart of the North.

7.5.2 Under Policy 3, the Transport Strategy states that TfGM will “maintain a programme of interventions encouraging people to make sustainable journeys, supported through 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:

- *“Reducing the carbon and environmental cost of journeys;*
- *New ways of working which make the best use of the transport network;*
- *Delivering public health benefits through enabling more active travel;*

- *Improving access to key services and jobs;*
- *Maximising sustainable travel in new developments; and*
- *Becoming more resilient to disruption.”*

7.5.3 Under Policy 4, TfGM will also “work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network”. This will be in accordance with the principles of:

- *“Reducing the need to travel;*
- *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.”*

7.5.4 The above principles are reflected in the accompanying Travel Plan Addendum, together with a wide range of initiatives to minimise the number of car trips generated by the development and encourage staff and patients / visitors to use sustainable modes of transport.

7.5.5 This TS has demonstrated that the proposed development will not adversely impact the transport network, and instead would support the Transport Strategy by promoting opportunities for sustainable travel.

7.6 Conclusions

7.6.1 The above policy review demonstrates that the proposed development is in line with national and local transport policies and guidance. The development proposals have been designed to encourage active and sustainable travel, with existing residential areas and a range of existing and proposed local facilities and amenities accessible from the site.

8.0 Summary and Conclusions

8.1 Summary

- 8.1.1 Curtins has been appointed by Manchester University NHS Foundation Trust (MFT) to provide traffic and transport advice in relation to a proposed new development within the Withington Community Hospital site in West Didsbury, South Manchester.
- 8.1.2 A new building is proposed at the Withington Community Hospital site to provide a Community Diagnostic Centre (CDC). The CDC will house cardiorespiratory and endoscopy services. The CDC is proposed to the south of the existing hospital buildings, with a new parking area located to the west of the CDC.
- 8.1.3 The Trust anticipate that the proposed development would comprise an average of 33 additional staff per day, along with 86 additional patients who arrive and depart throughout the day. It is anticipated that the CDC will be operational from 09:00 – 17:00 on weekdays, with no appointments on the weekend.
- 8.1.4 The gross internal floor area (GIFA) of the building is understood to be between 2,049m², and a total of 6no. additional parking spaces will be provided, all of which are accessible bays. 3no. spaces within the existing car park (to the north-west of the proposed building) would also be converted into drop-off bays for visitors to the proposed development.
- 8.1.5 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken, which has identified there are no existing safety issues that are likely to be exacerbated by the proposed development.
- 8.1.6 Relevant details of the proposed development, site layout, access arrangements, and parking have been provided. It is envisaged that the existing vehicular, cycle, and pedestrian access strategies would be retained.
- 8.1.7 The site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and public transport options, and there is a significant residential catchment area within an acceptable walking distance.
- 8.1.8 The likely number of vehicular trips associated with the proposed development have been determined using mode share data provided by the Trust, and Census data as a sensitivity test. It is considered that the additional traffic from the proposed development would not have a significantly detrimental impact on the surrounding highway network, and that car parking demand for the proposed development can be accommodated within the hospital site.
- 8.1.9 Notwithstanding, the Trust will implement measures outlined in the accompanying Travel Plan Addendum (Document Reference: **83266-CUR-XX-XX-T-TP-00002**) to encourage more staff and

patients / visitors to travel by sustainable modes and reduce reliance on the private car and further reduce the number of vehicular trips associated with the hospital site. If approved, the CDC Building would fall within the wider Withington Community Hospital Travel Plan.

8.1.10 This document also demonstrates the development is compliant with Building Research Establishment Environmental Assessment Method (BREEAM) 2018 standards under the category “Tra 01 – Transport Assessment and Travel Plan”, and can achieve 2 out of the 2 transport credits attainable.

8.1.11 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development is in general accordance with such policies and guidance.

8.2 Conclusions

8.2.1 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.

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

Plans

Plan 83266-CUR-XX-XX-G-TP-06001 – Location Plan – Local

Plan 83266-CUR-XX-XX-G-TP-06002 – Location Plan – Regional

Plan 83266-CUR-XX-XX-G-TP-06003 – Accessibility – Pedestrian Catchment Plan

Plan 83266-CUR-XX-XX-G-TP-06004 – Accessibility – Cycle Catchment Plan

Plan 83266-CUR-XX-XX-G-TP-06005 – Accessibility – Public Transport Plan



Merchant Exchange, 17-19 Whitworth St. W Manchester M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

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Project:
WITHINGTON COMMUNITY HOSPITAL

