

Proposed Health Hub  
Newhey Road, Milnrow

# UNITED HEALTHCARE DEVELOPMENTS

Transport Statement  
August 2021



## REPORT

|                     |                                                                   |
|---------------------|-------------------------------------------------------------------|
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## **1 INTRODUCTION**

### **1.1 Introduction**

- 1.1.1 Croft Eddisons have been instructed by United Healthcare Developments to advise on the traffic and transport issues relating to a planning application for a health hub located along Newhey Road, Milnrow.
- 1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals and assist the local planning authority in the positive determination of the forthcoming planning application.
- 1.1.3 It is, however, worth noting that pre-application discussions have been held with the Rochdale Council during which the highways department advised that they have no objection in principle.
- 1.1.4 The Health Hub will be seeking BREEAM excellence and therefore this Transport Statement has been produced in accordance with the BREEAM 2018 guidance to demonstrate that the development is compliant with both Tra 1 'Transport Assessment and Travel Plan' where a total of 2 credits can be awarded. In accordance with the BREEAM guidance.
- 1.1.5 Following this introduction, Section 2 provides a description of the existing site and the development proposals, whilst Section 3 provides an assessment of the accessibility of the site by non-car modes including public transport.
- 1.1.6 Section 4 discusses the traffic impact of the proposed development, whilst Section 5 draws together the conclusions to this report.

## 2 DEVELOPMENT SITE AND PROPOSALS

### 2.1 Existing Site

- 2.1.1 The site is located to the south of Milnrow and to the north-west of Newhey. It is broadly rectangular in shape, bounded by Milnrow Memorial Park to the north, undeveloped land to the east, the Metrolink line to the south and Newhey Road to the west. The location of the site is shown on **Plan 1**.
- 2.1.2 The site is currently occupied by stables with menage, hardstanding and access.
- 2.1.3 Adjacent to the site, Newhey Road extends in a broadly north-south direction. Around 200m to the north of the site, Newhey Road passes under the M62 before travelling through Milnrow.
- 2.1.4 Around 100m to the south of the site, Newhey Road forms the northern arm of a staggered priority-controlled junction, with the A640 forming the major arm and Bentgate Street forming the southern arm.
- 2.1.5 Circa 450m to the north of this junction, the A640 forms the northern and southern arms of a 3-arm roundabout, with A6193 Sir Isaac Newton Way forming the western arm. The A640 continues northwards and then westwards towards Rochdale town centre, whilst the A6193 extends westwards, providing access to the Kingsway Business Park as well as forming Junction 21 of the M62.
- 2.1.6 To the south of the Newhey Road/Bentgate Street junction, the A640 passes through Newhey before continuing towards Shaw.

## 2.2 Development Proposals

- 2.2.1 The proposals will provide a new bespoke healthcare facility with a GFA of 2,210.5 sqm, that will accommodate the relocation of two existing surgeries within Milnrow, namely the Milnrow Village Practice and Stonefield Street Surgery.
- 2.2.2 In terms of car parking, 43 public spaces are proposed, including 5 spaces for the mobility impaired, with a further 21 spaces for staff. Additional parking will be provided for motorcycles and bicycles.
- 2.2.3 Rochdale Borough Council's Core Strategy, Adopted 2016, includes parking standards and confirms that, for D1 Non-Residential Institutions - Medical or Health Facility, the parking standards are:
- Maximum Standard for Car Parking Provision: 1 space per 2 FT Staff Equivalent + 3 spaces per Consulting Room;
  - Disabled Parking Standards (12 to 200 spaces): 3 bays or 6% of total capacity (whichever is the greater);
  - Minimum Standard for Cycle Space Provision: 1 space per 10 FT Staff Equivalent (min 2 spaces);
  - Minimum Standard for Powered Two Wheeled Vehicle Parking Provision: 1 space per 40 FT Staff Equivalent (min 2 spaces).
- 2.2.4 It is proposed that 72 FT equivalent staff will be employed at the two existing surgeries and 13 consulting rooms are proposed, i.e. a *maximum* provision of 75 spaces, 7 cycle spaces and 2 motorcycle spaces, based on the Council's parking standards.



- 2.2.5 The proposed site layout is shown in **Plan 2**.
- 2.2.6 It is also proposed to provide staff shower and changing facilities in the locker rooms located on the second floor of the Health Hub as shown in **Plan 3**.
- 2.2.7 It has been demonstrated that the proposals will have access arrangements for disabled people and cycle parking plus staff shower and changing facilities, therefore in line with BREEAM standards.
- 2.2.8 As will be demonstrated in Section 3, the site is well located to encourage travel by sustainable modes of transport. As such, the proposed parking provision is considered acceptable.
- 2.2.9 The site will be served via a vehicular access point along Newhey Road in a location similar to the existing access, but with increased width and formal radii. Details of the proposed site access arrangement are shown in **Plan 4**.
- 2.2.10 Whilst not necessary to make the proposals acceptable in planning terms, in order to enhance pedestrian connectivity, the applicant is nevertheless prepared to offer traffic calming and a dropped crossing with tactile paving in the vicinity of the site. These will also benefit the wider community, particularly pedestrians travelling to/from the community uses in Milnrow Memorial Park.
- 2.2.11 The potential highway improvements are shown in **Plan 5**.

## 3 ACCESSIBILITY BY NON-CAR MODES

### 3.1 Introduction

3.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

3.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives. To achieve these objectives, paragraph 30 states that when making decisions, local authorities should:

*'Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.'*

3.1.3 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

3.1.4 The accessibility of the proposed site has been considered by the following modes of transport:

- accessibility on foot;
- accessibility by cycle;
- accessibility by bus; and
- accessibility by Metrolink.

## 3.2 Local Travel Characteristics

3.2.1 In order to gauge an understanding of the local travel to work patterns, reference has been made to the National Census 2011 Data for 'Travel to Work' data for the population of 2011 super output area - middle layer E02001145: Rochdale 014, within which the proposed development is situated, is provided in Table 3.1 below.

| Travel Mode                            | Mode Split |      |
|----------------------------------------|------------|------|
| Work mainly at or from home            | 0          | 0%   |
| Underground, metro, light rail or tram | 1          | 0%   |
| Train                                  | 55         | 2%   |
| Bus, minibuss or coach                 | 198        | 7%   |
| Taxi                                   | 25         | 1%   |
| Motorcycle, scooter or moped           | 18         | 1%   |
| Driving a car or van                   | 2260       | 75%  |
| Passenger in a car or van              | 183        | 6%   |
| Bicycle                                | 34         | 1%   |
| On foot                                | 241        | 8%   |
| Other method of travel to work         | 5          | 0%   |
| Total                                  | 3020       | 100% |

**Table 3.1 Rochdale 014 MSA Travel to Work Mode Split Data**

3.2.2 The travel to work census data provides a good indication of how people travel in the area providing the best indication of how staff and visitors will travel to the healthcare hub. Table 3.1 demonstrates that driving a car to work is the highest mode at 75% of all journeys.

3.2.3 In total 17.5% of all journeys to work are undertaken by sustainable modes of transport, the highest sustainable mode share is by journeys on foot (8%) and journeys by bus (7%), demonstrating there is a large share of sustainable journeys already taking place.



3.3 Access on Foot

- 3.3.1 As part of the development proposals, the internal layout will provide pedestrian linkages to the existing footways that are provided along Newhey Road. These provide access to the wider area.
- 3.3.2 Also, as previously stated, in order to enhance pedestrian connectivity, the applicant is prepared to offer traffic calming and a dropped crossing with tactile paving in the vicinity of the site.
- 3.3.3 The DFT National Travel Survey of 2017 confirms that 81% of all trips less than a mile (1.6km) are carried out on foot.
- 3.3.4 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in Table 3.2.

| Suggested Preferred Maximum Walk |                  |           |
|----------------------------------|------------------|-----------|
| Town Centre                      | Commuting/School | Elsewhere |
| 800m                             | 2,000m           | 1,200m    |

Table 3.2 IHT 'Providing for Journeys on Foot' Walk Distances

- 3.3.5 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*

- 3.3.6 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000-metre distance in paragraph 4.4.1. This states that *'walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'.*
- 3.3.7 In summary, 2 kilometres represents an acceptable maximum walking distance for the majority of land uses.
- 3.3.8 In accordance with the BREEAM Assessment Criteria the following local amenities have been identified within 500m of the site and assessed against the amenities in Table 7.1 of the BREEAM guidance, as listed in Table 3.3 below and shown in **Plan 6**.

| Local Amenity                                                                                                                        | Access route                                                  | Distance |
|--------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|----------|
| Public sector GP surgery or general medical centre (Application includes GP surgery/general medical centre)                          | On-site                                                       | 0m       |
| Over the counter services associated with a pharmacy (Application includes Pharmacy/Opticians)                                       | On-site                                                       | 0m       |
| Access to an Open space (Milnrow Memorial Park)                                                                                      | Via main access, north along Newhey Rd and adjacent play area | 23m      |
| Access to Recreation or Leisure Facility for Fitness or Sports (Milnrow Memorial park (Skatepark, Bowling Green & All-weather pitch) | Via main access, north along Newhey Rd and adjacent play area | 140m     |

| Local Amenity                                                   | Access route                                                                                             | Distance |
|-----------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|----------|
| Appropriate food outlet (Londis)                                | Via main access, south along Newhey Rd and along A640                                                    | 210m     |
| Newhey Community Primary School                                 | Via main access, south along Newhey Rd, across A640, south along Bentgate St and east along Hawthorne Ln | 350m     |
| Access to cash (Milnrow Service Station ATM)                    | Via main access, north along Newhey Rd                                                                   | 600m     |
| Publicly available postal facility (Newhey Post Office)         | Via main access, south along Newhey Rd and along A640                                                    | 600m     |
| Community Facility (Butterworth Hall Community Centre, Milnrow) | Via main access, north along Newhey Rd. and east along New St                                            | 700m     |

**Table 3.3 Distance from Site to Local Facilities**

- 3.3.9 It can be seen that the proposed Health Hub has access to a wide range of facilities within the designated 500m walking radius. It should be noted that all distances have been measured by walking distances and are therefore robust. The only amenities not to be within a 500m walking distance are cash, publicly available postal and community facilities. However, all of these facilities are located between approximately 600m and 700m from the proposed development respectively and are therefore accessible by foot despite being outside of the 500m walking threshold.
- 3.3.10 In light of the above review, a pedestrian catchment of 500m and 700m from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 6** and provides an illustrative indication of the areas that can be reached based on the walking distance from the site.

- 3.3.11 Walking facilities have been reviewed in the vicinity of the site with regard to the amenity criteria listed in Table 3.3 above.
- 3.3.12 Footways are provided along both sides of the A640 Newhey Road, Newhey Road, Bentgate Street and between the proposed site access. Footways are generally in good condition, with tarmac surfacing and no surface defects, are lit and provided with dropped kerbs provided at uncontrolled crossing points.
- 3.3.13 A central refuge with dropped kerbs are provided across the un-controlled A640 Newhey Road at the A640/Newhey Road junction pedestrian crossing approximately 160-metres to the south of the site access. 'Pelican' crossings, equipped with dropped kerbs and red tactile paving are located across each of the approach arms to the A640/A663 junction located approximately 450-metres to the southeast of the site access, with a zebra crossing located within the Newhey bus terminus located approximately 600-metres to the south east of the access, providing crossing access to the bus stands from the A663 Shaw Road.

## 3.4 Access by Cycle

- 3.4.1 An alternative mode of travel to the site could be achieved by bicycle.
- 3.4.2 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass Rochdale, Newhey, Shaw and Royton.
- 3.4.3 A good surface, traffic free route is located along the eastern side of the A640, from its junction with Newhey Road as far as Ladyhouse Lane, where an underpass provides safe crossing of the A640 Elizabethan Way, before it continues along the western side of the A640, as well as providing a connection to Ashfield Lane, an advisory on road

route to the south.

- 3.4.4 A rough surface, traffic free route extends from Newhey Road, a short distance north of the site, southwards to Church Street, an advisory on road route in Newhey.
- 3.4.5 National Cycle Route 92 is located around 1.5km to the west of the site. It can be accessed from Ashfield Lane.
- 3.4.6 The Transport for Greater Manchester local cycling and walking map for Newhey is provided in **Appendix 1**, which provides an overview of the cycling facilities in close proximity to the proposed development. The site can, therefore, be considered as being accessible by cycle.

### 3.5 Access by Bus

- 3.5.1 The nearest bus stops are located along Bentgate Street, around 160 metres south of the site access. Additional bus stops are located along Newhey Road, approximately 170 metres to the north of the site, along the A640, around 200m south of the site and New Hey Bus terminus and New Hey Post Office, around 600m to the south of the site, which are situated within the 640m walking threshold from the site as set out in the BREEAM Accessibility Index.
- 3.5.2 **Plan 6** displays the bus stops in relation to the Health Centre.
- 3.5.3 A summary of the services available from the nearest bus stops from the development site is provided in **Appendix 2**.
- 3.5.1 In order to demonstrate the level of accessibility some example journey times by bus are presented in Table 3.4 below.

| Destination | Duration   |
|-------------|------------|
| Newhey      | 2 minutes  |
| Milnrow     | 5 minutes  |
| Rochdale    | 13 minutes |
| Shaw        | 15 minutes |
| Oldham      | 39 minutes |

**Table 3.4 Example Journey Times**

3.5.2 The above table demonstrates that Newhey is just a 2-minute bus journey from the site, Milnrow is a 5-minute journey by bus, Rochdale is just a 13-minute bus journey, Shaw a 15-minute journey and Oldham is a 39-minute journey by bus.

3.5.3 It is therefore concluded that the proposed development site is accessible by bus.

## 3.6 Accessibility by Metrolink

3.6.1 The closest Metrolink station is Newhey, which is located around an 800-metre walking distance from the site, within the 960-metre maximum accessibility distance specified by BREEAM..

3.6.2 Newhey is located on the 'Pink' line connecting Rochdale and Shaw with Oldham, Manchester city centre with East Didsbury. Connections are available at Rochdale railway station, with national rail services to Manchester, Leeds, Blackburn (via Burnley), Blackburn (via Bolton), Bradford, Halifax, Clitheroe, Chester and Wigan.



- 3.6.3 Connections with other national rail services are available at Manchester Victoria for services to services to Liverpool, York, Scarborough, Warrington, Southport, Blackpool, Edinburgh, Newcastle, Redcar, Sunderland and Middlesbrough in addition to the same service connections available at Rochdale.
- 3.6.4 Connections with other Metrolink services are available at Manchester Victoria for Bury, Manchester Piccadilly (for onward national rail services throughout the UK) and Manchester Airport via Wythenshawe. Other connections for Metrolink services are available at St. Peter's Square for Ashton-under-Lyne, Eccles and media City and at Cornbrook for the Trafford Centre.
- 3.6.5 Metrolink services call at Newhey every 12 minutes during the day, between Mondays and Saturdays, and every 12 or 15 minutes on Sundays and in the evenings
- 3.6.6 In conclusion, the proposed site can be considered as being accessible in terms of travel by Metrolink.

### 3.7 Accessibility Summary

- 3.7.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed development.
- 3.7.2 The following conclusions can be drawn from this section of the report:
- the site is well located to cater for trips on foot, being within close proximity to the residential areas of Milnrow and Newhey, and improvements will be provided as part of the development proposals;
  - it has been demonstrated that the site is accessible by cycle, with a number of off-road facilities being located within close proximity of the site;



- the services from the bus stops in the vicinity of the site to destinations such as Milnrow, Newhey and Rochdale, shows that the proposed development can be considered as accessible by bus;
- the site is accessible via Metrolink, with Newhey station being located around 800-metres from the site.

3.7.3 In light of the above, it is considered that the site is accessible by sustainable modes of transport and caters for needs of the development's staff and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF and in BREEAM.

## 4 TRAFFIC IMPACT ANALYSIS

### 4.1 Introduction

- 4.1.1 Having established that the proposed development site is accessible by modes of travel other than the private car and would be in general accordance with transport policies, the following section considers the traffic impact of the development proposals on the local highway network.

### 4.2 Surveyed Flows

- 4.2.1 In order to establish the existing levels of traffic in the vicinity of the site, a traffic surveys were undertaken on Monday 02 March and Tuesday 03 March 2020.
- 4.2.2 By reference to these surveys, the weekday AM school peak and PM peak hours were identified as 0745 to 0845 hours and 1645 to 1745 hours. The survey data is included at **Appendix 3**.
- 4.2.3 **Figures 1** and **2** show the 2020 surveyed traffic flows in lights, HGVs and total vehicles, for the weekday AM and weekday PM peak periods respectively. Similarly, **Figures 3** and **4** show the 2020 surveyed flows converted into passenger car units (PCUs), the unit of analysis, for the weekday AM and weekday PM peak periods respectively.

### 4.3 Growthed Flows

- 4.3.1 To advise the local highway authority, consideration has been given to a future year assessment of 2025, i.e. 5 years post submission of the application.

- 4.3.2 In order to factor the surveyed traffic flows to the assumed year of opening, 2025, a National Trip End Model (NTEM) adjusted National Road Traffic Model (NTM) growth factor was applied for the local area (MSOA Rochdale 014).
- 4.3.3 The assessment years have been used following discussions with the applicant regarding likely completion timescales for the proposals.
- 4.3.4 The resultant NTM adjusted growth factors are shown below;
- 2020 to 2025 AM Peak = 1.0409;
  - 2020 to 2025 PM Peak = 1.0373.
- 4.3.5 The resultant growthed traffic flows are shown in **Figures 5 and 6** for the 2025 growthed traffic flows AM and PM peak periods.

## 4.4 Existing Development

- 4.4.1 As previously stated, the existing site is currently occupied by a stables.
- 4.4.2 Whilst this use will have modest levels of traffic associated with it, for robustness, no account has been taken of this as part of the analysis.

## 4.5 Proposed Development

- 4.5.1 As previously stated, the development proposals will provide a new bespoke healthcare facility with a GFA of 2,210.5 sqm, that will accommodate the relocation of two existing surgeries within Milnrow, namely the Milnrow Village Practice and Stonefield Street Surgery.

4.5.2 In order to establish the vehicular trip rates for the proposed use, reference has been made to the latest TRICS database. The parameters used to ascertain the vehicular trip rates for the proposed development are as follows:

- Health, GP Surgeries;
- Sites above 500 sqm;
- Greater London and Ireland sites excluded;
- Suburban Area, Edge of Town and Neighbourhood Centre sites only; and
- Weekday surveys only.

4.5.3 A summary of these trip rates and the likely level of trips that would occur as a result of the proposed development is included in Table 4.1, below, with the TRICS output being provided at **Appendix 4**.

| Mode    | Period       | Trip Rate |       | Trips |     |
|---------|--------------|-----------|-------|-------|-----|
|         |              | Arr       | Dep   | Arr   | Dep |
| Vehicle | AM Peak Hour | 2.725     | 1.302 | 60    | 29  |
|         | PM Peak Hour | 1.235     | 1.926 | 27    | 43  |

**Table 4.1 Proposed Development Trip Rates and Trips**

## 4.6 Trip Distribution

- 4.6.1 The proposed development will accommodate the relocation of two existing surgeries within Milnrow. As such, the proposals will not result in overall changes in traffic, there will simply be a slight redistribution of trips on the local network.
- 4.6.2 Croft has been advised that 47% of patients live within 1 mile of the existing surgeries with virtually all of the remainder living within 1-5 miles. 1 mile encompasses Milnrow and Newhey; up to 5 miles clearly encompasses a much wider area, though it is likely to be the case that most live within the lower end of this range.
- 4.6.3 Whilst it is difficult to be precise as to where patients travel from, and therefore their route, based on the population of Milnrow and Newhey, it is assumed that around a third of patients would travel from an area south of the M62, i.e. via the A640/Newhey Road/Bentgate Street junction, with the remainder travelling from routes around Milnrow to the north of the M62.
- 4.6.4 The existing trip distribution is shown in **Figure 7**.
- 4.6.5 The existing surgery trips set out in Table 4.1 have been assigned to the network based on this distribution and are shown in **Figures 8 and 9**.
- 4.6.6 The relocation of the surgeries to the application site is likely to result in a minimal redistribution of traffic. Other than the requirement for those trips that originate within Milnrow having to travel slightly further southwards along Newhey Road, a small proportion of trips that currently originate from the west of Elizabethan Way (say 5%) would now likely travel via the A640/Newhey Road/Bentgate Street junction (rather than via Ladyhouse Lane).
- 4.6.7 The proposed trip distribution is shown in **Figure 10**.

- 4.6.8 The proposed surgery trips set out in Table 4.1 have been assigned to the network based on this distribution and are shown in **Figures 11 and 12**.

## 4.7 Changes in Traffic

- 4.7.1 Having determined the assignment of existing and proposed development trips, the changes in traffic that would occur on the local highway network can be determined.
- 4.7.2 Table 4.2, below, summarises the changes in traffic on the network during weekday AM and PM peak periods.

|                                                                        | Existing Distribution | Proposed Distribution | Change in Traffic |
|------------------------------------------------------------------------|-----------------------|-----------------------|-------------------|
| <b>A640/Newhey Road/Bentgate Street priority junction</b>              |                       |                       |                   |
| Weekday AM Peak                                                        | 27                    | 31                    | +4                |
| Weekday PM Peak                                                        | 21                    | 24                    | +3                |
| <b>Two-way Flows along Newhey Road (north of proposed site access)</b> |                       |                       |                   |
| Weekday AM Peak                                                        | 27                    | 58                    | +31               |
| Weekday PM Peak                                                        | 21                    | 45                    | +24               |

**Table 4.2 Changes in Traffic Resulting from the Development Proposals**

- 4.7.3 The DfT document 'Guidance on Transport Assessment' provided some suggested thresholds in respect to traffic impact and, at Appendix B, advised that the formal assessment of a junction may not be required for developments that would typically generate fewer than 30 two-way additional trips. Whilst this guidance was withdrawn in 2014, the document still represents good practice when assessing the transport impacts of a development.
- 4.7.4 As can be seen from the above table, the A640/Newhey Road/Bentgate Street junction is predicted to experience an imperceptible change in traffic as a result of the development proposals.
- 4.7.5 Newhey Road is predicted to experience increases of 31 trips during the AM peak and 24 trips during the PM, however, no account has been taken of the existing use.
- 4.7.6 In order to advise the highway authority, capacity assessments of the proposed site access have been undertaken.

## 4.8 Capacity Assessments

### Newhey Road/Site Access

- 4.8.1 The proposed site access along Newhey Road is a priority-controlled junction and so has been assessed using PICADY.
- 4.8.2 The results for the 'with development' flow scenario for 2030 are summarised within Table 4.3, below, with the full results contained within **Appendix 5**.

| Arm                       | 2025 'With Dev' Flows |       |            |       |
|---------------------------|-----------------------|-------|------------|-------|
|                           | Weekday AM            |       | Weekday PM |       |
|                           | Max RFC               | Queue | Max RFC    | Queue |
| Site Access               | 0.10                  | 0     | 0.16       | 0     |
| Newhey Road<br>right turn | 0.07                  | 0     | 0.05       | 0     |

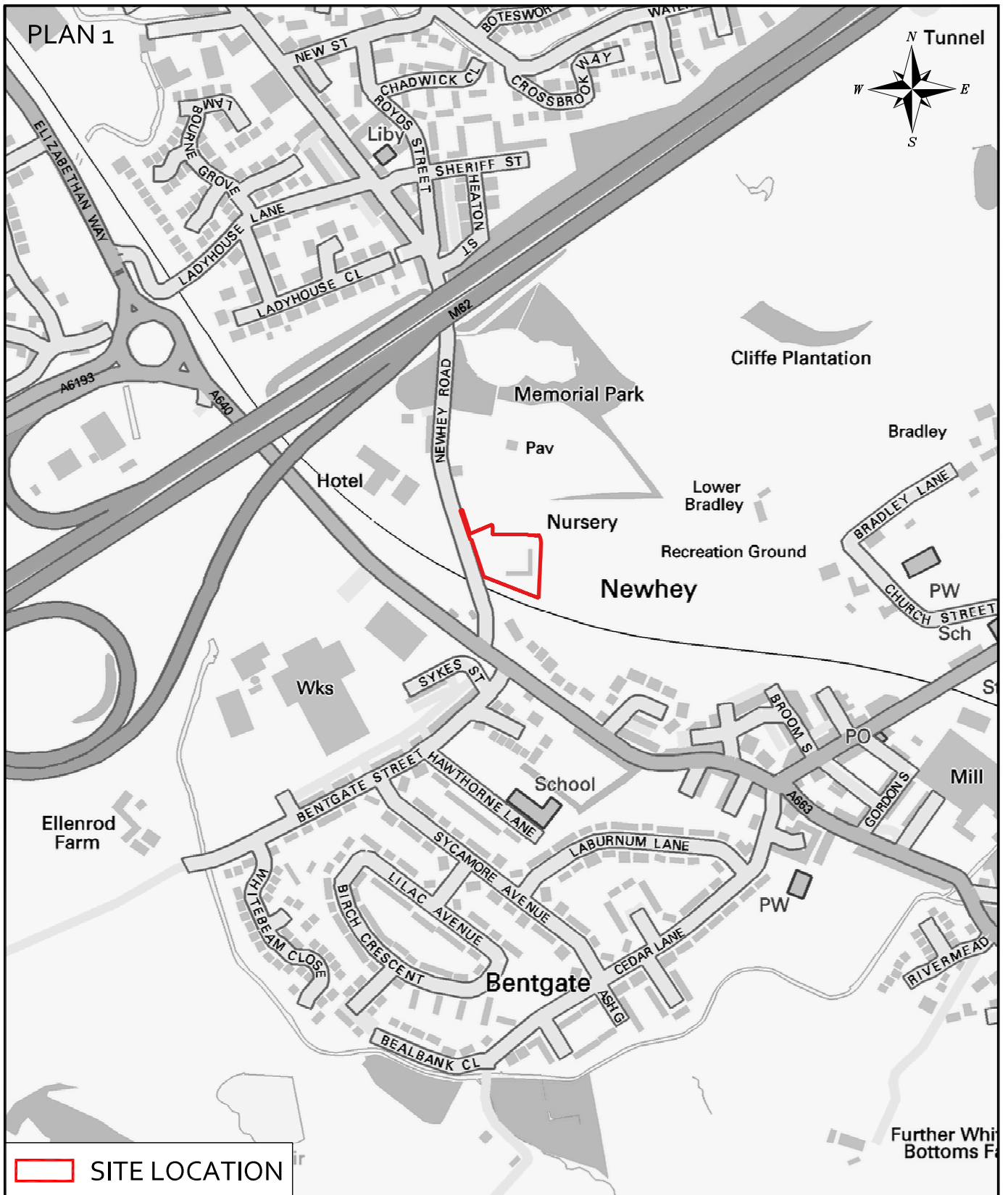
**Table 4.3 - Summary of PICADY Results for the Newhey Road/Site Access Junction**

- 4.8.3 As can be seen above, the results show the site access junction serving the development will operate well within capacity during both the weekday AM and PM peak periods at a 2025 assessment year.

## 5 CONCLUSIONS

- 5.1.1 Croft Eddisons have been instructed by United Healthcare Developments to advise on the traffic and transport issues relating to a planning application for a health hub located along Newhey Road, Milnrow.
- 5.1.2 The proposals will provide a new bespoke healthcare facility with a GFA of 2,210.5 sqm, that will accommodate the relocation of two existing surgeries within Milnrow, namely the Milnrow Village Practice and Stonefield Street Surgery.
- 5.1.3 A number of conclusions can be drawn from the report, namely:
- The proposed development will be accessed by safe and efficient vehicular access arrangements;
  - The report has demonstrated that the proposed development would be accessible by non-car travel modes of such as walking, cycling and public transport;
  - The traffic impact of the proposals would not be material;
  - It has also been identified that the development conforms with the Assessment Criteria set out in TRA 01 and is therefore compliant with BREEAM standards.
- 5.1.4 It can therefore be concluded that the proposals are acceptable in highway terms.

## PLANS



UNITED HEALTHCARE DEVELOPMENTS

PROPOSED RESIDENTIAL DEVELOPMENT  
MILNROW HEALTH CENTRE  
SITE LOCATION PLAN

Croft Transport Planning & Design  
340 Deansgate  
Manchester  
M3 4LY

Email: [info@croftts.co.uk](mailto:info@croftts.co.uk)  
Tel: 0161 837 7380  
Web: [www.croftts.co.uk](http://www.croftts.co.uk)



| DRAWN: | DATE:    | CHECKED: | DATE:    | SCALES:  |
|--------|----------|----------|----------|----------|
| DG     | 11.03.20 | GM       | 11.03.20 | NTS @ A4 |

| DRAWING NUMBER: | REVISION: |
|-----------------|-----------|
| 2672-01         | -         |

Plan 2

NEWHEY ROAD

Newhey Road

STAFF

10M EASEMENT FROM TRAM LINE

Key

- 1 Staff parking
  - 2 Refuse store
  - 3 Public parking
  - 4 Site entrance
  - 5 Wildflower planting
  - 6 Main entrance
  - 7 Pharmacy entrance
  - 8 Emergency exit
  - 9 Refuse vehicle collection point
  - 10 PV Panel zone exact number TBC
  - 11 Cycle parking
  - 12 Motorcycle parking
  - 13 Signage
  - 14 Delivery / pick up / drop off
  - 15 Turning area
- Replacement stone wall
  - Application boundary
  - Proposed boundary fence
  - Proposed Trees
  - Existing Trees

The contractor is responsible for checking dimensions, tolerances and references. Any discrepancy to be verified with the Architect before proceeding with the works. Where an item is covered by drawings to different scales the larger scale drawing is to be worked to.

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record

Do not scale drawing. Figured dimensions to be worked to in all cases.

All Intellectual property rights reserved.

| Rev | Date     | Description                                         |
|-----|----------|-----------------------------------------------------|
| A   | 23/01/20 | First Issue                                         |
| B   | 03/03/20 | Boundary updated to include back boundary treatment |
| C   | 10/03/20 | Parking bays revised, access updated                |
| C   | 17/03/20 | Parking bays revised to western part of site        |

| Dwn | Ckd | Drawn      | MJM      |
|-----|-----|------------|----------|
| MJM | JM  | Checked    | JM       |
| MJM | JM  | Date       | 12/12/19 |
| JM  | GL  | Scale @ A1 | 1:200    |

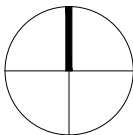
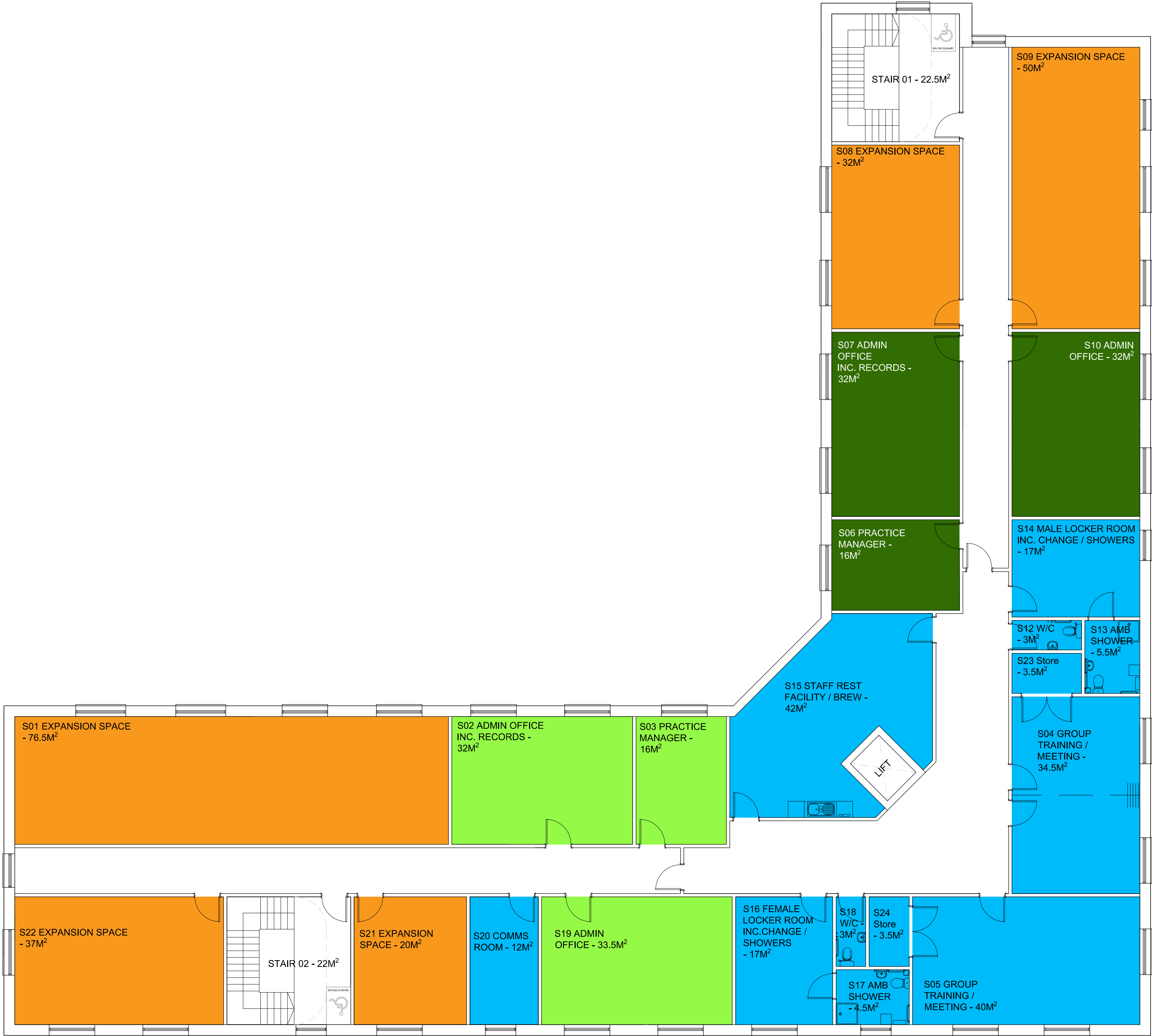
Milnrow Medical Centre  
Proposed Site Plan

AA6146 2002  
REV C  
Comment

PRP

prp-co.uk  
Manchester  
0161 242 8950

Plan 3



The contractor is responsible for checking dimensions, tolerances and references. Any discrepancy to be verified with the Architect before proceeding with the works. Where an item is covered by drawings to different scales the larger scale drawing is to be worked to.

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record

Do not scale drawing. Figured dimensions to be worked to in all cases.

All Intellectual property rights reserved.

| Rev | Date     | Description                                         |
|-----|----------|-----------------------------------------------------|
| D   | 20/12/19 | Updated following UHDL feedback                     |
| E   | 23/01/20 | Updated for pre-app                                 |
| F   | 11/02/20 | Areas updated to correspond with schedule           |
| G   | 03/03/20 | Window positions amended to match elevation changes |
| H   | 12/03/20 | Layout updated following feedback                   |
| J   | 17/03/20 | S03 & S06 adjusted to 16m2                          |

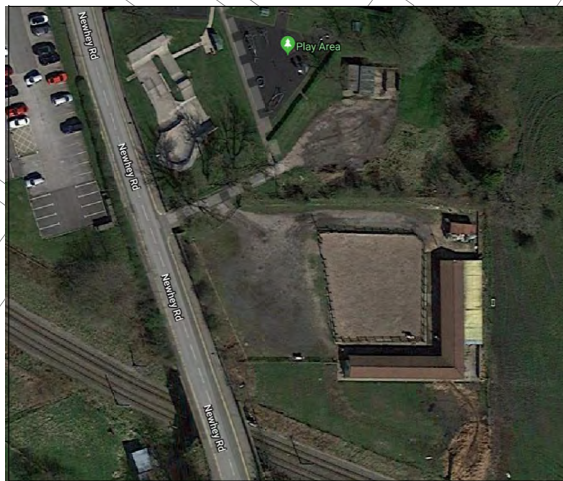
| Dwn | Ckd | Drawn      | JM       |
|-----|-----|------------|----------|
| JM  | BS  | Checked    | GL       |
| MJM | JM  | Date       | 11/10/19 |
| MJM | GL  | Scale @ A1 | 1:100    |