Status:
PRELIMINARY

Drg Title:
SITE LOCATION
REGIONAL VIEW

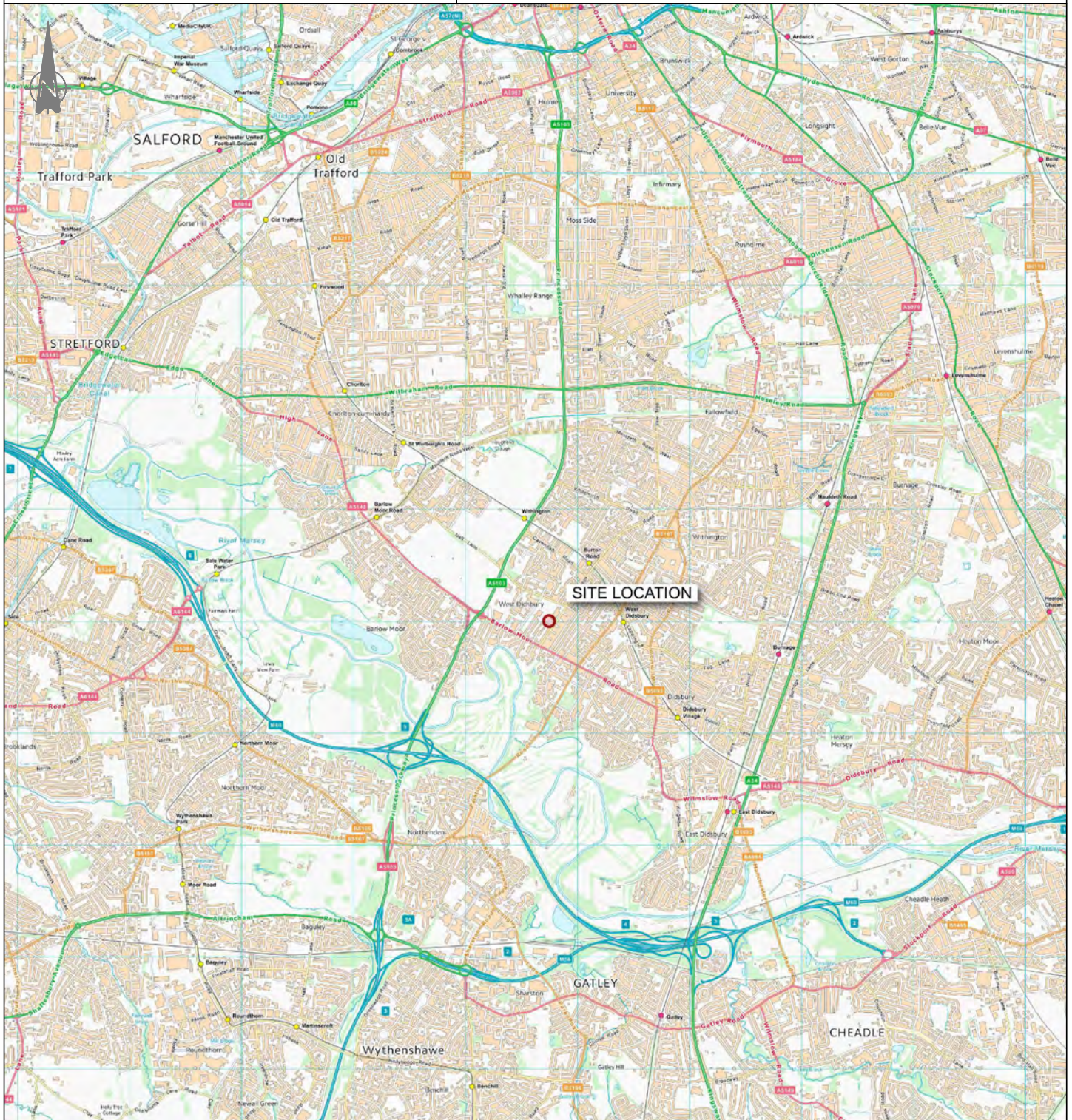
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Designed By: JM Date: 24/05/23

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

83266 - CUR - XX - XX - G - TP - 06001 - P01



KEY:  Site



Merchant Exchange, 17-19 Whitworth St. W Manchester M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

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Project:
WITHINGTON COMMUNITY HOSPITAL