Milnrow Medical Centre  
Proposed Second Floor Plan

AA6146 2202  
REV J  
Comment

PRP

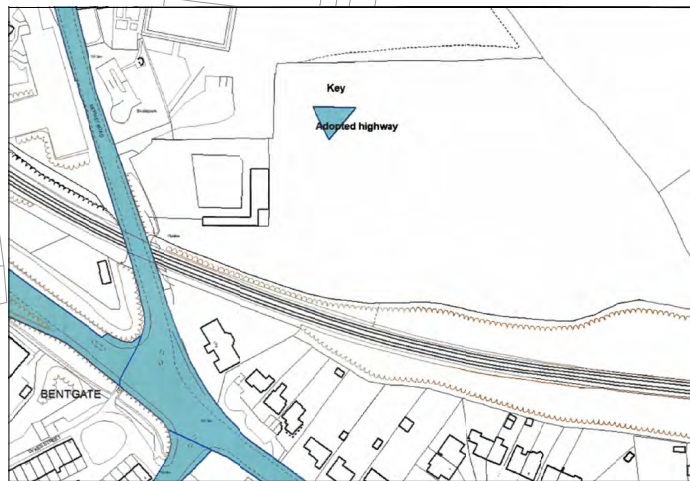
prp-co.uk  
Manchester  
0161 242 8950



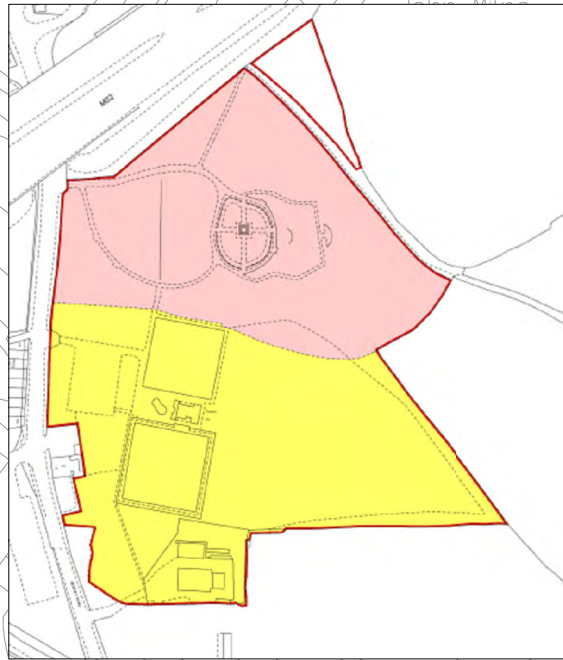
NORTH SOUTH AERIAL VIEW



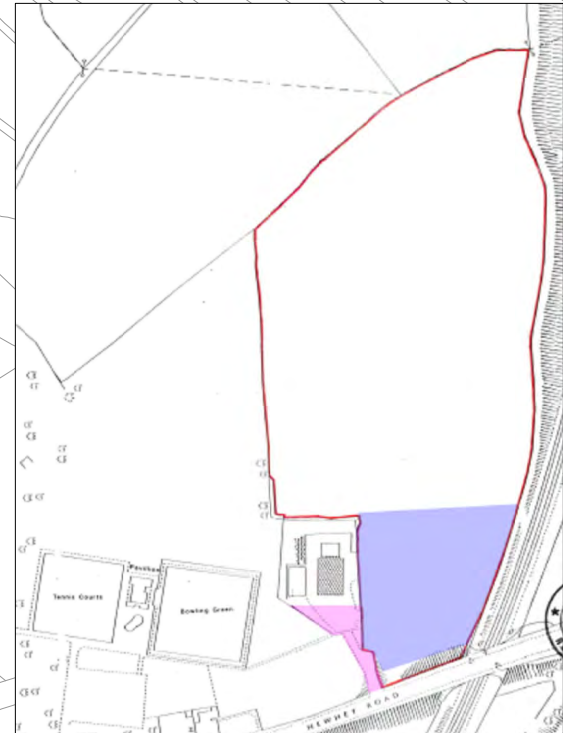
CURRENT ACCESS WITH DROP TO THE SOUTH OF THE ACCESS



ADOPTED HIGHWAY PLAN

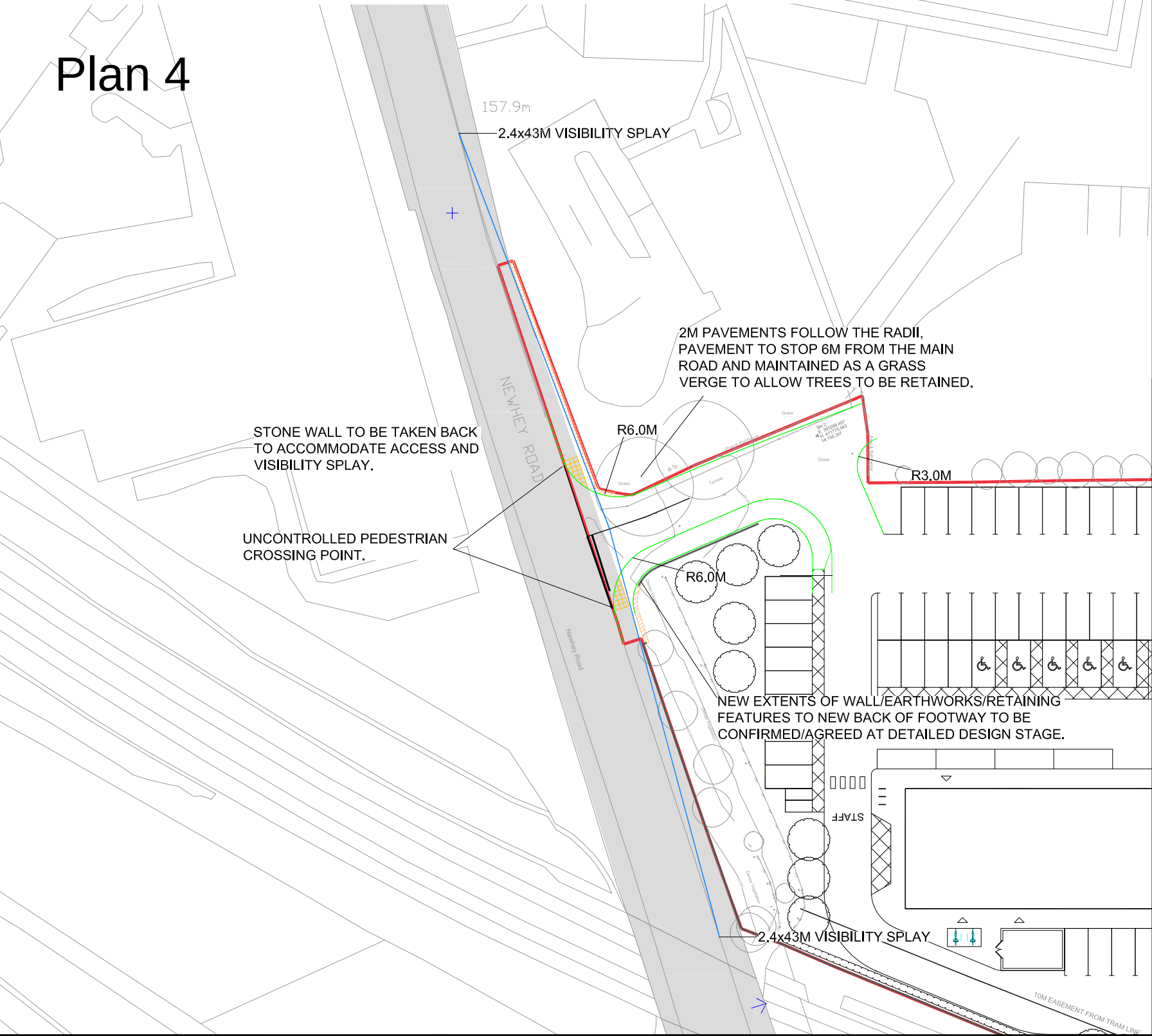


ROCHDALE COUNCIL LAND OWNERSHIP



SITE BOUNDARY

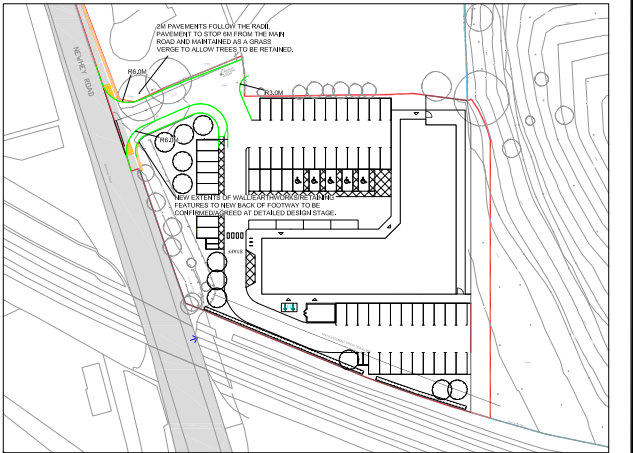
# Plan 4



## NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.  
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS
- ASSUMED ADOPTED HIGHWAY



SITE LAYOUT NTS

|     |                            |       |         |        |
|-----|----------------------------|-------|---------|--------|
| D   | REDLINE BOUNDARY AMENDMENT | GM    | JC      | MAR 20 |
| C   | MINOR DESIGN AMENDMENT     | LB    | JC      | MAR 20 |
| B   | TOPO AND SITE PLAN ADDED   | LB    | JC      | JUL 19 |
| A   | ACCESS MOVED SOUTH         | LB    | JC      | MAY 19 |
| REV | DETAILS                    | DRAWN | CHECKED | DATE   |

CLIENT:  
**UNITED HEALTHCARE DEVELOPMENTS**

PROJECT:  
**PARKSIDE STABLES, MILNROW**

DRAWING TITLE:  
**POTENTIAL ACCESS VIA NEWHEY ROAD**

SCALES:  
**1:500 @ A3**

DRAWN: LB CHECKED: JC DATE: MAR 20

Croft Transport Planning & Design  
Hill Quays  
9 Jordan Street  
Manchester  
M15 4PY  
Email: [info@crofts.co.uk](mailto:info@crofts.co.uk)  
Tel: 0161 667 3746  
Web: [www.crofts.co.uk](http://www.crofts.co.uk)

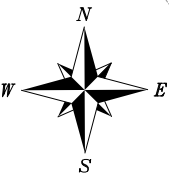
DRAWING NUMBER: 2672-F01 REVISION: D





NORTH SOUTH AERIAL VIEW

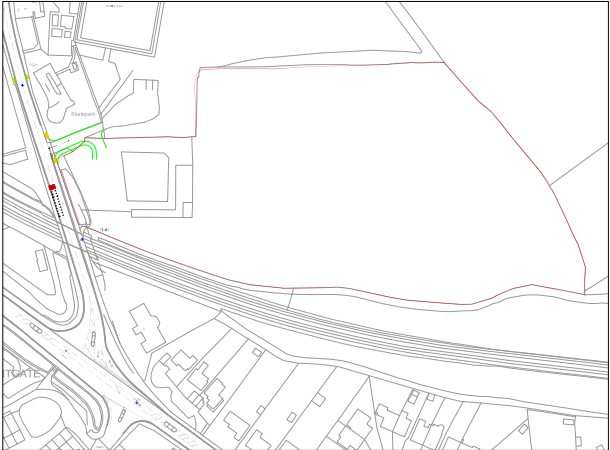
# Plan 5



## NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.  
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS



SITE LAYOUT NTS

|     |         |       |         |      |
|-----|---------|-------|---------|------|
|     |         |       |         |      |
| REV | DETAILS | DRAWN | CHECKED | DATE |

CLIENT:  
**UNITED HEALTHCARE DEVELOPMENTS**

PROJECT:  
**PARKSIDE STABLES, MILNROW**

DRAWING TITLE:  
**PROPOSED IMPROVEMENTS**

SCALES:  
**1:1000 @ A3**

|           |             |              |
|-----------|-------------|--------------|
| DRAWN: LB | CHECKED: JC | DATE: MAR 20 |
|-----------|-------------|--------------|

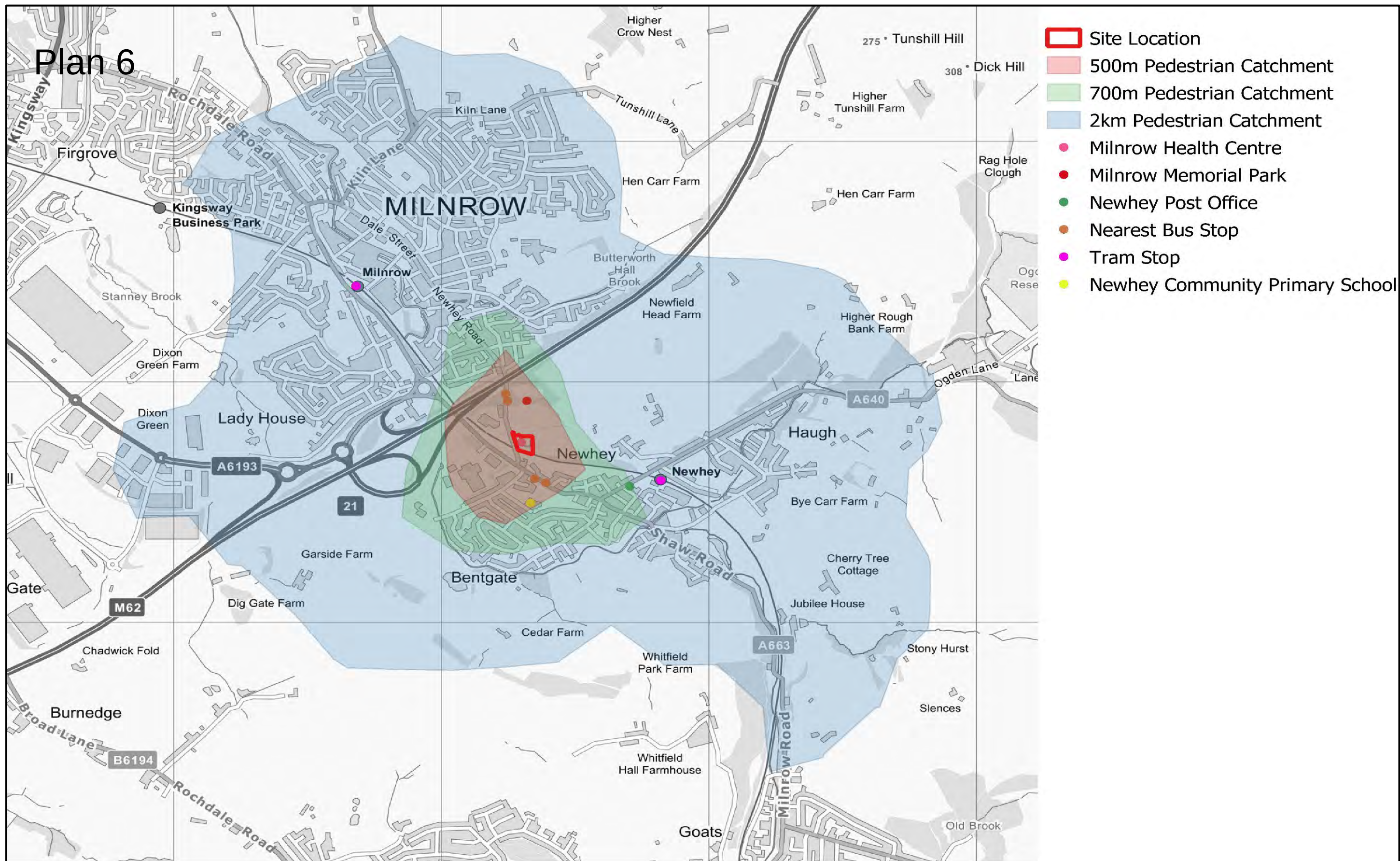
Croft Transport Planning & Design  
340 Deansgate  
Manchester  
M3 4LY

Email: [info@crofts.co.uk](mailto:info@crofts.co.uk)  
Tel: 0161 837 7380  
Web: [www.crofts.co.uk](http://www.crofts.co.uk)

DRAWING NUMBER:  
**2672-F02**

REVISION:  
**A**

**CROFT**



500, 700 and 2,000-metres Pedestrian Catchment Areas

## FIGURES

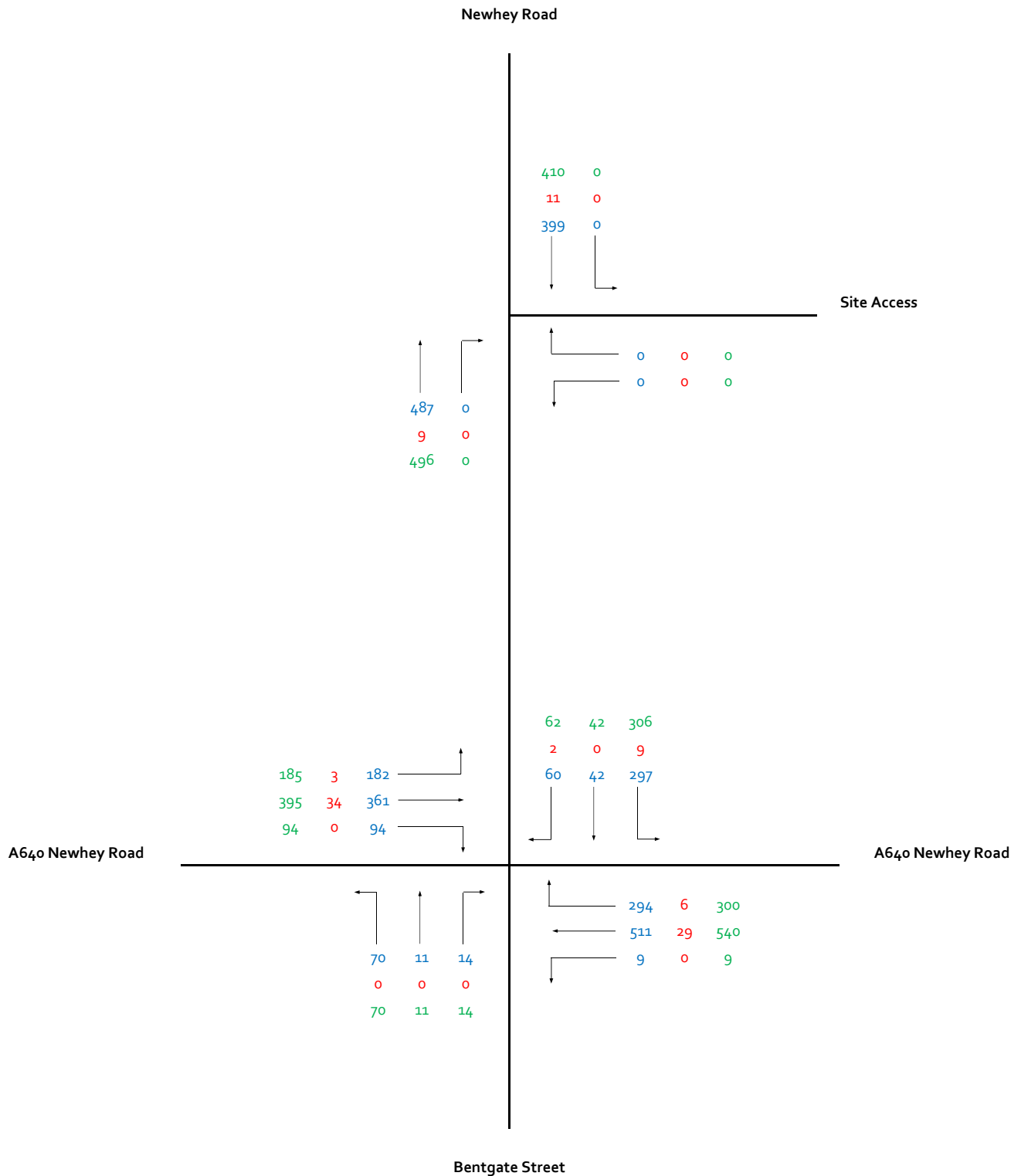


Figure 1 2020 Surveyed Flows - Weekday AM Peak (0745-0845)



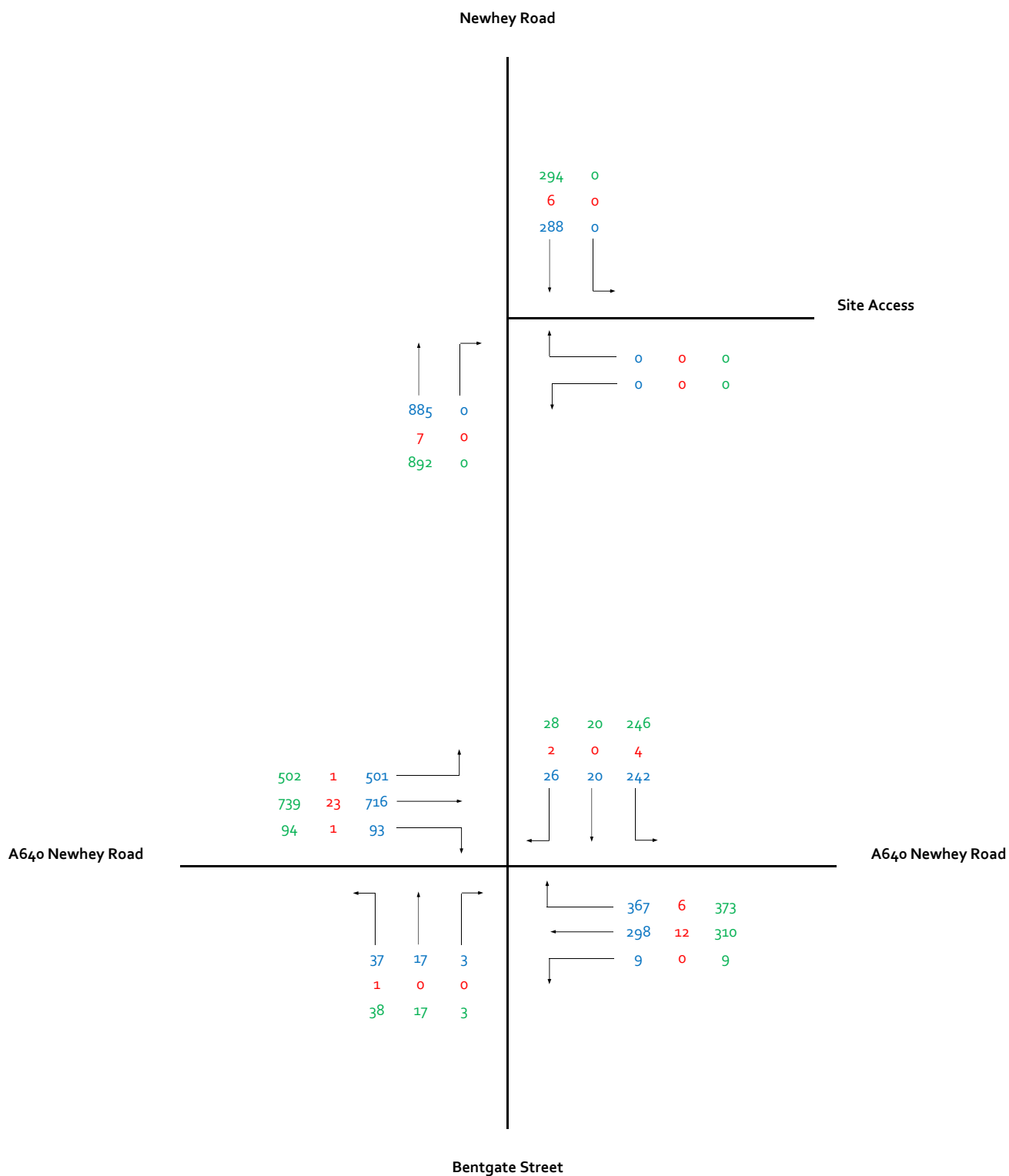


Figure 2 2020 Surveyed Flows - Weekday PM Peak (1645-1745)



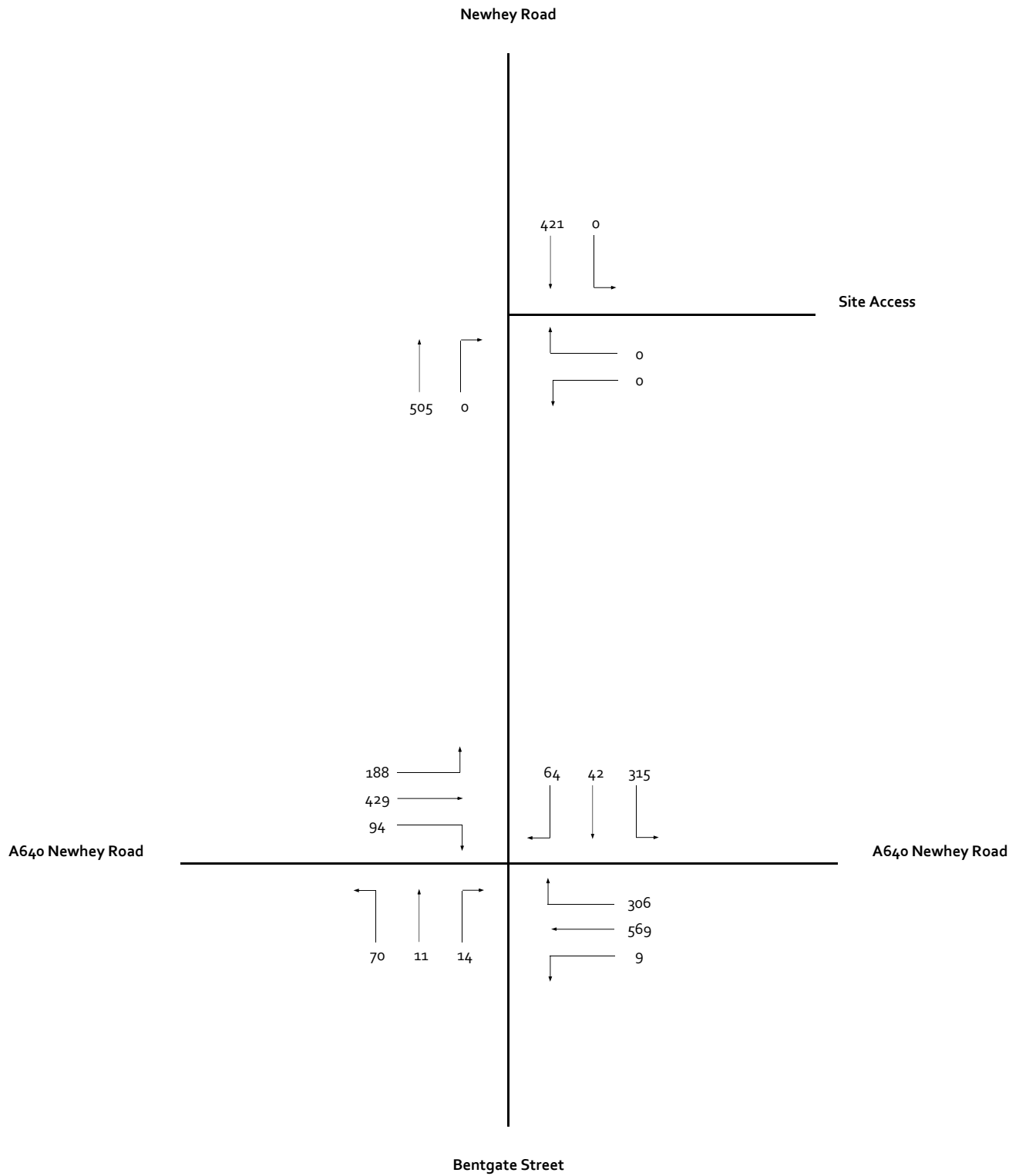


Figure 3 2020 Surveyed Flows - Weekday AM Peak



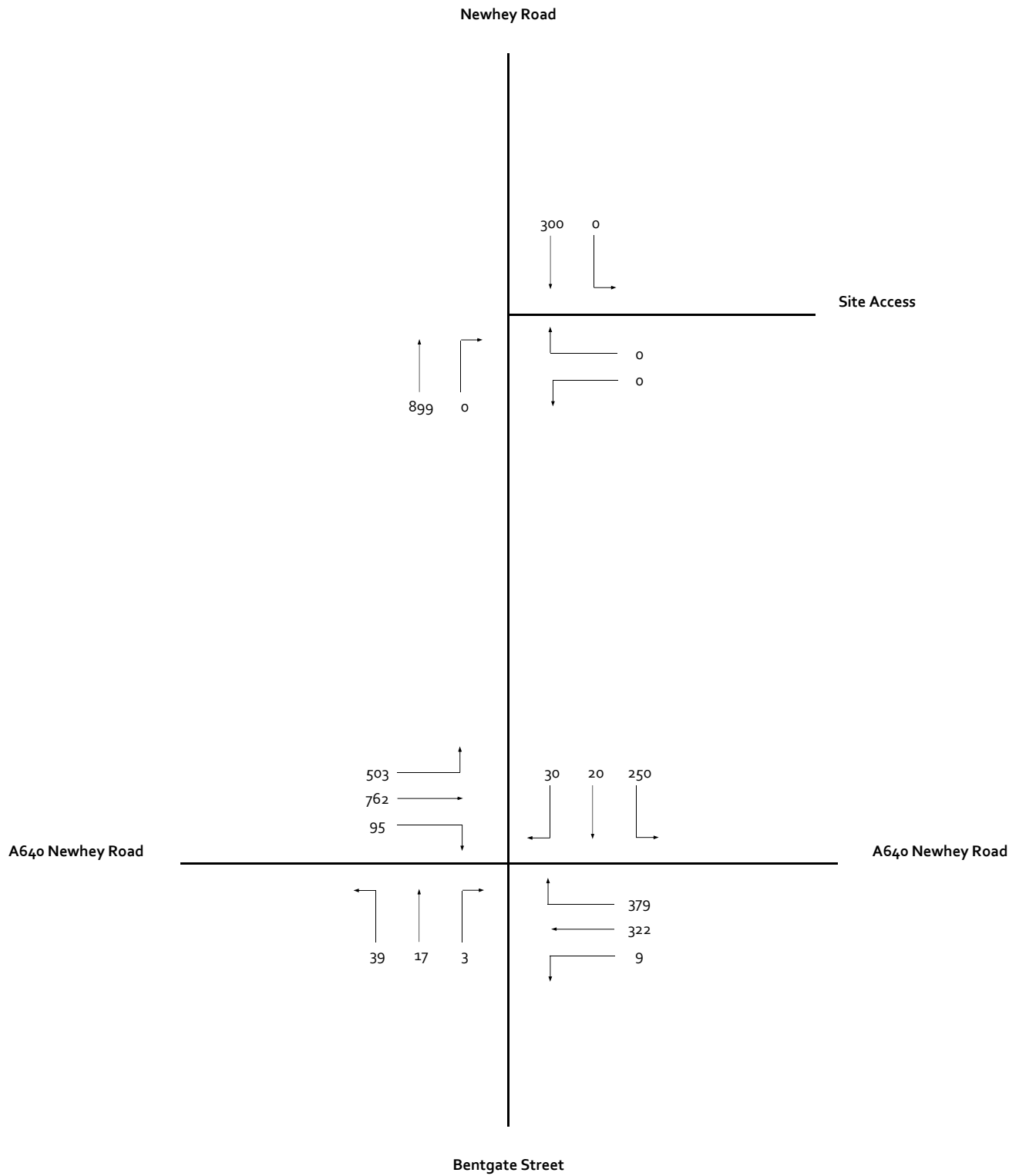
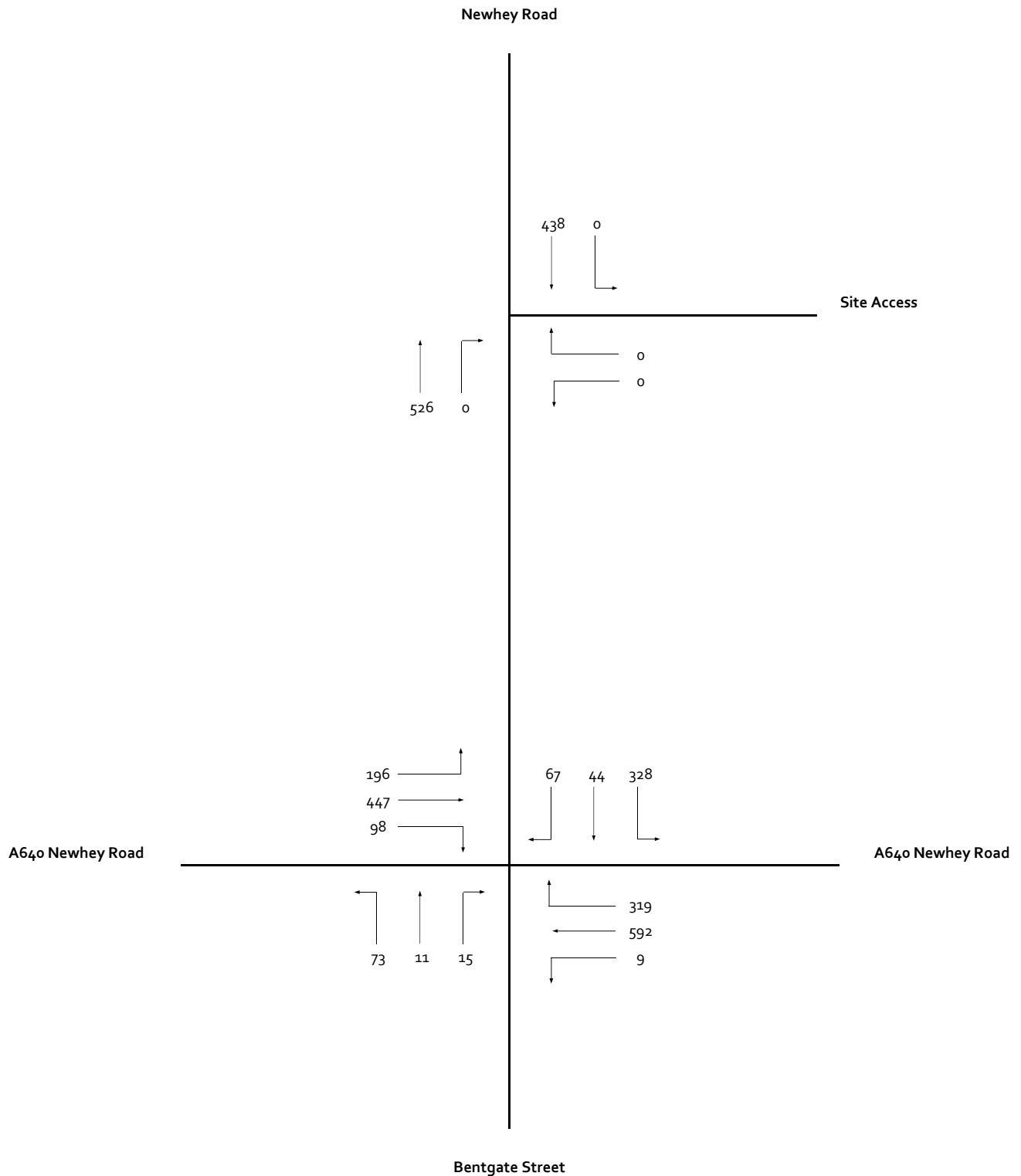