Status:
PRELIMINARY

Drg Title:
SITE LOCATION
LOCAL VIEW

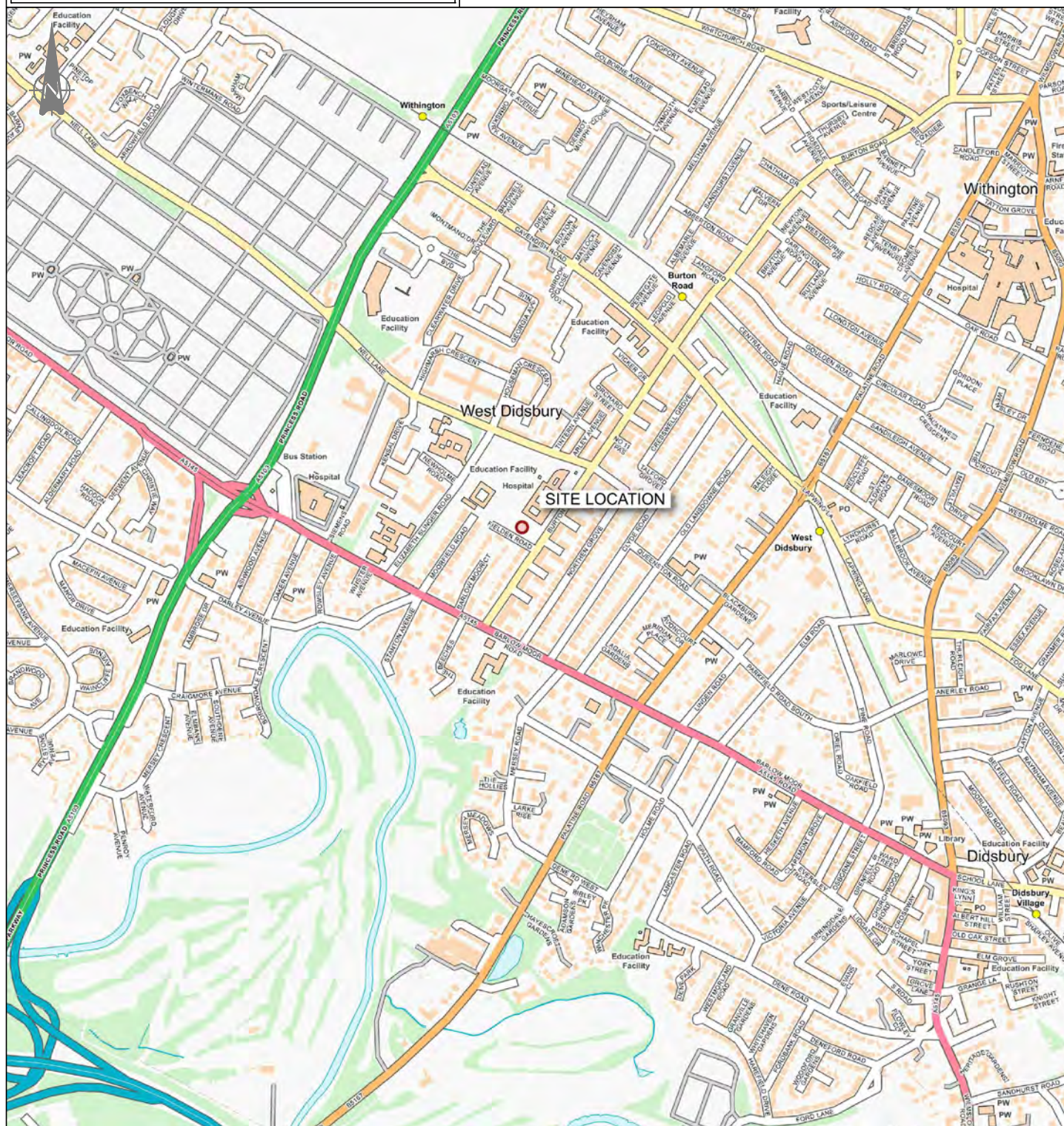
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Designed By: JM Date: 24/05/23

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

83266 - CUR - XX - XX - G - TP - 06002 - P01



KEY: Site



Merchant Exchange, 17-19 Whitworth St. W Manchester M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

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Project:
WITHINGTON COMMUNITY HOSPITAL

Status:
PRELIMINARY

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

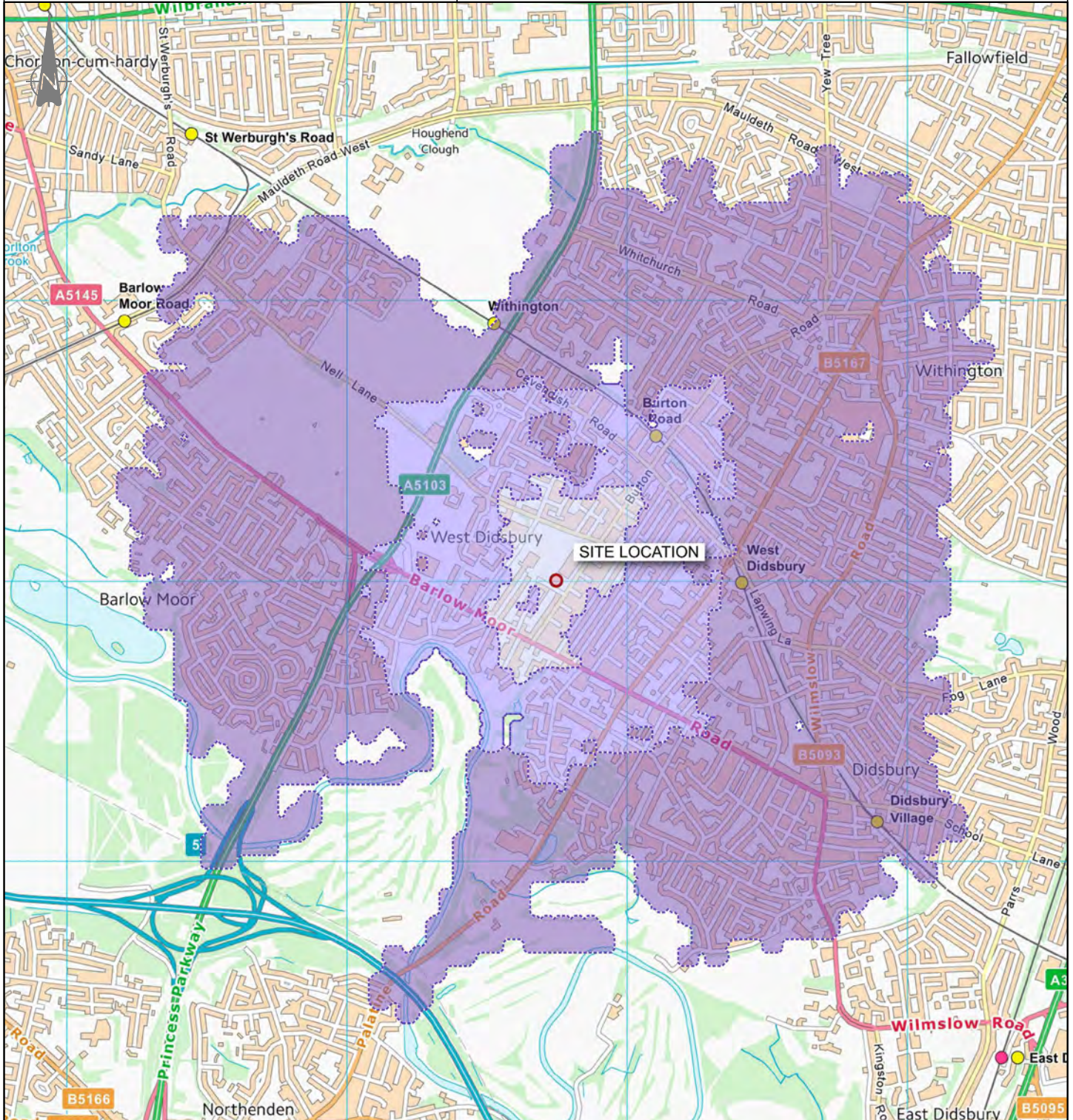
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Designed By: JM Date: 24/05/23