Figure 4 2020 Surveyed Flows - Weekday PM Peak

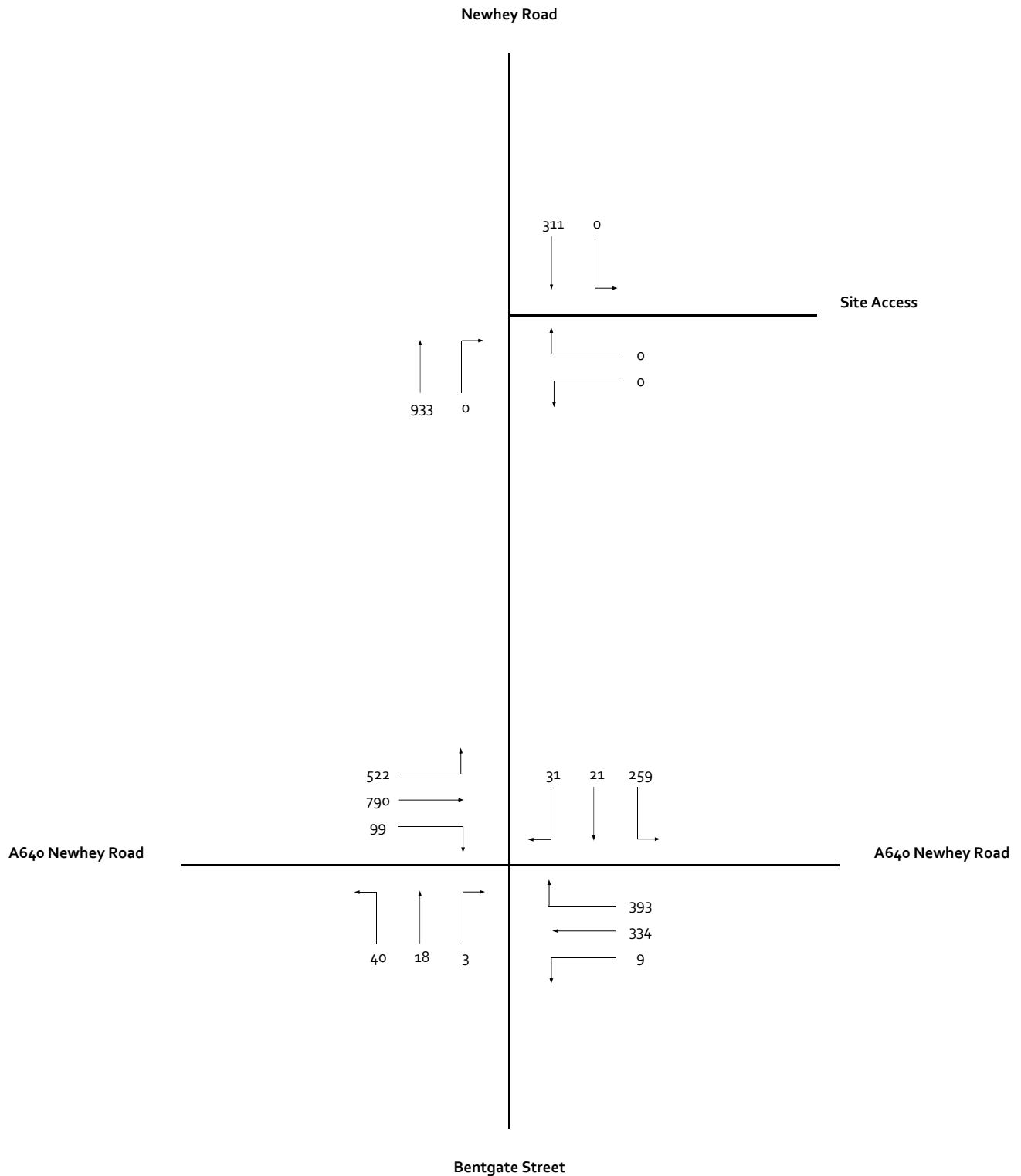




Flows in PCUs 2020-2025 (MSOA Rochdale 014, AM Peak) = 1.0409

Figure 5 2025 Growthed Flows - Weekday AM Peak





Flows in PCUs

2020-2025 (MSOA Rochdale 014, PM Peak) =

1.0373

Figure 6 2025 Growthed Flows - Weekday PM Peak



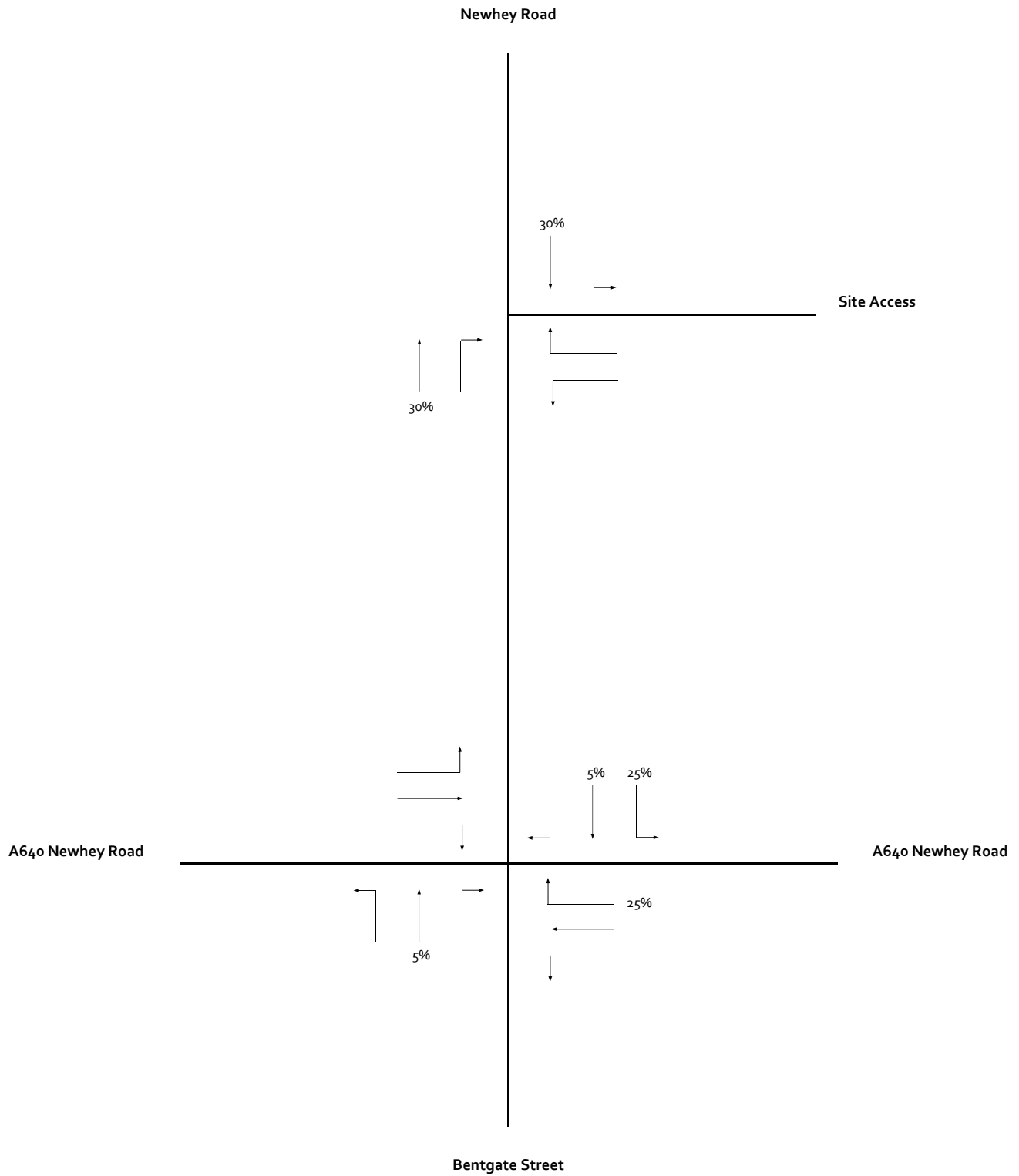


Figure 7 Existing Trip Distribution



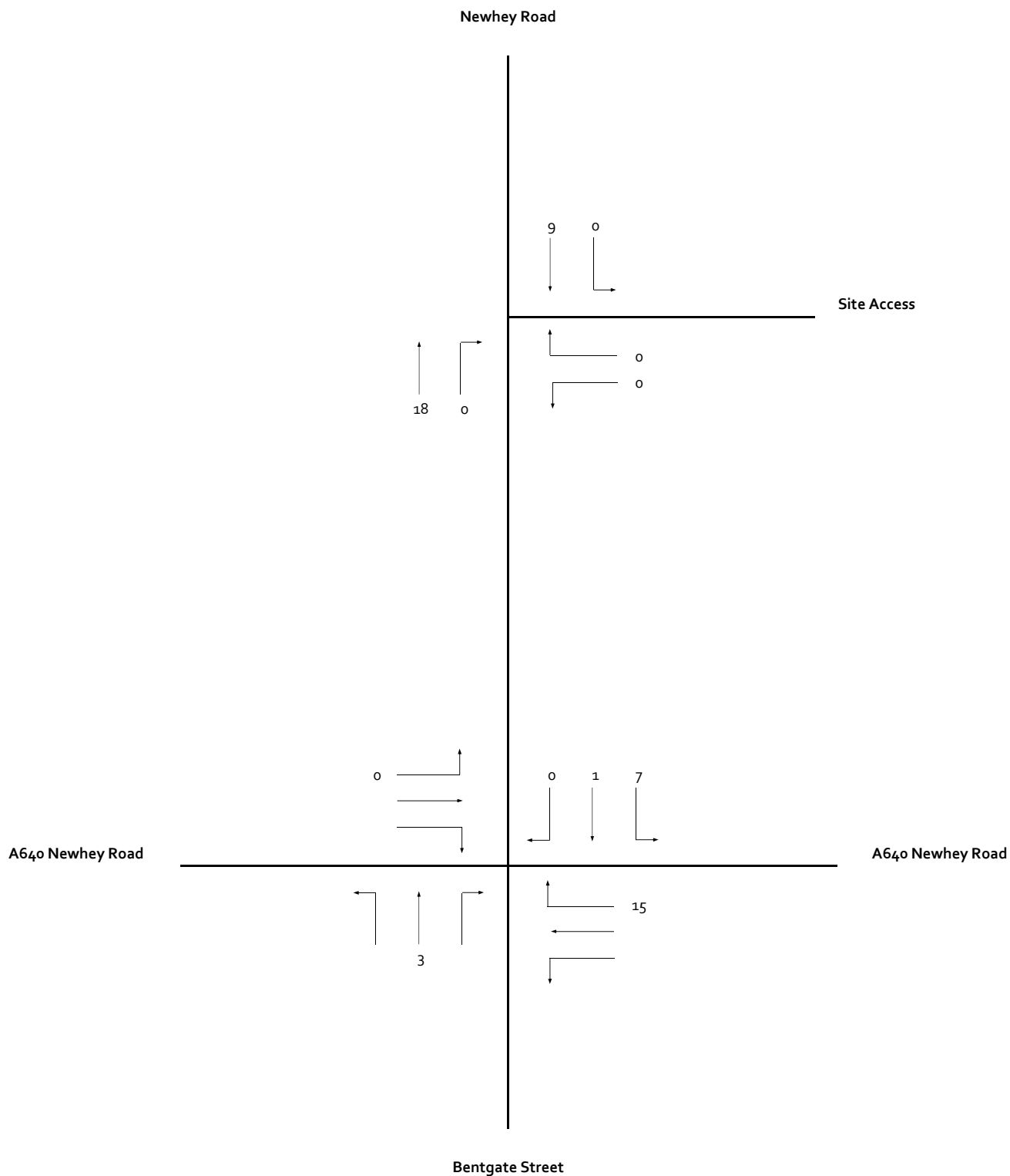


Figure 8 Existing Development Trips - Weekday AM Peak



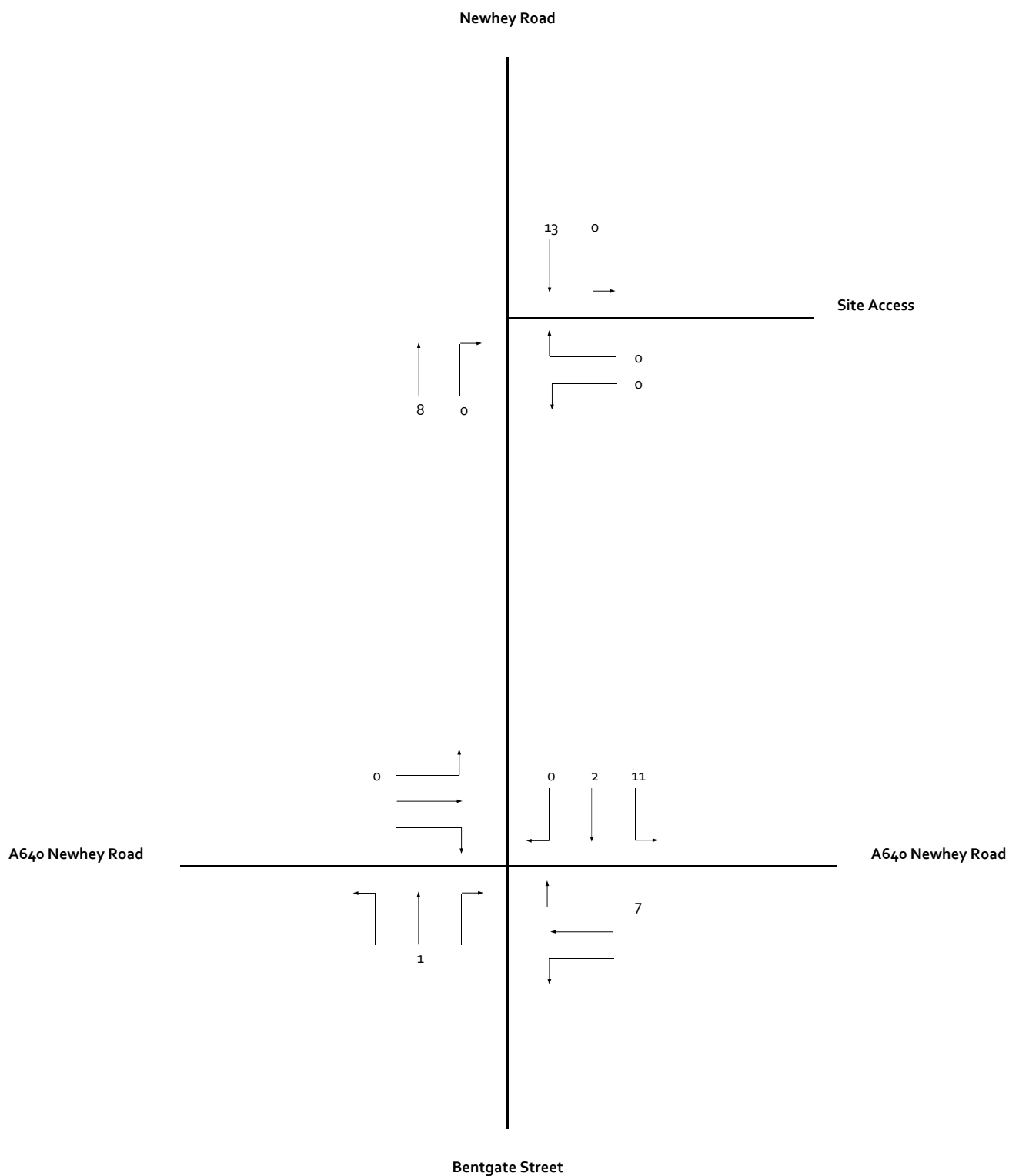


Figure 9 Existing Development Trips - Weekday PM Peak



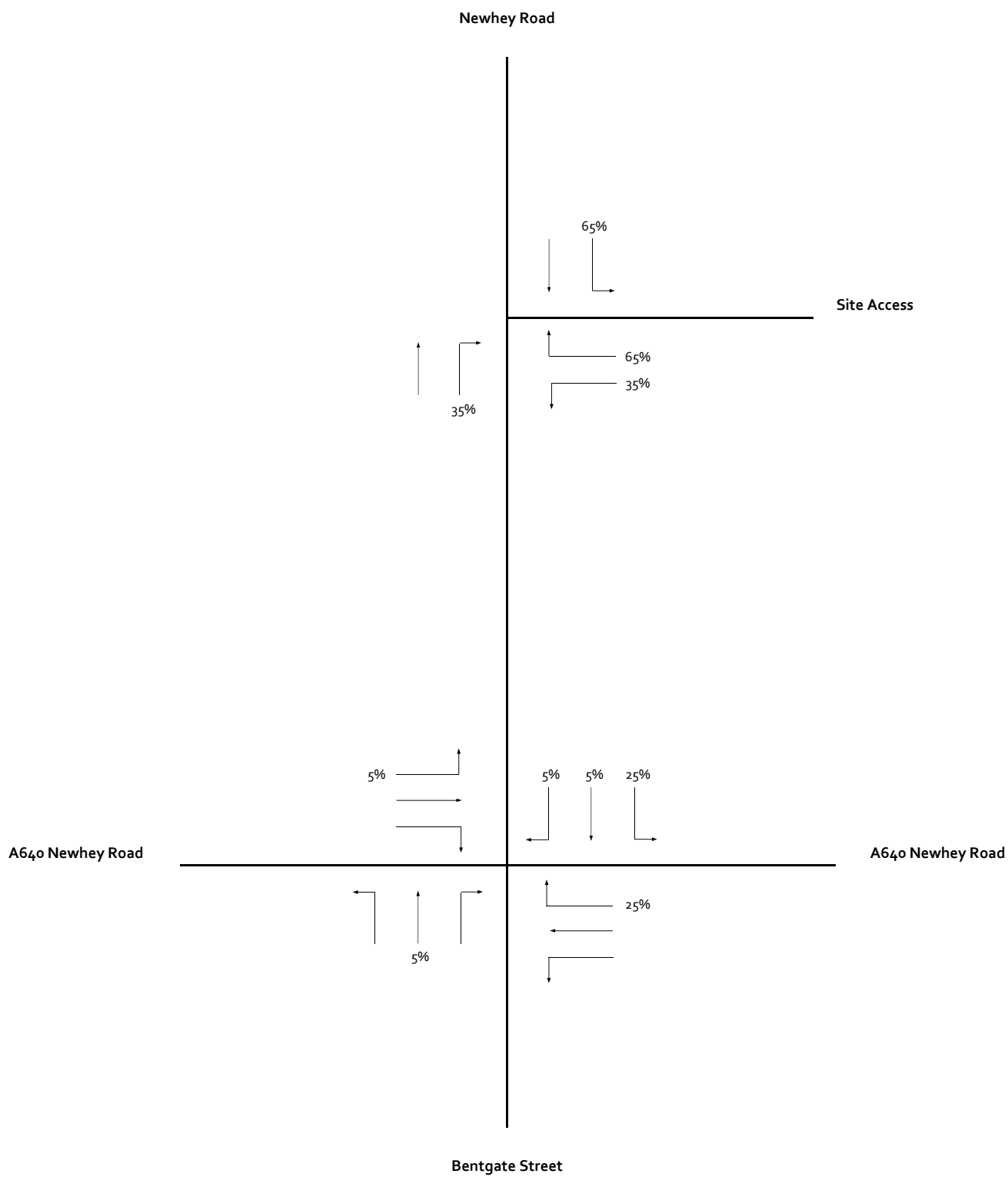
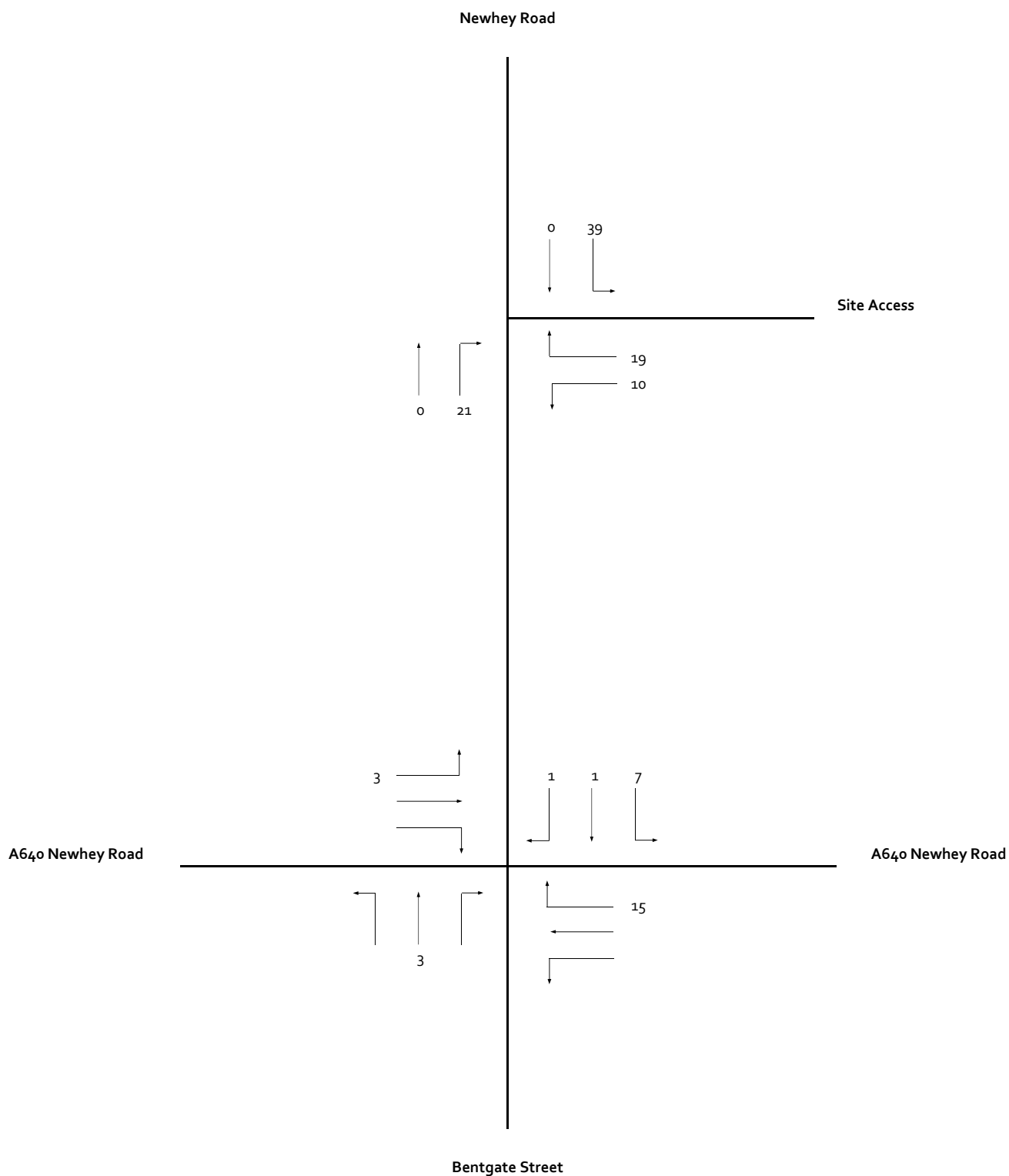