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

83266 - CUR - XX - XX - G -TP - 06003 - P01



KEY:

	Site	Walking Catchment:
		500m
		1000m
		2000m

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0161 236 2394
manchester@curtins.com
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Project:
WITHINGTON COMMUNITY HOSPITAL

Drg Title:
**ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT**

Status:
PRELIMINARY

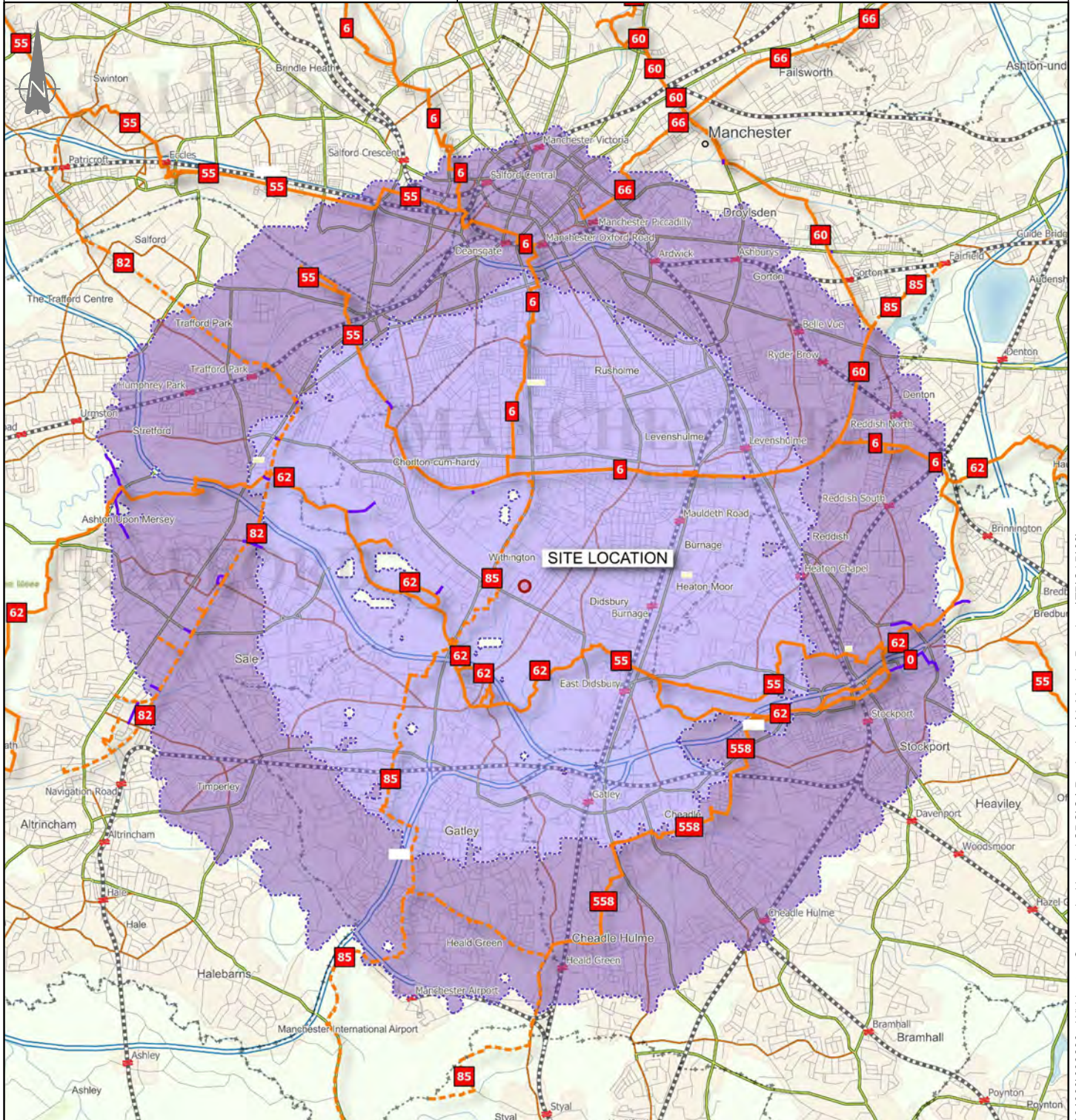
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Designed By: JM Date: 24/05/23

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

83266 - CUR - XX - XX - G - TP - 06004 - P01



KEY:

Site
Cycle Catchment:
5500m
8000m

National Cycle Network:
Route not on Cycle Network
Route on Regional Cycle Network
Route on National Cycle Network

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Merchant Exchange, 17-19 Whitworth St. W Manchester M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Project:
WITHINGTON COMMUNITY HOSPITAL

Status:
PRELIMINARY

Drg Title:
**ACCESSIBILITY
INDICATIVE PUBLIC
TRANSPORT CATCHMENT**

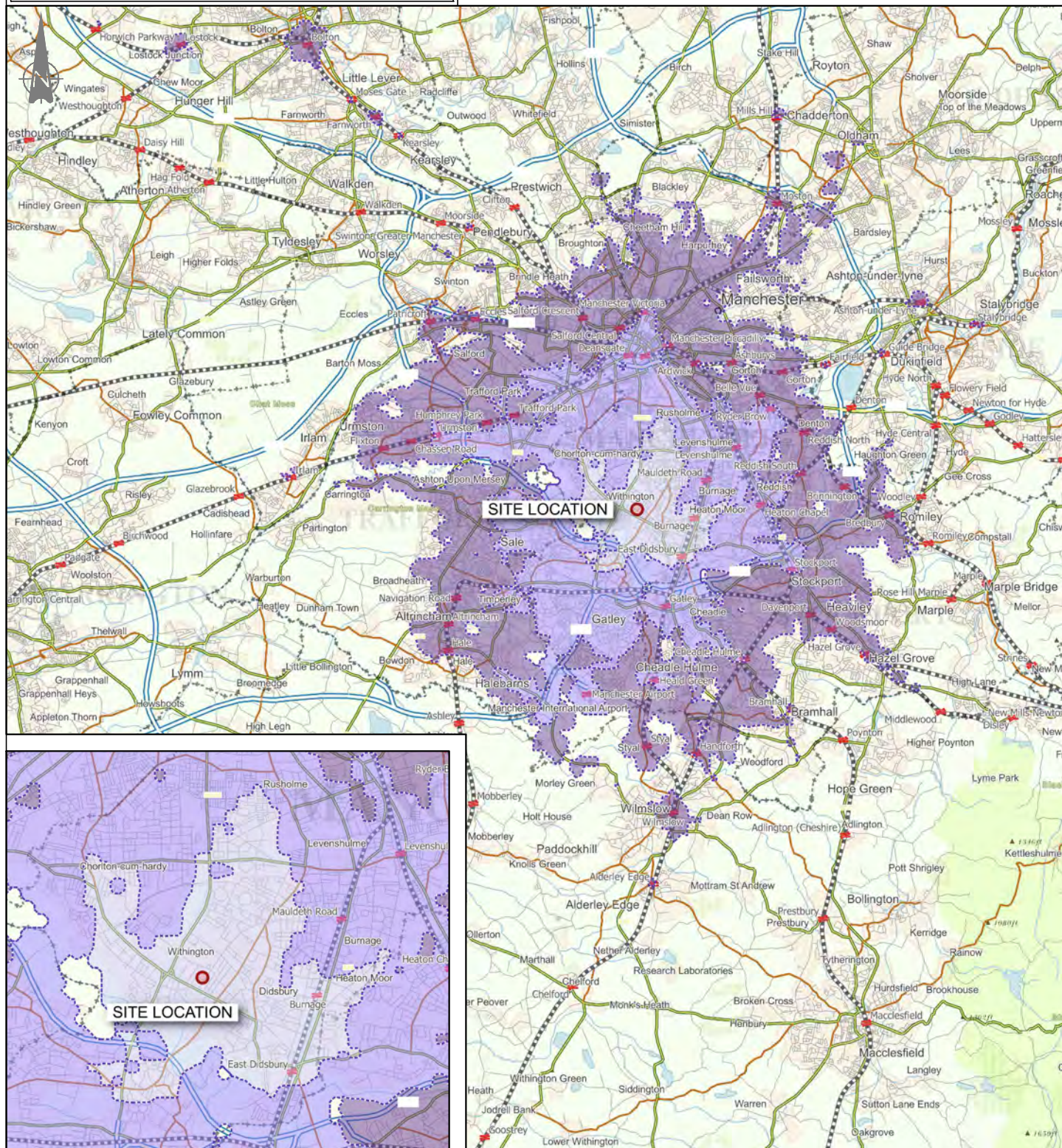
Drawn By: JM Checked By: AF

Designed By: JM Date: 24/05/23

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

83266 - CUR - XX - XX - G - TP - 06005 - P01



KEY: Site

Public Transport Catchment:

- 20 minutes
- 40 minutes
- 60 minutes

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Drawings

Drawing 83266-CUR-XX-XX-D-TP-05005 – (Swept Path Analysis) Large Car



GENERAL NOTES:

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
- DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
- ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
- FOR GENERAL NOTES REFER TO DRAWING.
- THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES
- DRAWING BASED ON ARCHITECTS' PROPOSED LAYOUT.
DAY ARCHITECTURAL REFERENCE: 'WCHCDC-DAY-V1-00-DR-A-020001-P9'

VEHICLE PROFILE:

Audi A6 (2018)
Overall Length: 4.930m
Overall Width: 2.114m
Overall Body Height: 1.427m
Min Body Ground Clearance: 0.142m
Max Track Width: 1.875m
Lock to lock turn: 4.000m
Kerb to kerb turning Radius: 5.000m

P03	Landscape layout updated	23/06/23	JM	MT
P02	Landscape layout updated	19/06/23	JM	MT
Rev:	Description:	Date:	By:	Chkd:

Merchant Exchange, 17-19 Whitworth Street West, Manchester, M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
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Status:

PLANNING

Project:

WITHINGTON COMMUNITY HUB

Orig Title:

SWEPT PATH ANALYSIS
LARGE CAR
PROPOSED ACCESSIBLE BAYS

Size:	Date:	Drawn By:	Designed By:	Checked By:			
A1	18/05/23	JM	JM	FF			
Scale:	1:250						
Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
83266	- CUR -	XX -	XX -	D -	TP -	05005	- P03

Appendix A – Proposed Site Layout



Ground Floor GA Plan
1 : 500