Figure 10 Proposed Trip Distribution





Arrivals = 60  
 Departures = 29

Figure 11 Proposed Development Trips - Weekday AM Peak



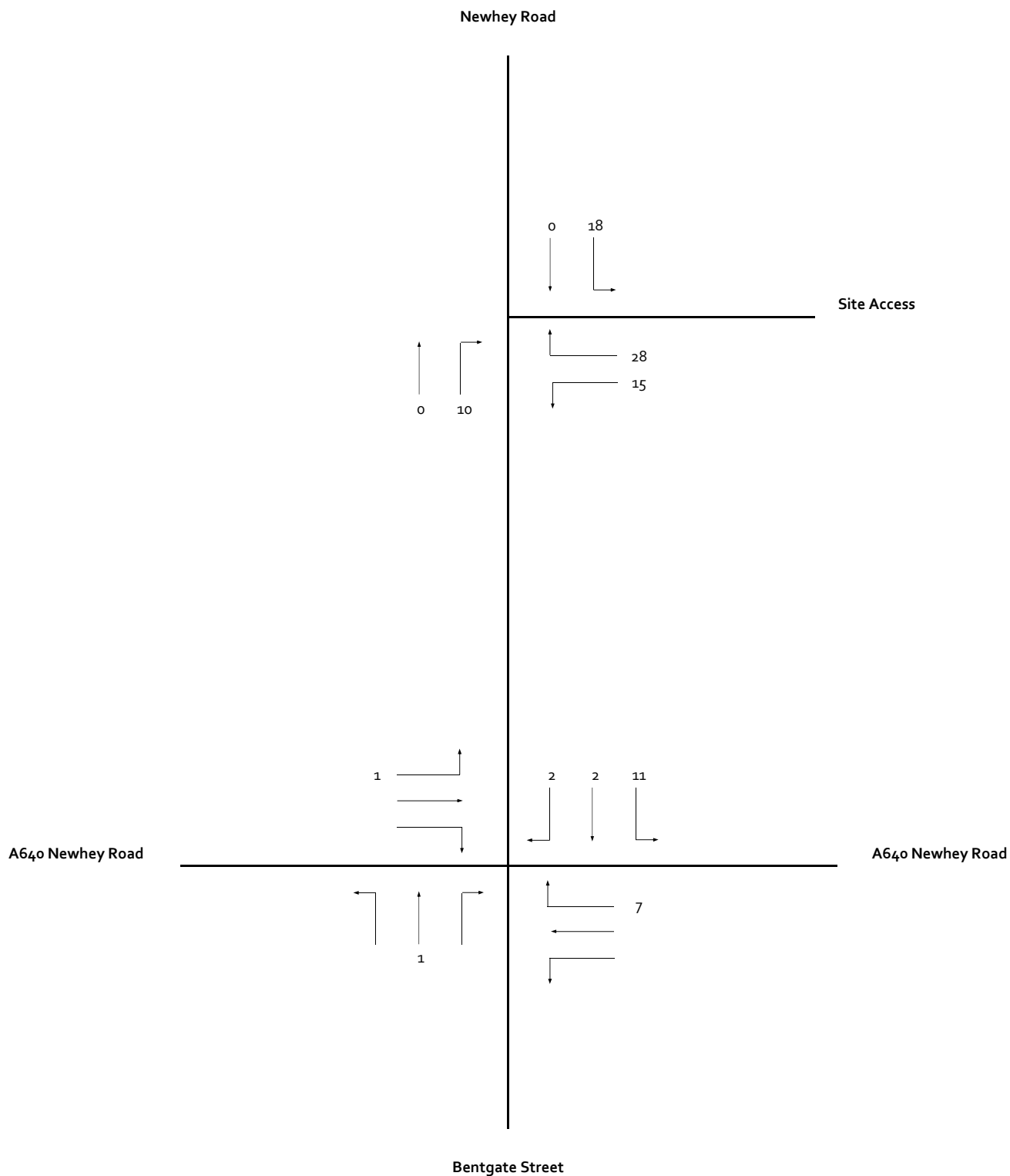


Figure 12 Proposed Development Trips - Weekday PM Peak



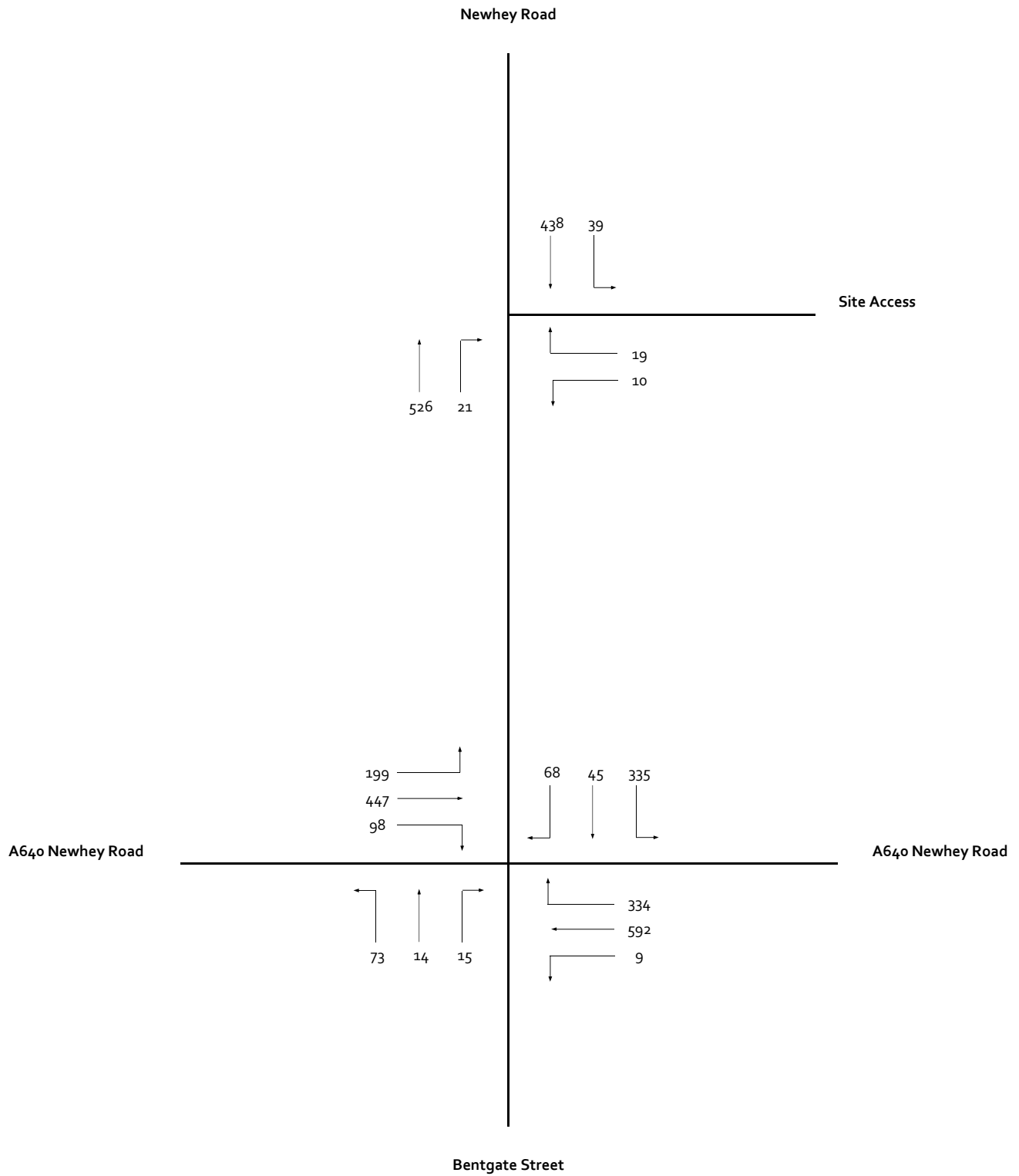


Figure 13 2025 'With Development' Flows - Weekday AM Peak



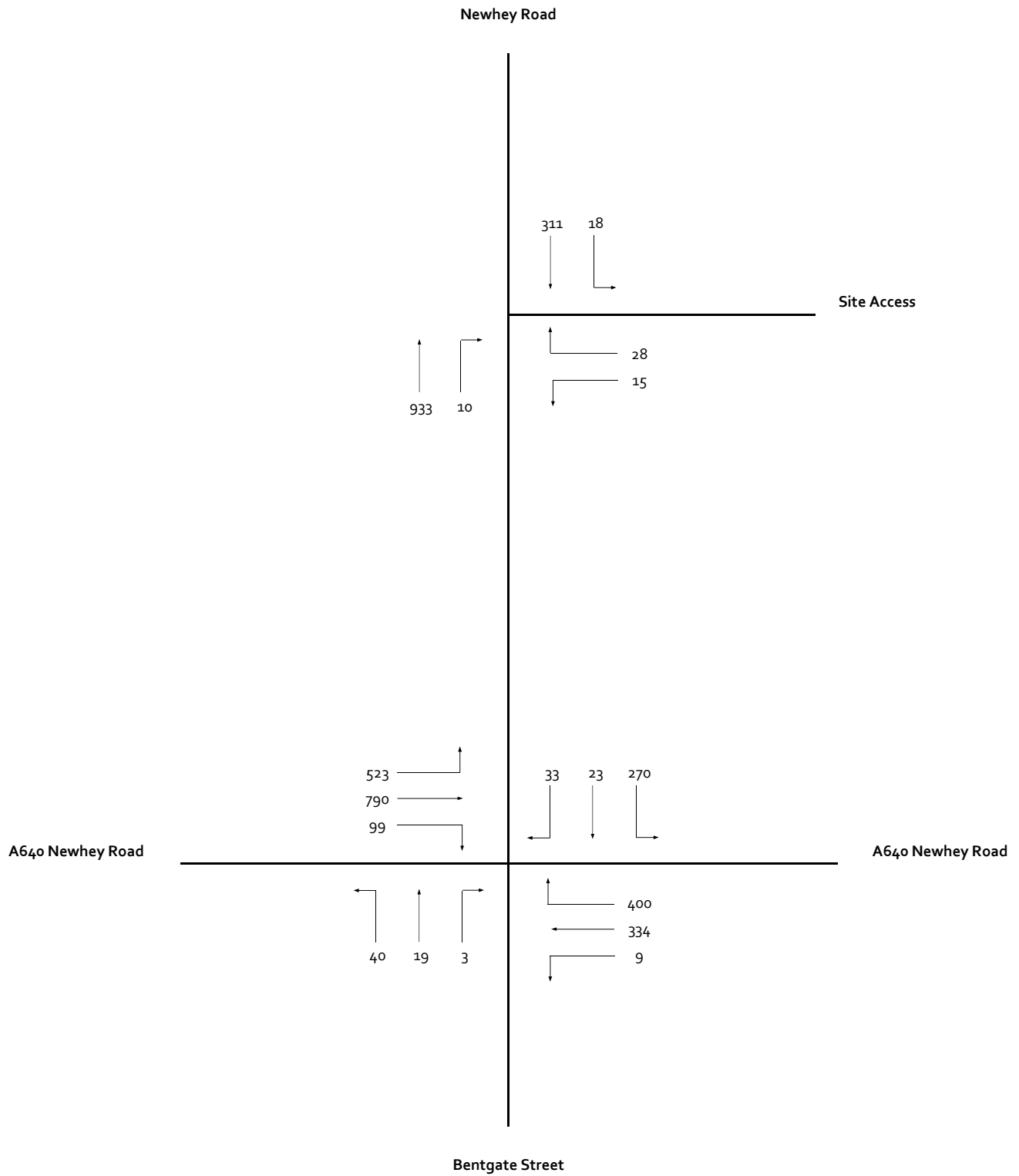


Figure 14 2025 'With Development' Flows - Weekday PM Peak



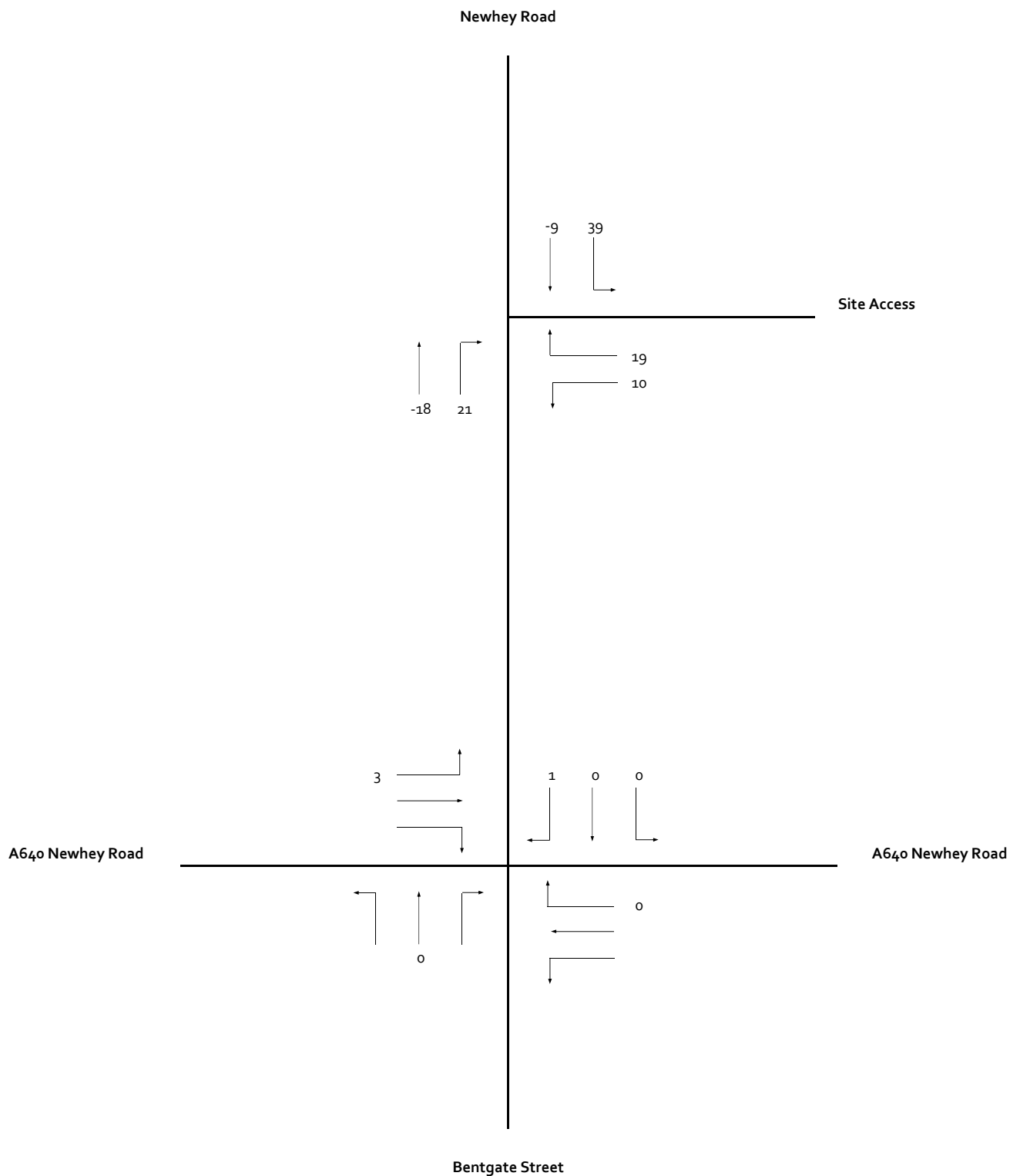


Figure 15 Changes in Traffic - Weekday AM Peak



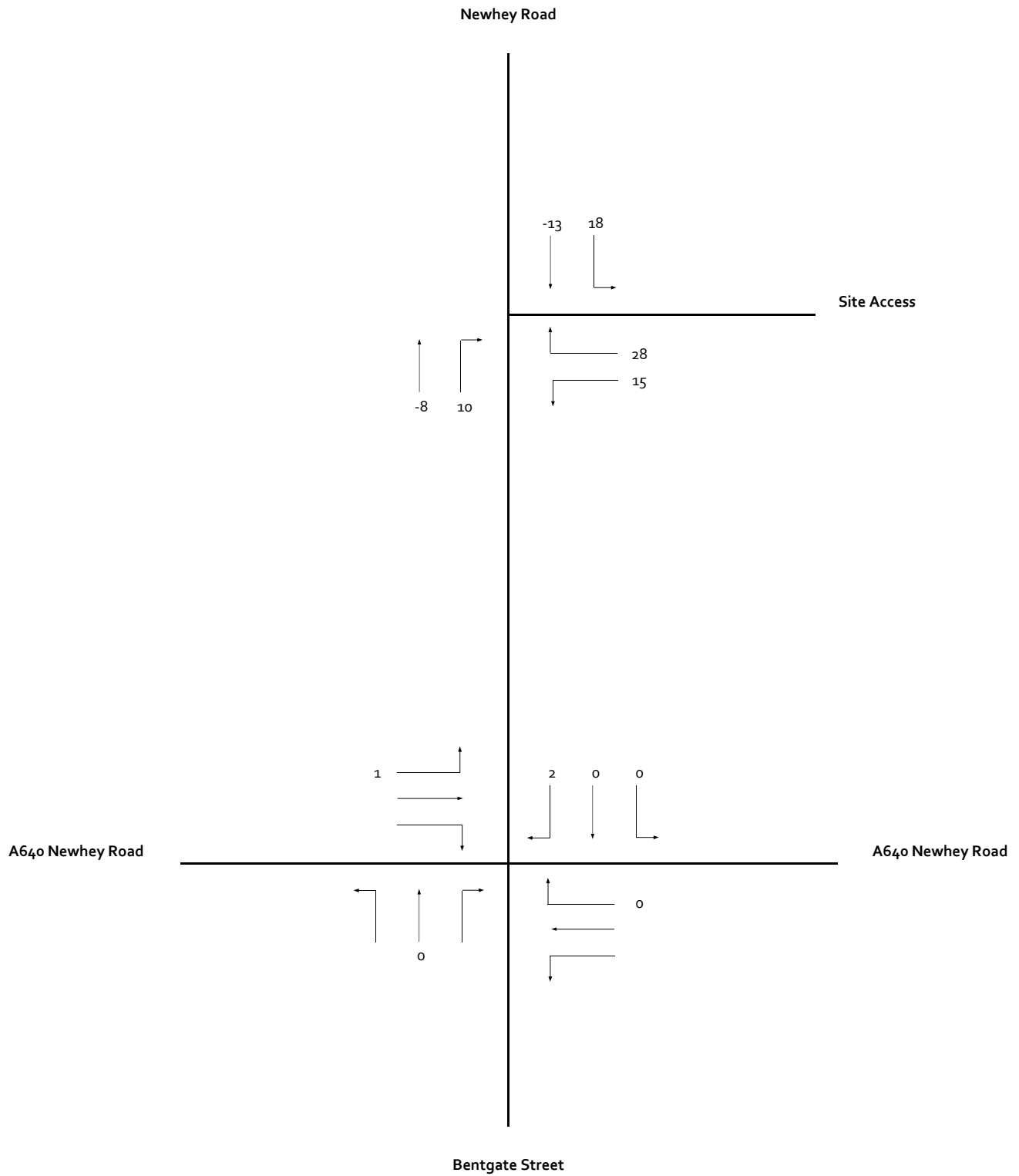


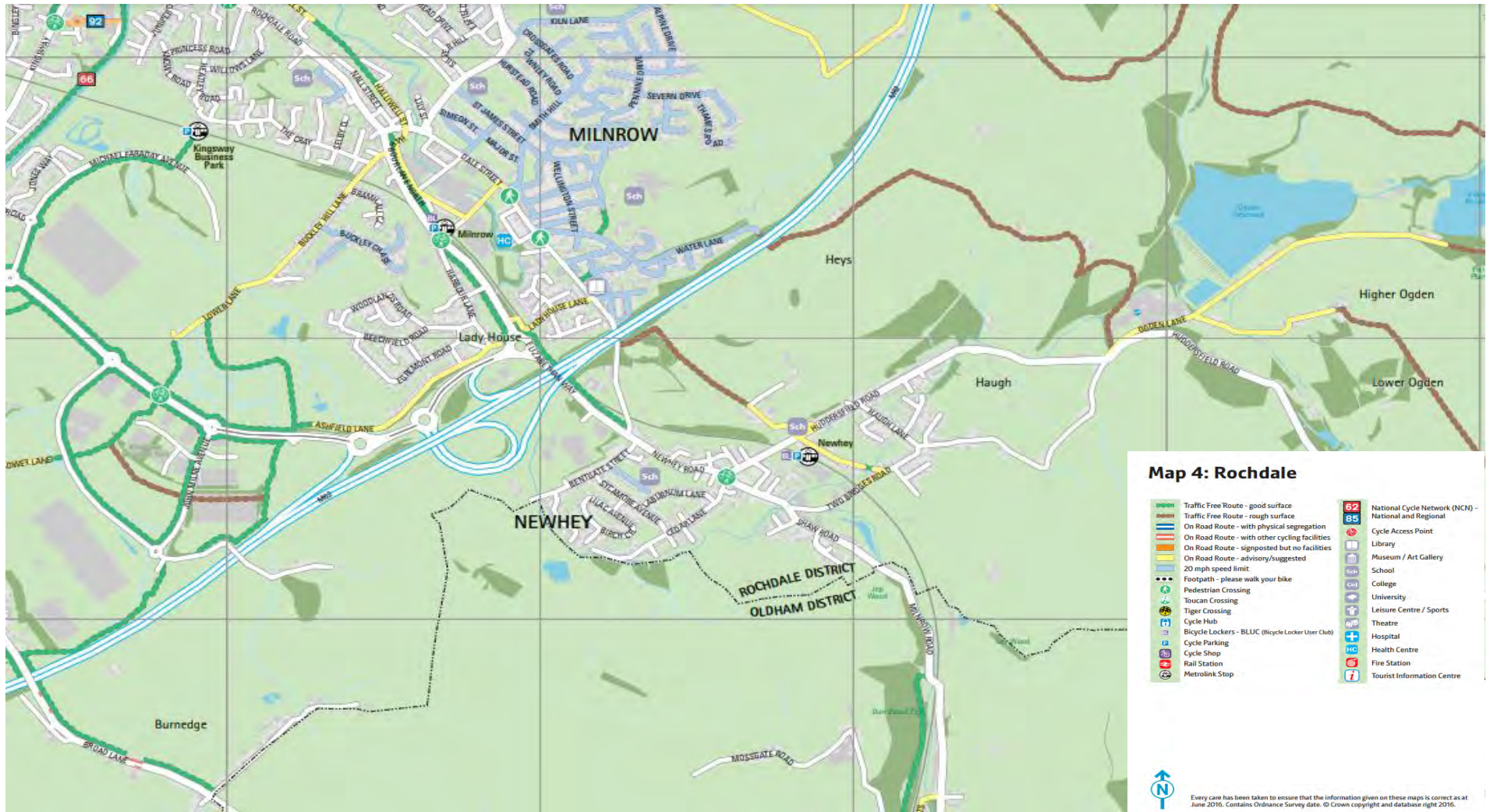
Figure 16 Changes in Traffic - Weekday PM Peak



## APPENDICES

## **APPENDIX 1**

### **Transport for Greater Manchester Local Cycling and Walking Map**



Every care has been taken to ensure that the information given on these maps is correct as at June 2015. Contains Ordnance Survey data. © Crown copyright and database right 2015.

## **APPENDIX 2**

### **Bus Times and Frequencies**

| Bus Stop             | Service No. | Route                                  | Monday - Friday |             |           | Saturday  |             |           | Sunday  | Weekday |       | Saturday |       | Sunday |       |
|----------------------|-------------|----------------------------------------|-----------------|-------------|-----------|-----------|-------------|-----------|---------|---------|-------|----------|-------|--------|-------|
|                      |             |                                        | <08:00          | 08:00-17:00 | 17:00>    | <08:00    | 08:00-17:00 | 17:00>    |         | Start   | Stop  | Start    | Stop  | Start  | Stop  |
| A64o Newhey Rd.      | 408         | Oldham Bus Stn. - Rochdale Interchange | 2 services      | 60 mins     | 60 mins   | 1 service | 60 mins     | 60 mins   | 60 mins | 06:16   | 23:36 | 07:36    | 23:36 | 09:36  | 23:36 |
|                      |             | Rochdale Interchange - Oldham Bus Stn. | 2 services      | 60 mins     | 60 mins   | -         | 60 mins     | 60 mins   | 60 mins | 06:51   | 23:11 | 08:11    | 23:11 | 10:11  | 22:11 |
|                      | R5          | Peppermint Bridge - Rochdale           | -               | -           | -         | -         | 120 mins    | 1 service | -       | -       | -     | 09:02    | 17:02 | -      | -     |
|                      |             | Rochdale - Peppermint Bridge           | -               | -           | -         | -         | -           | -         | -       | -       | -     | -        | -     | -      | -     |
| Bentgate St.         | R5          | Peppermint Bridge - Rochdale           | -               | 120 mins    | 1 service | -         | -           | -         | -       | 09:02   | 17:17 | -        | -     | -      | -     |
|                      |             | Rochdale - Peppermint Bridge           | -               | 120 mins    | 1 service | -         | 120 mins    | -         | -       | 10:47   | 17:02 | 08:47    | 16:47 | -      | -     |
| Newhey Rd.           | 408         | Oldham Bus Stn. - Rochdale Interchange | 2 services      | 60 mins     | 60 mins   | 1 service | 60 mins     | 60 mins   | 60 mins | 06:17   | 23:37 | 07:37    | 23:37 | 09:37  | 23:37 |
|                      |             | Rochdale Interchange - Oldham Bus Stn. | 2 services      | 60 mins     | 60 mins   | -         | 60 mins     | 60 mins   | 60 mins | 06:50   | 23:10 | 08:10    | 23:10 | 10:10  | 22:10 |
|                      | R4          | Rochdale - Ladyhouse                   | -               | 120 mins    | 1 service | -         | 120 mins    | 1 service | -       | 09:50   | 18:05 | 09:50    | 17:50 | -      | -     |
|                      |             | Ladyhouse - Rochdale                   | -               | -           | -         | -         | 120 mins    | -         | -       | 10:01   | 16:01 | 10:01    | 16:01 | -      | -     |
|                      | R5          | Peppermint Bridge - Rochdale           | -               | 120 mins    | 1 service | -         | 120 mins    | 1 service | -       | 09:04   | 17:19 | 09:04    | 17:04 | -      | -     |
|                      |             | Rochdale - Peppermint Bridge           | -               | 120 mins    | 1 service | -         | 120 mins    | -         | -       | 10:46   | 17:01 | 08:46    | 16:46 | -      | -     |
| New Hey Bus Terminus | 408         | Oldham Bus Stn. - Rochdale Interchange | 2 services      | 60 mins     | 60 mins   | 1 service | 60 mins     | 60 mins   | 60 mins | 06:15   | 23:35 | 07:35    | 23:35 | 09:35  | 23:35 |
|                      |             | Rochdale Interchange - Oldham Bus Stn. | 2 services      | 60 mins     | 60 mins   | -         | 60 mins     | 60 mins   | 60 mins | 06:52   | 23:12 | 08:12    | 23:12 | 10:12  | 22:12 |
|                      | R5          | Peppermint Bridge - Rochdale           | -               | -           | -         | -         | -           | -         | -       | -       | -     | -        | -     | -      | -     |
|                      |             | Rochdale - Peppermint Bridge           | -               | 120 mins    | 1 service | -         | 120 mins    | -         | -       | 10:51   | 17:06 | 08:51    | 16:51 | -      | -     |
| Newhey Post          | R5          | Peppermint Bridge - Rochdale           | -               | 120 mins    | 1 service | -         | 120 mins    | -         | -       | 09:00   | 17:15 | 09:00    | 17:00 | -      | -     |
|                      |             | Rochdale - Peppermint Bidge            | -               | -           | -         | -         | -           | -         | -       | -       | -     | -        | -     | -      | -     |