Proposed Site Boundary Hospital Ownership Boundary

GENERAL NOTES:

- DAY Architectural Ltd accepts no responsibility for any costs, losses or claims whatsoever arising from these drawings, specifications and related documents unless there is full compliance with the Client or any unauthorised user of the following:
- 1 All boundaries, dimensions and levels are to be checked on site before construction and any discrepancies reported to the Architect / Designer.
 - 2 Partial Service: Any discrepancies with site or other information is to be advised to the Architect / Designer and direction and / or approval is to be sought before the implementation of the detail.
 - 3 Block and site plans are reproduced under license from the Ordnance Survey.
 - 4 Do not scale this drawing.
 - 5 For the purpose of coordination, all relevant parties must check this information prior to implementation and report any discrepancies to the Architect / Designer.

P7	Revised Planning Issue	03.07.23	MA
P6	Revised Planning Issue	30.06.23	MA
P5	Revised Planning Issue	28.06.23	MA
P4	Revised Planning Issue	27.06.23	MA
P3	Revised Planning Issue	20.06.23	MA
P2	ISSUE FOR PLANNING	16.06.23	MA
P1	Issue for Comment	24.05.23	MA
REV	DESCRIPTION	DATE	REV BY

CLIENT
Manchester University Hospital NHS Foundation Trust

PROJECT
CDC - Endoscopy & Cardiorespiratory, Withington Community Hospital

DRAWING
Proposed Location & Site Plan

SCALE As indicated @ A2				FIRST ISSUED 05/23/23	
PROJECT 1342-22		CLIENT REF WCHCDC		DRAWN BY MA	
ORIGIN DAY		LEVEL V1		ROLE A	
VOLUME 00		TYPE DR		NUMBER 040005	
LEVEL 00		REVISION P7		SUITABILITY PLANNING	

DAY

DAY Architectural Ltd.
Studio 1, Lancaster Buildings
77 Deansgate, Manchester, M3 2BW
T: 0161 834 9703
W: www.day-architectural.com

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Appendix B – Barrier Entry and Exit Data

Parking Accumulation (January 2023)

Hour	01/09/2023	01/10/2023	01/11/2023	01/12/2023
0		118	86	69
1		118	86	69
2		119	87	69
3		118	87	68
4		118	85	69
5		121	87	70
6		122	88	71
7		124	100	80
8		160	137	121
9		232	177	147
10		253	185	169
11		218	160	144
12		203	153	129
13		187	165	149
14		178	159	126
15		168	120	81
16		134	99	40
17		122	98	27
18		101	90	15
19		95	76	9
20		90	72	3
21		90	72	1
22		92	74	2
23	119	88	68	0
		253	185	169

Total parking spaces	440
Occupied spaces	253
Empty spaces	187
Max occupancy	58%

Start occupancy figure of 119 cars assumed (27% occupancy) to achieve positive accumulation
 Accumulation = Previous Accumulation + Entry - Exit

Car Park Entry

Start	End	16-May	17-May	18-May	19-May
00:00	00:59				
01:00	01:59				
02:00	02:59				
03:00	03:59				
04:00	04:59				
05:00	05:59				
06:00	06:59				
07:00	07:59	28	29	29	31
08:00	08:59	83	69	73	66
09:00	09:59	120	92	93	81
10:00	10:59	83	96	96	67
11:00	11:59	67	57	76	58
12:00	12:59	54	42	55	41
13:00	13:59	80	76	73	60
14:00	14:59	75	62	57	51
15:00	15:59	58	42	35	32
16:00	16:59	24	21	17	27
17:00	17:59	17	20	20	19
18:00	18:59	10	9	18	9
19:00	19:59				
20:00	20:59				
21:00	21:59				
22:00	22:59				
23:00	23:59				
Total		699	615	642	542

*Data provided from 12 - 12;
arrival/departure profile based on 8am - 8pm operations

*Hour 7 assumed as AM (for arrivals) and PM (for departures)
for robustness and worst-case assessment

Car Park Exit

Start	End	16-May	17-May	18-May	19-May
00:00	00:59				
01:00	01:59				
02:00	02:59				
03:00	03:59				
04:00	04:59				
05:00	05:59				
06:00	06:59				
07:00	07:59				
08:00	08:59	29	21	23	29
09:00	09:59	80	55	76	58
10:00	10:59	87	88	90	82
11:00	11:59	104	72	104	74
12:00	12:59	60	65	53	43
13:00	13:59	60	53	54	46
14:00	14:59	82	71	64	50
15:00	15:59	82	59	60	58
16:00	16:59	59	52	44	40
17:00	17:59	21	10	25	48
18:00	18:59	20	14	11	22
19:00	19:59	26	14	33	27
20:00	20:59				
21:00	21:59				
22:00	22:59				
23:00	23:59				

Total	710	574	637	577
-------	-----	-----	-----	-----

Total Two-Way	1409	1189	1279	1119
---------------	------	------	------	------

Car Park Accumulation

Start	End	16-May	17-May	18-May	19-May
00:00	00:59				
01:00	01:59				
02:00	02:59				
03:00	03:59				
04:00	04:59				
05:00	05:59				
06:00	06:59	109	109	109	109
07:00	07:59	137	138	138	140
08:00	08:59	191	186	188	177
09:00	09:59	231	223	205	200
10:00	10:59	227	231	211	185
11:00	11:59	190	216	183	169
12:00	12:59	184	193	185	167
13:00	13:59	204	216	204	181
14:00	14:59	197	207	197	182
15:00	15:59	173	190	172	156
16:00	16:59	138	159	145	143
17:00	17:59	134	169	140	114
18:00	18:59	124	164	147	101
19:00	19:59	98	150	114	74
20:00	20:59				
21:00	21:59				
22:00	22:59				
23:00	23:59				

Maximum **231** 231 211 200

Total parking spaces 440
Occupied spaces 231
Empty spaces 209
Max occupancy 53%

Observed from site visit on Wednesday 17th May 2023 at 08:00
Applied across other days

Appendix C – Trip Generation Details Based on Information from Trust

Staff	Based on 43% Car Modal Share		
	Arr	Dep	Accum
06:00-07:00			0
07:00-08:00	0	0	0
08:00-09:00	14	0	14
09:00-10:00	0	0	14
10:00-11:00	0	0	14
11:00-12:00	0	0	14
12:00-13:00	0	0	14
13:00-14:00	0	0	14
14:00-15:00	0	0	14
15:00-16:00	0	0	14
16:00-17:00	0	0	14
17:00-18:00	0	7	7
18:00-19:00	0	7	0
19:00-20:00			0

Staff	Based on Census (69%)		
	Arr	Dep	Accum
06:00-07:00			0
07:00-08:00	0	0	0
08:00-09:00	23	0	23
09:00-10:00	0	0	23
10:00-11:00	0	0	23
11:00-12:00	0	0	23
12:00-13:00	0	0	23
13:00-14:00	0	0	23
14:00-15:00	0	0	23
15:00-16:00	0	0	23
16:00-17:00	0	0	23
17:00-18:00	0	11	11
18:00-19:00	0	11	0
19:00-20:00			0

Cardiology

	Arr	Dep	Accum
06:00-07:00			0
07:00-08:00			0
08:00-09:00	3	0	3
09:00-10:00	3	3	3
10:00-11:00	3	3	3
11:00-12:00	3	3	3
12:00-13:00	3	3	3
13:00-14:00	3	3	3
14:00-15:00	3	3	3
15:00-16:00	3	3	3
16:00-17:00	3	3	3
17:00-18:00	0	3	0
18:00-19:00			0
19:00-20:00			0