## APPENDIX 3

### Traffic Count Data

## SURVEY CONTROL

Client: Eddisons Transport Planning & Design

Client Contact: Phil Wooliscroft

Survey Location: Milnrow

Date(s) of Survey: Monday 2nd March 2020  
Tuesday 3rd March 2020

Notes:

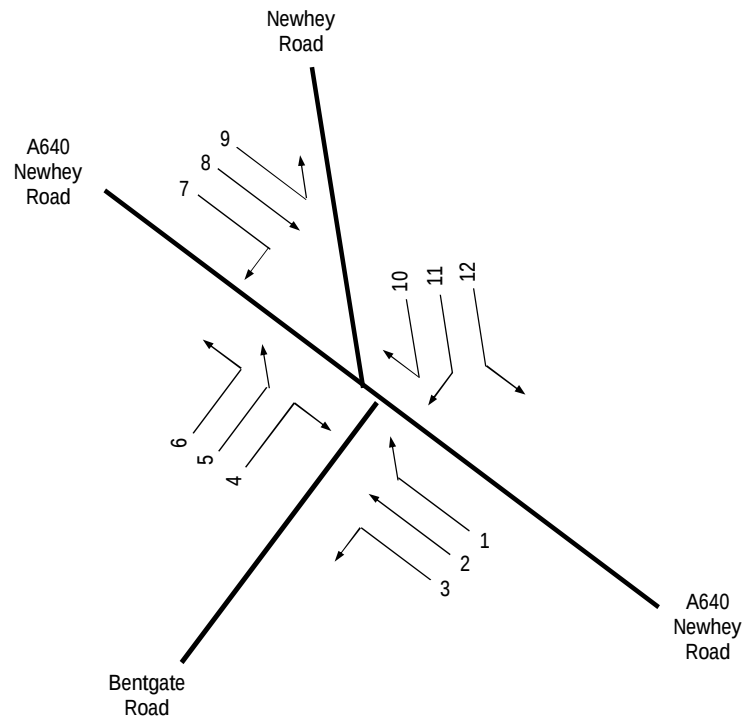
On Site Supervisor: Gary Dixon

Data Checking: David Cheng

Survey Reference: 2020.054 Milnrow

Status: Final

Date of Issue: 4th March 2020



DRAWING TITLE

TRAFFIC MOVEMENT REFERENCE

JOB TITLE

2020.054 MILNROW

DRAWN BY

DC

DATE

MAR 2020

SCALE

NTS

REF

FIGURE 1

**signal surveys**

Traffic Counts and Car Park Surveys  
Parkway House, Palatine Road, Northenden, Manchester,  
M22 4DB  
Tel 0161 998 4226

| Time Beginning | A640 Newhey Road/Bentgate Road/Newhey Road - Tuesday 3rd March 2020 |    |     |    |    |    |    |    |    |    |    |    |    |    |     |    |    |    |    |    |    |    |    |    |
|----------------|---------------------------------------------------------------------|----|-----|----|----|----|----|----|----|----|----|----|----|----|-----|----|----|----|----|----|----|----|----|----|
|                | 1                                                                   |    | 2   |    | 3  |    | 4  |    | 5  |    | 6  |    | 7  |    | 8   |    | 9  |    | 10 |    | 11 |    | 12 |    |
|                | LV                                                                  | HV | LV  | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV  | HV | LV | HV | LV | HV | LV | HV | LV | HV |
| 0730           | 47                                                                  | 3  | 142 | 6  | 11 | 0  | 3  | 0  | 1  | 0  | 27 | 0  | 8  | 0  | 66  | 6  | 21 | 1  | 13 | 0  | 7  | 0  | 65 | 3  |
| 0745           | 70                                                                  | 0  | 127 | 7  | 6  | 0  | 1  | 0  | 1  | 0  | 18 | 0  | 13 | 0  | 86  | 8  | 27 | 0  | 17 | 2  | 2  | 0  | 73 | 5  |
| 0800           | 69                                                                  | 2  | 148 | 5  | 2  | 0  | 1  | 0  | 1  | 0  | 16 | 0  | 8  | 0  | 79  | 7  | 39 | 1  | 14 | 0  | 3  | 0  | 83 | 2  |
| 0815           | 70                                                                  | 3  | 125 | 9  | 0  | 0  | 3  | 0  | 4  | 0  | 9  | 0  | 19 | 0  | 83  | 5  | 51 | 1  | 18 | 0  | 7  | 0  | 56 | 1  |
| 0830           | 85                                                                  | 1  | 111 | 8  | 1  | 0  | 9  | 0  | 5  | 0  | 27 | 0  | 54 | 0  | 113 | 14 | 65 | 1  | 11 | 0  | 30 | 0  | 85 | 1  |
| 0845           | 58                                                                  | 0  | 107 | 6  | 4  | 0  | 0  | 0  | 17 | 0  | 35 | 0  | 25 | 0  | 77  | 9  | 21 | 0  | 17 | 0  | 11 | 0  | 58 | 2  |
| 0900           | 46                                                                  | 1  | 127 | 5  | 2  | 0  | 1  | 0  | 11 | 0  | 18 | 0  | 10 | 0  | 58  | 6  | 24 | 0  | 10 | 0  | 5  | 0  | 45 | 2  |
| 0915           | 39                                                                  | 0  | 95  | 10 | 2  | 0  | 0  | 0  | 5  | 0  | 10 | 0  | 13 | 0  | 69  | 9  | 11 | 1  | 11 | 1  | 6  | 0  | 40 | 1  |

| Time Beginning | A640 Newhey Road/Bentgate Road/Newhey Road - Tuesday 3rd March 2020 |    |    |    |    |    |    |    |    |    |    |    |    |    |     |    |     |    |    |    |    |    |    |    |
|----------------|---------------------------------------------------------------------|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|----|-----|----|----|----|----|----|----|----|
|                | 1                                                                   |    | 2  |    | 3  |    | 4  |    | 5  |    | 6  |    | 7  |    | 8   |    | 9   |    | 10 |    | 11 |    | 12 |    |
|                | LV                                                                  | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV | HV | LV  | HV | LV  | HV | LV | HV | LV | HV | LV | HV |
| 1630           | 80                                                                  | 1  | 62 | 7  | 4  | 1  | 0  | 0  | 4  | 0  | 13 | 0  | 13 | 0  | 148 | 10 | 88  | 2  | 7  | 0  | 1  | 0  | 64 | 1  |
| 1645           | 98                                                                  | 2  | 62 | 3  | 3  | 0  | 0  | 0  | 8  | 0  | 13 | 1  | 25 | 1  | 182 | 3  | 121 | 0  | 6  | 0  | 6  | 0  | 51 | 1  |
| 1700           | 91                                                                  | 2  | 50 | 3  | 1  | 0  | 1  | 0  | 5  | 0  | 9  | 0  | 29 | 0  | 174 | 12 | 127 | 0  | 6  | 1  | 8  | 0  | 66 | 0  |
| 1715           | 89                                                                  | 2  | 87 | 2  | 3  | 0  | 1  | 0  | 2  | 0  | 5  | 0  | 18 | 0  | 175 | 6  | 104 | 0  | 10 | 1  | 0  | 0  | 67 | 2  |
| 1730           | 89                                                                  | 0  | 99 | 4  | 2  | 0  | 1  | 0  | 2  | 0  | 10 | 0  | 21 | 0  | 185 | 2  | 149 | 1  | 4  | 0  | 6  | 0  | 58 | 1  |
| 1745           | 59                                                                  | 1  | 61 | 4  | 0  | 0  | 0  | 0  | 5  | 0  | 12 | 0  | 23 | 0  | 130 | 4  | 78  | 2  | 1  | 0  | 6  | 0  | 51 | 0  |
| 1800           | 74                                                                  | 1  | 66 | 6  | 0  | 0  | 0  | 0  | 9  | 0  | 8  | 0  | 10 | 0  | 143 | 5  | 81  | 0  | 8  | 0  | 6  | 0  | 46 | 1  |
| 1815           | 61                                                                  | 1  | 61 | 3  | 1  | 0  | 0  | 0  | 2  | 0  | 6  | 0  | 13 | 0  | 109 | 3  | 77  | 0  | 11 | 0  | 5  | 0  | 39 | 0  |

## **APPENDIX 4**

### **TRICS Output – Proposed Health Care Development**

Calculation Reference: AUDIT-851401-200309-0331

# TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH  
Category : G - GP SURGERIES  
MULTI-MODAL VEHICLES

## Selected regions and areas:

|    |                  |        |
|----|------------------|--------|
| 02 | SOUTH EAST       |        |
|    | IW ISLE OF WIGHT | 1 days |
| 03 | SOUTH WEST       |        |
|    | DV DEVON         | 1 days |
|    | SM SOMERSET      | 1 days |
| 08 | NORTH WEST       |        |
|    | CH CHESHIRE      | 2 days |
| 09 | NORTH            |        |
|    | TW TYNE & WEAR   | 3 days |

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

## Secondary Filtering selection:

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

Parameter: Gross floor area  
Actual Range: 600 to 1592 (units: sqm)  
Range Selected by User: 500 to 1592 (units: sqm)

Parking Spaces Range: All Surveys Included

## Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 26/06/19

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

## Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 1 days |
| Tuesday   | 1 days |
| Wednesday | 2 days |
| Thursday  | 1 days |
| Friday    | 3 days |

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

## Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 8 days |
| Directional ATC Count | 0 days |

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

## Selected Locations:

|                                          |   |
|------------------------------------------|---|
| Suburban Area (PPS6 Out of Centre)       | 4 |
| Edge of Town                             | 1 |
| Neighbourhood Centre (PPS6 Local Centre) | 3 |

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

## Selected Location Sub Categories:

|                  |   |
|------------------|---|
| Residential Zone | 7 |
| High Street      | 1 |

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

## Secondary Filtering selection:

Use Class:

|    |        |
|----|--------|
| D1 | 8 days |
|----|--------|

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

Population within 1 mile:

|                  |        |
|------------------|--------|
| 10,001 to 15,000 | 2 days |
| 15,001 to 20,000 | 2 days |
| 20,001 to 25,000 | 1 days |
| 25,001 to 50,000 | 3 days |

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

Population within 5 miles:

|                    |        |
|--------------------|--------|
| 25,001 to 50,000   | 1 days |
| 50,001 to 75,000   | 2 days |
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 1 days |
| 250,001 to 500,000 | 2 days |
| 500,001 or More    | 1 days |

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

Car ownership within 5 miles:

|             |        |
|-------------|--------|
| 0.5 or Less | 1 days |
| 0.6 to 1.0  | 1 days |
| 1.1 to 1.5  | 5 days |
| 2.1 to 2.5  | 1 days |

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

Travel Plan:

|     |        |
|-----|--------|
| Yes | 1 days |
| No  | 7 days |

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

PTAL Rating:

|                 |        |
|-----------------|--------|
| No PTAL Present | 8 days |
|-----------------|--------|

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

LIST OF SITES relevant to selection parameters

|   |                                          |            |                     |
|---|------------------------------------------|------------|---------------------|
| 1 | CH-05-G-03                               | GP SURGERY | CESHIRE             |
|   | HEATH LANE                               |            |                     |
|   | CHESTER                                  |            |                     |
|   | BOUGHTON HEATH                           |            |                     |
|   | Suburban Area (PPS6 Out of Centre)       |            |                     |
|   | Residential Zone                         |            |                     |
|   | Total Gross floor area:                  | 800 sqm    |                     |
|   | Survey date: TUESDAY                     | 29/05/12   | Survey Type: MANUAL |
| 2 | CH-05-G-05                               | GP SURGERY | CESHIRE             |
|   | KINGSMEAD SQUARE                         |            |                     |
|   | NORTHWICH                                |            |                     |
|   | KINGSMEAD                                |            |                     |
|   | Neighbourhood Centre (PPS6 Local Centre) |            |                     |
|   | Residential Zone                         |            |                     |
|   | Total Gross floor area:                  | 650 sqm    |                     |
|   | Survey date: FRIDAY                      | 07/06/19   | Survey Type: MANUAL |
| 3 | DV-05-G-01                               | GP SURGERY | DEVON               |
|   | MOUNT PLEASANT ROAD                      |            |                     |
|   | EXETER                                   |            |                     |
|   | Suburban Area (PPS6 Out of Centre)       |            |                     |
|   | Residential Zone                         |            |                     |
|   | Total Gross floor area:                  | 1319 sqm   |                     |
|   | Survey date: WEDNESDAY                   | 03/04/19   | Survey Type: MANUAL |
| 4 | IW-05-G-01                               | GP SURGERY | ISLE OF WIGHT       |
|   | NEWPORT ROAD                             |            |                     |
|   | COWES                                    |            |                     |
|   | Edge of Town                             |            |                     |
|   | Residential Zone                         |            |                     |
|   | Total Gross floor area:                  | 1400 sqm   |                     |
|   | Survey date: WEDNESDAY                   | 26/06/19   | Survey Type: MANUAL |
| 5 | SM-05-G-01                               | GP SURGERY | SOMERSET            |
|   | MANTLE STREET                            |            |                     |
|   | NEAR TAUNTON                             |            |                     |
|   | WELLINGTON                               |            |                     |
|   | Suburban Area (PPS6 Out of Centre)       |            |                     |
|   | Residential Zone                         |            |                     |
|   | Total Gross floor area:                  | 1592 sqm   |                     |
|   | Survey date: FRIDAY                      | 06/07/12   | Survey Type: MANUAL |
| 6 | TW-05-G-01                               | GP SURGERY | TYNE & WEAR         |
|   | DURHAM ROAD                              |            |                     |
|   | SUNDERLAND                               |            |                     |
|   | Suburban Area (PPS6 Out of Centre)       |            |                     |
|   | Residential Zone                         |            |                     |
|   | Total Gross floor area:                  | 600 sqm    |                     |
|   | Survey date: FRIDAY                      | 30/11/12   | Survey Type: MANUAL |
| 7 | TW-05-G-03                               | GP SURGERY | TYNE & WEAR         |
|   | CHURCH ROAD                              |            |                     |
|   | NEWCASTLE                                |            |                     |
|   | GOSFORTH                                 |            |                     |
|   | Neighbourhood Centre (PPS6 Local Centre) |            |                     |
|   | High Street                              |            |                     |
|   | Total Gross floor area:                  | 678 sqm    |                     |
|   | Survey date: MONDAY                      | 29/04/19   | Survey Type: MANUAL |
| 8 | TW-05-G-04                               | GP SURGERY | TYNE & WEAR         |
|   | MANOR WALK                               |            |                     |
|   | NEWCASTLE UPON TYNE                      |            |                     |
|   | BENTON                                   |            |                     |
|   | Neighbourhood Centre (PPS6 Local Centre) |            |                     |
|   | Residential Zone                         |            |                     |
|   | Total Gross floor area:                  | 1400 sqm   |                     |
|   | Survey date: THURSDAY                    | 18/10/18   | Survey Type: MANUAL |

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 1400     | 0.071     | 1          | 1400     | 0.000     | 1        | 1400     | 0.071     |
| 07:00 - 08:00 | 8        | 1055     | 0.901     | 8          | 1055     | 0.284     | 8        | 1055     | 1.185     |
| 08:00 - 09:00 | 8        | 1055     | 3.401     | 8          | 1055     | 1.434     | 8        | 1055     | 4.835     |
| 09:00 - 10:00 | 8        | 1055     | 3.377     | 8          | 1055     | 2.879     | 8        | 1055     | 6.256     |
| 10:00 - 11:00 | 8        | 1055     | 3.022     | 8          | 1055     | 3.105     | 8        | 1055     | 6.127     |
| 11:00 - 12:00 | 8        | 1055     | 2.607     | 8          | 1055     | 3.022     | 8        | 1055     | 5.629     |
| 12:00 - 13:00 | 8        | 1055     | 2.334     | 8          | 1055     | 2.749     | 8        | 1055     | 5.083     |
| 13:00 - 14:00 | 8        | 1055     | 1.600     | 8          | 1055     | 1.955     | 8        | 1055     | 3.555     |
| 14:00 - 15:00 | 8        | 1055     | 2.856     | 8          | 1055     | 2.725     | 8        | 1055     | 5.581     |
| 15:00 - 16:00 | 8        | 1055     | 2.666     | 8          | 1055     | 2.666     | 8        | 1055     | 5.332     |
| 16:00 - 17:00 | 8        | 1055     | 2.417     | 8          | 1055     | 2.844     | 8        | 1055     | 5.261     |
| 17:00 - 18:00 | 8        | 1055     | 1.505     | 8          | 1055     | 2.228     | 8        | 1055     | 3.733     |
| 18:00 - 19:00 | 7        | 1113     | 0.475     | 7          | 1113     | 0.989     | 7        | 1113     | 1.464     |
| 19:00 - 20:00 | 2        | 1039     | 0.096     | 2          | 1039     | 0.337     | 2        | 1039     | 0.433     |
| 20:00 - 21:00 | 1        | 1400     | 0.000     | 1          | 1400     | 0.000     | 1        | 1400     | 0.000     |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          | 27.328   |           |            | 27.217   |           |          | 54.545   |           |

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

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

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#### Parameter summary

|                                               |                         |
|-----------------------------------------------|-------------------------|
| Trip rate parameter range selected:           | 600 - 1592 (units: sqm) |
| Survey date range:                            | 01/01/11 - 26/06/19     |
| Number of weekdays (Monday-Friday):           | 8                       |
| Number of Saturdays:                          | 0                       |
| Number of Sundays:                            | 0                       |
| Surveys automatically removed from selection: | 0                       |
| Surveys manually removed from selection:      | 0                       |

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 1400     | 0.000     | 1          | 1400     | 0.000     | 1        | 1400     | 0.000     |
| 07:00 - 08:00 | 8        | 1055     | 0.071     | 8          | 1055     | 0.024     | 8        | 1055     | 0.095     |
| 08:00 - 09:00 | 8        | 1055     | 0.118     | 8          | 1055     | 0.071     | 8        | 1055     | 0.189     |
| 09:00 - 10:00 | 8        | 1055     | 0.059     | 8          | 1055     | 0.059     | 8        | 1055     | 0.118     |
| 10:00 - 11:00 | 8        | 1055     | 0.059     | 8          | 1055     | 0.047     | 8        | 1055     | 0.106     |
| 11:00 - 12:00 | 8        | 1055     | 0.059     | 8          | 1055     | 0.107     | 8        | 1055     | 0.166     |
| 12:00 - 13:00 | 8        | 1055     | 0.095     | 8          | 1055     | 0.071     | 8        | 1055     | 0.166     |
| 13:00 - 14:00 | 8        | 1055     | 0.024     | 8          | 1055     | 0.071     | 8        | 1055     | 0.095     |
| 14:00 - 15:00 | 8        | 1055     | 0.036     | 8          | 1055     | 0.036     | 8        | 1055     | 0.072     |
| 15:00 - 16:00 | 8        | 1055     | 0.036     | 8          | 1055     | 0.036     | 8        | 1055     | 0.072     |
| 16:00 - 17:00 | 8        | 1055     | 0.036     | 8          | 1055     | 0.036     | 8        | 1055     | 0.072     |
| 17:00 - 18:00 | 8        | 1055     | 0.047     | 8          | 1055     | 0.059     | 8        | 1055     | 0.106     |
| 18:00 - 19:00 | 7        | 1113     | 0.013     | 7          | 1113     | 0.013     | 7        | 1113     | 0.026     |
| 19:00 - 20:00 | 2        | 1039     | 0.000     | 2          | 1039     | 0.000     | 2        | 1039     | 0.000     |
| 20:00 - 21:00 | 1        | 1400     | 0.000     | 1          | 1400     | 0.000     | 1        | 1400     | 0.000     |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.653     |            |          | 0.630     |          |          | 1.283     |

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 1400     | 0.000     | 1          | 1400     | 0.000     | 1        | 1400     | 0.000     |
| 07:00 - 08:00 | 8        | 1055     | 0.178     | 8          | 1055     | 0.095     | 8        | 1055     | 0.273     |
| 08:00 - 09:00 | 8        | 1055     | 1.256     | 8          | 1055     | 0.841     | 8        | 1055     | 2.097     |
| 09:00 - 10:00 | 8        | 1055     | 1.375     | 8          | 1055     | 1.268     | 8        | 1055     | 2.643     |
| 10:00 - 11:00 | 8        | 1055     | 1.232     | 8          | 1055     | 1.410     | 8        | 1055     | 2.642     |
| 11:00 - 12:00 | 8        | 1055     | 1.161     | 8          | 1055     | 1.410     | 8        | 1055     | 2.571     |
| 12:00 - 13:00 | 8        | 1055     | 0.829     | 8          | 1055     | 0.912     | 8        | 1055     | 1.741     |
| 13:00 - 14:00 | 8        | 1055     | 0.640     | 8          | 1055     | 0.604     | 8        | 1055     | 1.244     |
| 14:00 - 15:00 | 8        | 1055     | 0.972     | 8          | 1055     | 0.901     | 8        | 1055     | 1.873     |
| 15:00 - 16:00 | 8        | 1055     | 1.422     | 8          | 1055     | 1.458     | 8        | 1055     | 2.880     |
| 16:00 - 17:00 | 8        | 1055     | 0.616     | 8          | 1055     | 0.675     | 8        | 1055     | 1.291     |
| 17:00 - 18:00 | 8        | 1055     | 0.498     | 8          | 1055     | 0.604     | 8        | 1055     | 1.102     |
| 18:00 - 19:00 | 7        | 1113     | 0.180     | 7          | 1113     | 0.231     | 7        | 1113     | 0.411     |
| 19:00 - 20:00 | 2        | 1039     | 0.096     | 2          | 1039     | 0.289     | 2        | 1039     | 0.385     |
| 20:00 - 21:00 | 1        | 1400     | 0.000     | 1          | 1400     | 0.000     | 1        | 1400     | 0.000     |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 10.455    |            |          | 10.698    |          |          | 21.153    |

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

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

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES  
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | Trip Rate |
| 00:00 - 01:00 |          |          |           |            |          |           |          |          |           |
| 01:00 - 02:00 |          |          |           |            |          |           |          |          |           |
| 02:00 - 03:00 |          |          |           |            |          |           |          |          |           |
| 03:00 - 04:00 |          |          |           |            |          |           |          |          |           |
| 04:00 - 05:00 |          |          |           |            |          |           |          |          |           |
| 05:00 - 06:00 |          |          |           |            |          |           |          |          |           |
| 06:00 - 07:00 | 1        | 1400     | 0.000     | 1          | 1400     | 0.000     | 1        | 1400     | 0.000     |
| 07:00 - 08:00 | 8        | 1055     | 0.237     | 8          | 1055     | 0.000     | 8        | 1055     | 0.237     |
| 08:00 - 09:00 | 8        | 1055     | 0.379     | 8          | 1055     | 0.047     | 8        | 1055     | 0.426     |
| 09:00 - 10:00 | 8        | 1055     | 0.403     | 8          | 1055     | 0.367     | 8        | 1055     | 0.770     |
| 10:00 - 11:00 | 8        | 1055     | 0.415     | 8          | 1055     | 0.379     | 8        | 1055     | 0.794     |
| 11:00 - 12:00 | 8        | 1055     | 0.474     | 8          | 1055     | 0.498     | 8        | 1055     | 0.972     |
| 12:00 - 13:00 | 8        | 1055     | 0.367     | 8          | 1055     | 0.332     | 8        | 1055     | 0.699     |
| 13:00 - 14:00 | 8        | 1055     | 0.273     | 8          | 1055     | 0.320     | 8        | 1055     | 0.593     |
| 14:00 - 15:00 | 8        | 1055     | 0.225     | 8          | 1055     | 0.320     | 8        | 1055     | 0.545     |
| 15:00 - 16:00 | 8        | 1055     | 0.284     | 8          | 1055     | 0.190     | 8        | 1055     | 0.474     |
| 16:00 - 17:00 | 8        | 1055     | 0.261     | 8          | 1055     | 0.427     | 8        | 1055     | 0.688     |
| 17:00 - 18:00 | 8        | 1055     | 0.142     | 8          | 1055     | 0.284     | 8        | 1055     | 0.426     |
| 18:00 - 19:00 | 7        | 1113     | 0.013     | 7          | 1113     | 0.270     | 7        | 1113     | 0.283     |
| 19:00 - 20:00 | 2        | 1039     | 0.000     | 2          | 1039     | 0.385     | 2        | 1039     | 0.385     |
| 20:00 - 21:00 | 1        | 1400     | 0.000     | 1          | 1400     | 0.000     | 1        | 1400     | 0.000     |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 3.473     |            |          | 3.819     |          |          | 7.292     |

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

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

## APPENDIX 5

### PICADY Output

| Junctions 9                                                                                                                                                      |  |  |  |  |  |  |  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|
| PICADY 9 - Priority Intersection Module                                                                                                                          |  |  |  |  |  |  |  |
| Version: 9.5.1.7462<br>© Copyright TRL Limited, 2019                                                                                                             |  |  |  |  |  |  |  |
| For sales and distribution information, program advice and maintenance, contact TRL:<br>+44 (0)1344 379777 software@trl.co.uk www.trlsoftware.co.uk              |  |  |  |  |  |  |  |
| The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution |  |  |  |  |  |  |  |

**Filename:** Newhey Road - Site Access.j9  
**Path:** Z:\projects\2672 Milnrow Health Centre\Picady  
**Report generation date:** 11/03/2020 13:27:40

»2025 with Development Flows, AM  
 »2025 with Development Flows, PM

### Summary of junction performance

|                             | AM          |           |      |     | PM          |           |      |     |
|-----------------------------|-------------|-----------|------|-----|-------------|-----------|------|-----|
|                             | Queue (PCU) | Delay (s) | RFC  | LOS | Queue (PCU) | Delay (s) | RFC  | LOS |
| 2025 with Development Flows |             |           |      |     |             |           |      |     |
| Stream B-AC                 | 0.1         | 12.49     | 0.10 | B   | 0.2         | 14.08     | 0.16 | B   |
| Stream C-AB                 | 0.1         | 4.61      | 0.07 | A   | 0.1         | 3.53      | 0.05 | A   |

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

### File summary

#### File Description

|             |                     |
|-------------|---------------------|
| Title       | Milrow Heath Centre |
| Location    |                     |
| Site number |                     |
| Date        | 11/03/2020          |
| Version     |                     |
| Status      | (new file)          |
| Identifier  |                     |
| Client      |                     |
| Jobnumber   | 2672                |
| Enumerator  | EDD\George.Monks    |
| Description |                     |

### Units

| Distance units | Speed units | Traffic units input | Traffic units results | Flow units | Average delay units | Total delay units | Rate of delay units |
|----------------|-------------|---------------------|-----------------------|------------|---------------------|-------------------|---------------------|
| m              | kph         | PCU                 | PCU                   | perHour    | s                   | -Min              | perMin              |

### Analysis Options

| Vehicle length (m) | Calculate Queue Percentiles | Calculate detailed queueing delay | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|--------------------|-----------------------------|-----------------------------------|-----------------------------|---------------|-----------------------------|-----------------------|
| 5.75               |                             |                                   |                             | 0.85          | 36.00                       | 20.00                 |

## Demand Set Summary

| ID | Scenario name               | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-----------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2025 with Development Flows | AM               | ONE HOUR             | 08:00              | 09:30               | 15                        | ✓                 |
| D2 | 2025 with Development Flows | PM               | ONE HOUR             | 17:00              | 18:30               | 15                        | ✓                 |

## Analysis Set Details

| ID | Include in report | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|----|-------------------|---------------------------------|-------------------------------------|
| A1 | ✓                 | 100.000                         | 100.000                             |

# 2025 with Development Flows, AM

## Data Errors and Warnings

| Severity | Area        | Item | Description                                                                                                                                                                                  |
|----------|-------------|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Warning  | Vehicle Mix |      | HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning. |

## Junction Network

### Junctions

| Junction | Name     | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way              |                       | 0.56               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Arms

### Arms

| Arm | Name            | Description | Arm type |
|-----|-----------------|-------------|----------|
| A   | Newhey Road (N) |             | Major    |
| B   | Site Access     |             | Minor    |
| C   | Newhey Road (S) |             | Major    |

### Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right turn bay | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|-----|--------------------------|----------------------------|--------------------|-------------------------------|---------|----------------------|
| C   | 6.30                     |                            |                    | 75.0                          | ✓       | 0.00                 |

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

### Minor Arm Geometry

| Arm | Minor arm type | Lane width (m) | Visibility to left (m) | Visibility to right (m) |
|-----|----------------|----------------|------------------------|-------------------------|
| B   | One lane       | 2.25           | 53                     | 10                      |

## Slope / Intercept / Capacity

### Priority Intersection Slopes and Intercepts

| Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|--------|--------------------|---------------|---------------|---------------|---------------|
| B-A    | 462                | 0.083         | 0.210         | 0.132         | 0.300         |
| B-C    | 583                | 0.088         | 0.223         | -             | -             |
| C-B    | 617                | 0.236         | 0.236         | -             | -             |

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

## Traffic Demand

### Demand Set Details

| ID | Scenario name               | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-----------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D1 | 2025 with Development Flows | AM               | ONE HOUR             | 08:00              | 09:30               | 15                        | ✓                 |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 477                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 29                      | 100.000            |
| C   |            | ONE HOUR     | ✓            | 547                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |     |    |     |
|------|----|-----|----|-----|
|      |    | A   | B  | C   |
| From | A  | 0   | 39 | 438 |
|      | B  | 19  | 0  | 10  |
|      | C  | 526 | 21 | 0   |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To |   |   |   |
|------|----|---|---|---|
|      |    | A | B | C |
| From | A  | 0 | 0 | 0 |
|      | B  | 0 | 0 | 0 |
|      | C  | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.10    | 12.49         | 0.1             | B       | 27                      | 40                            |
| C-AB   | 0.07    | 4.61          | 0.1             | A       | 46                      | 68                            |
| C-A    |         |               |                 |         | 456                     | 684                           |
| A-B    |         |               |                 |         | 36                      | 54                            |
| A-C    |         |               |                 |         | 402                     | 603                           |

## Main Results for each time segment

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 22                    | 5                       | 378               | 0.058 | 22                  | 0.0               | 0.1             | 10.097    | B                             |
| C-AB   | 31                    | 8                       | 811               | 0.038 | 31                  | 0.0               | 0.1             | 4.609     | A                             |
| C-A    | 381                   | 95                      |                   |       | 381                 |                   |                 |           |                               |
| A-B    | 29                    | 7                       |                   |       | 29                  |                   |                 |           |                               |
| A-C    | 330                   | 82                      |                   |       | 330                 |                   |                 |           |                               |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 26                    | 7                       | 354               | 0.074 | 26                  | 0.1               | 0.1             | 10.977    | B                             |
| C-AB   | 42                    | 11                      | 853               | 0.050 | 42                  | 0.1               | 0.1             | 4.438     | A                             |
| C-A    | 449                   | 112                     |                   |       | 449                 |                   |                 |           |                               |
| A-B    | 35                    | 9                       |                   |       | 35                  |                   |                 |           |                               |
| A-C    | 394                   | 98                      |                   |       | 394                 |                   |                 |           |                               |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 32                    | 8                       | 320               | 0.100 | 32                  | 0.1               | 0.1             | 12.484    | B                             |
| C-AB   | 63                    | 16                      | 914               | 0.069 | 63                  | 0.1               | 0.1             | 4.233     | A                             |
| C-A    | 539                   | 135                     |                   |       | 539                 |                   |                 |           |                               |
| A-B    | 43                    | 11                      |                   |       | 43                  |                   |                 |           |                               |
| A-C    | 482                   | 121                     |                   |       | 482                 |                   |                 |           |                               |

### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 32                    | 8                       | 320               | 0.100 | 32                  | 0.1               | 0.1             | 12.495    | B                             |
| C-AB   | 63                    | 16                      | 914               | 0.069 | 63                  | 0.1               | 0.1             | 4.233     | A                             |
| C-A    | 539                   | 135                     |                   |       | 539                 |                   |                 |           |                               |
| A-B    | 43                    | 11                      |                   |       | 43                  |                   |                 |           |                               |
| A-C    | 482                   | 121                     |                   |       | 482                 |                   |                 |           |                               |

### 09:00 - 09:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 26                    | 7                       | 354               | 0.074 | 26                  | 0.1               | 0.1             | 10.993    | B                             |
| C-AB   | 43                    | 11                      | 854               | 0.050 | 43                  | 0.1               | 0.1             | 4.442     | A                             |
| C-A    | 449                   | 112                     |                   |       | 449                 |                   |                 |           |                               |
| A-B    | 35                    | 9                       |                   |       | 35                  |                   |                 |           |                               |
| A-C    | 394                   | 98                      |                   |       | 394                 |                   |                 |           |                               |

### 09:15 - 09:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 22                    | 5                       | 378               | 0.058 | 22                  | 0.1               | 0.1             | 10.116    | B                             |
| C-AB   | 31                    | 8                       | 812               | 0.038 | 31                  | 0.1               | 0.1             | 4.615     | A                             |
| C-A    | 381                   | 95                      |                   |       | 381                 |                   |                 |           |                               |
| A-B    | 29                    | 7                       |                   |       | 29                  |                   |                 |           |                               |
| A-C    | 330                   | 82                      |                   |       | 330                 |                   |                 |           |                               |

# 2025 with Development Flows, PM

## Data Errors and Warnings

No errors or warnings

## Junction Network

### Junctions

| Junction | Name     | Junction type | Major road direction | Use circulating lanes | Junction Delay (s) | Junction LOS |
|----------|----------|---------------|----------------------|-----------------------|--------------------|--------------|
| 1        | untitled | T-Junction    | Two-way              |                       | 0.58               | A            |

### Junction Network Options

| Driving side | Lighting       |
|--------------|----------------|
| Left         | Normal/unknown |

## Traffic Demand

### Demand Set Details

| ID | Scenario name               | Time Period name | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Run automatically |
|----|-----------------------------|------------------|----------------------|--------------------|---------------------|---------------------------|-------------------|
| D2 | 2025 with Development Flows | PM               | ONE HOUR             | 17:00              | 18:30               | 15                        | ✓                 |

| Vehicle mix varies over turn | Vehicle mix varies over entry | Vehicle mix source | PCU Factor for a HV (PCU) |
|------------------------------|-------------------------------|--------------------|---------------------------|
| ✓                            | ✓                             | HV Percentages     | 2.00                      |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|-----|------------|--------------|--------------|-------------------------|--------------------|
| A   |            | ONE HOUR     | ✓            | 329                     | 100.000            |
| B   |            | ONE HOUR     | ✓            | 43                      | 100.000            |
| C   |            | ONE HOUR     | ✓            | 943                     | 100.000            |

## Origin-Destination Data

### Demand (PCU/hr)

|      | To |     |    |     |
|------|----|-----|----|-----|
|      | A  | B   | C  |     |
| From | A  | 0   | 18 | 311 |
|      | B  | 28  | 0  | 15  |
|      | C  | 933 | 10 | 0   |
|      |    |     |    |     |

## Vehicle Mix

### Heavy Vehicle Percentages

|      | To |   |   |   |
|------|----|---|---|---|
|      | A  | B | C |   |
| From | A  | 0 | 0 | 0 |
|      | B  | 0 | 0 | 0 |
|      | C  | 0 | 0 | 0 |
|      |    |   |   |   |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|--------|---------|---------------|-----------------|---------|-------------------------|-------------------------------|
| B-AC   | 0.16    | 14.08         | 0.2             | B       | 39                      | 59                            |
| C-AB   | 0.05    | 3.53          | 0.1             | A       | 40                      | 59                            |
| C-A    |         |               |                 |         | 826                     | 1239                          |
| A-B    |         |               |                 |         | 17                      | 25                            |
| A-C    |         |               |                 |         | 285                     | 428                           |

### Main Results for each time segment

#### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 32                    | 8                       | 368               | 0.088 | 32                  | 0.0               | 0.1             | 10.690    | B                             |
| C-AB   | 23                    | 6                       | 1043              | 0.022 | 23                  | 0.0               | 0.0             | 3.527     | A                             |
| C-A    | 687                   | 172                     |                   |       | 687                 |                   |                 |           |                               |
| A-B    | 14                    | 3                       |                   |       | 14                  |                   |                 |           |                               |
| A-C    | 234                   | 59                      |                   |       | 234                 |                   |                 |           |                               |

#### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 39                    | 10                      | 341               | 0.113 | 39                  | 0.1               | 0.1             | 11.880    | B                             |
| C-AB   | 35                    | 9                       | 1131              | 0.031 | 35                  | 0.0               | 0.0             | 3.282     | A                             |
| C-A    | 813                   | 203                     |                   |       | 813                 |                   |                 |           |                               |
| A-B    | 16                    | 4                       |                   |       | 16                  |                   |                 |           |                               |
| A-C    | 280                   | 70                      |                   |       | 280                 |                   |                 |           |                               |

#### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 47                    | 12                      | 303               | 0.156 | 47                  | 0.1               | 0.2             | 14.058    | B                             |
| C-AB   | 61                    | 15                      | 1256              | 0.048 | 61                  | 0.0               | 0.1             | 3.012     | A                             |
| C-A    | 978                   | 244                     |                   |       | 978                 |                   |                 |           |                               |
| A-B    | 20                    | 5                       |                   |       | 20                  |                   |                 |           |                               |
| A-C    | 342                   | 86                      |                   |       | 342                 |                   |                 |           |                               |

#### 17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 47                    | 12                      | 303               | 0.156 | 47                  | 0.2               | 0.2             | 14.084    | B                             |
| C-AB   | 61                    | 15                      | 1256              | 0.048 | 61                  | 0.1               | 0.1             | 3.014     | A                             |
| C-A    | 977                   | 244                     |                   |       | 977                 |                   |                 |           |                               |
| A-B    | 20                    | 5                       |                   |       | 20                  |                   |                 |           |                               |
| A-C    | 342                   | 86                      |                   |       | 342                 |                   |                 |           |                               |

**18:00 - 18:15**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 39                    | 10                      | 341               | 0.113 | 39                  | 0.2               | 0.1             | 11.907    | B                             |
| C-AB   | 35                    | 9                       | 1131              | 0.031 | 35                  | 0.1               | 0.0             | 3.283     | A                             |
| C-A    | 813                   | 203                     |                   |       | 813                 |                   |                 |           |                               |
| A-B    | 16                    | 4                       |                   |       | 16                  |                   |                 |           |                               |
| A-C    | 280                   | 70                      |                   |       | 280                 |                   |                 |           |                               |

**18:15 - 18:30**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Capacity (PCU/hr) | RFC   | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|--------|-----------------------|-------------------------|-------------------|-------|---------------------|-------------------|-----------------|-----------|-------------------------------|
| B-AC   | 32                    | 8                       | 368               | 0.088 | 33                  | 0.1               | 0.1             | 10.725    | B                             |
| C-AB   | 23                    | 6                       | 1043              | 0.022 | 23                  | 0.0               | 0.0             | 3.528     | A                             |
| C-A    | 687                   | 172                     |                   |       | 687                 |                   |                 |           |                               |
| A-B    | 14                    | 3                       |                   |       | 14                  |                   |                 |           |                               |
| A-C    | 234                   | 59                      |                   |       | 234                 |                   |                 |           |                               |



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