Respiratory (Lung)

	Arr	Dep	Accum
06:00-07:00			0
07:00-08:00			0
08:00-09:00	1		1
09:00-10:00	1	1	1
10:00-11:00	1	1	1
11:00-12:00	1	1	1
12:00-13:00	1	1	1
13:00-14:00	1	1	1
14:00-15:00	1	1	1
15:00-16:00	1	1	1
16:00-17:00	1	1	1
17:00-18:00		1	0
18:00-19:00			0
19:00-20:00			0

Respiratory (Sleep)

	Arr	Dep	Accum
06:00-07:00			0
07:00-08:00			0
08:00-09:00	2	2	0
09:00-10:00	2	2	0
10:00-11:00	2	2	0
11:00-12:00	2	2	0
12:00-13:00	2	2	0
13:00-14:00	2	2	0
14:00-15:00	2	2	0
15:00-16:00	2	2	0
16:00-17:00	2	2	0
17:00-18:00			0
18:00-19:00			0
19:00-20:00			0

Endoscopy

	Arr	Dep	Accum
06:00-07:00			0
07:00-08:00			0
08:00-09:00	4		4
09:00-10:00	4		9
10:00-11:00	4		13
11:00-12:00	4	4	13
12:00-13:00	4	4	13
13:00-14:00	4	4	13
14:00-15:00	4	4	13
15:00-16:00		4	9
16:00-17:00		4	4
17:00-18:00		4	0
18:00-19:00			0
19:00-20:00			0

Patient Requirements

	Arr	Dep	Accum
06:00-07:00			0
07:00-08:00	0	0	0
08:00-09:00	11	2	9
09:00-10:00	11	6	13
10:00-11:00	11	6	18
11:00-12:00	11	11	18
12:00-13:00	11	11	18
13:00-14:00	11	11	18
14:00-15:00	11	11	18
15:00-16:00	6	11	13
16:00-17:00	6	11	9
17:00-18:00	0	9	0
18:00-19:00	0	0	0
19:00-20:00			0

Total Requirements (MFT Mode Share)

	Arr	Dep	Accum
06:00-07:00			0
07:00-08:00	0	0	0
08:00-09:00	25	2	23
09:00-10:00	11	6	27
10:00-11:00	11	6	32
11:00-12:00	11	11	32
12:00-13:00	11	11	32
13:00-14:00	11	11	32
14:00-15:00	11	11	32
15:00-16:00	6	11	27
16:00-17:00	6	11	23
17:00-18:00	0	16	7
18:00-19:00	0	7	0
19:00-20:00			0

Total Requirements (Census Mode Share)

	Arr	Dep	Accum
06:00-07:00			0
07:00-08:00	0	0	0
08:00-09:00	33	2	32
09:00-10:00	11	6	36
10:00-11:00	11	6	40
11:00-12:00	11	11	40
12:00-13:00	11	11	40
13:00-14:00	11	11	40
14:00-15:00	11	11	40
15:00-16:00	6	11	36
16:00-17:00	6	11	32
17:00-18:00	0	20	11
18:00-19:00	0	11	0
19:00-20:00			0

Our Locations

Birmingham

2 The Wharf
Bridge Street
Birmingham
B1 2JS
T. 0121 643 4694
birmingham@curtins.com

Bristol

Quayside
40-58 Hotwell Road
Bristol
BS8 4UQ
T. 0117 302 7560
bristol@curtins.com

Cambridge

50 Cambridge Place
Cambridge
CB2 1NS
T. 01223 631 799
cambridge@curtins.com

Cardiff

3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH
T. 029 2068 0900
cardiff@curtins.com

Douglas

Varley House
29-31 Duke Street
Douglas
Isle of Man
IM1 2AZ
T. 01624 624 585
douglas@curtins.com

Dublin

11 Pembroke Lane
Dublin 2
D02 CX82
Ireland
T. +353 1 507 9447
dublin@curtins.com

Edinburgh

1a Belford Road
Edinburgh
EH4 3BL
T. 0131 225 2175
edinburgh@curtins.com

Glasgow

Queens House
29 St Vincent Place
Glasgow
G1 2DT
T. 0141 319 8777
glasgow@curtins.com

Kendal

Units 24 & 25 Riverside Place
K Village
Lound Road
Kendal
LA9 7FH
T. 01539 724 823
kendal@curtins.com

Leeds

Ground Floor
Rose Wharf
78-80 East Street
Leeds
LS9 8EE
T. 0113 274 8509
leeds@curtins.com

Liverpool

51-55 Tithebarn Street
Liverpool
L2 2SB
T. 0151 726 2000
liverpool@curtins.com

London

40 Compton Street
London
EC1V 0BD
T. 020 7324 2240
london@curtins.com

Manchester

Merchant Exchange
17-19 Whitworth Street West
Manchester
M1 5WG
T. 0161 236 2394
manchester@curtins.com

Nottingham

32-34 Stoney Street
Nottingham
NG1 1LL
T. 0115 941 5551
nottingham@curtins.com