MOTT MACDONALD

Kirkholt Health Centre

Transport Statement

13 March 2018

Eric Wright FM Ltd

Mott MacDonald
Ground floor
Royal Liver Building
Pier Head
Liverpool L3 1JH
United Kingdom

T +44 (0)151 482 9910
F +44 (0)151 236 2985
mottmac.com

Eric Wright FM Ltd
Eric Wright Group
Sceptre House
Sceptre Way
Bamber Bridge
Preston
PR5 6AW

Kirkholt Health Centre

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Mott MacDonald Limited. Registered in England and Wales no. 1243967.
Registered office: Mott MacDonald House, 8-10 Sydenham Road, Croydon CR0 2EE, United Kingdom

Eric Wright FM Ltd

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1 Introduction

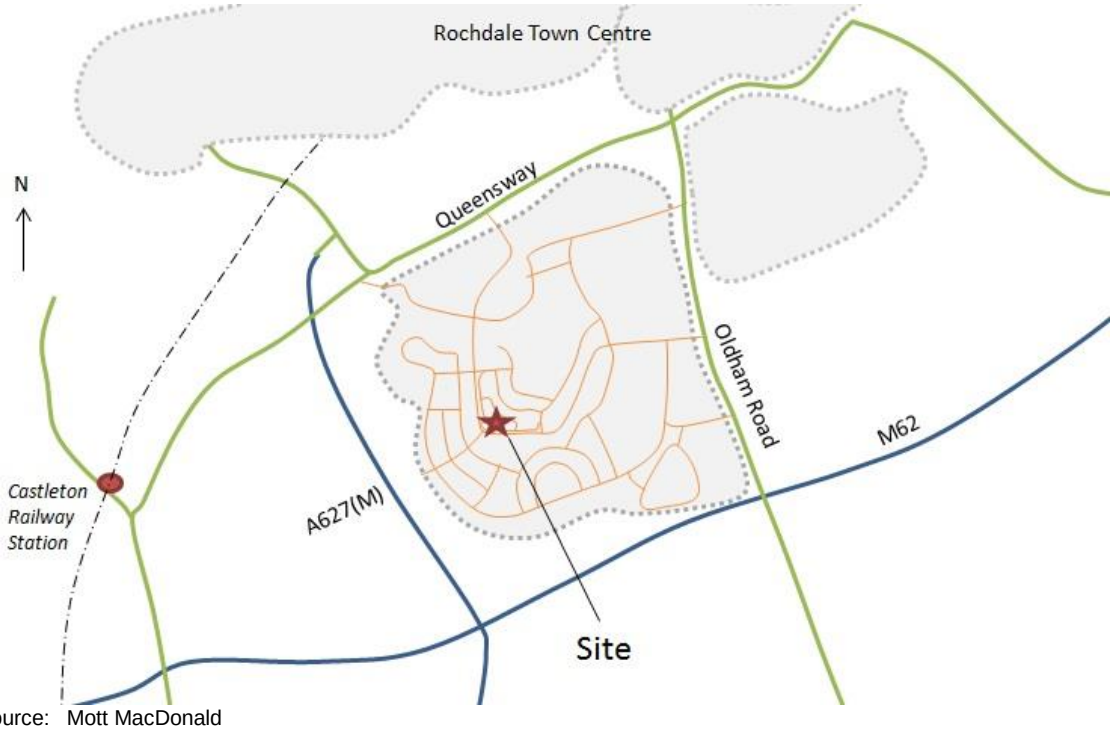
Mott MacDonald have been commissioned by Eric Wright Group Ltd to produce a Transport Statement in support of a medical centre development at The Strand, Kirkholt. Full planning permission has previously been granted for the development in outline as part of an application for the wider regeneration of the area which included a community hub, retail units and new homes. This Transport Statement supports a detailed application for the medical centre site.

1.1 Local Context

The proposed development site is located to the south of Rochdale Town Centre, adjacent to residential land which is bound by the M62 to the south, A627 (M) to the west, A664 to the north and A671 Queensway to the east.

The site is accessible from these strategic routes via the local road network, which comprises of residential streets. The schematic below outlines the adjacent local road network.

Figure 1: Local Context

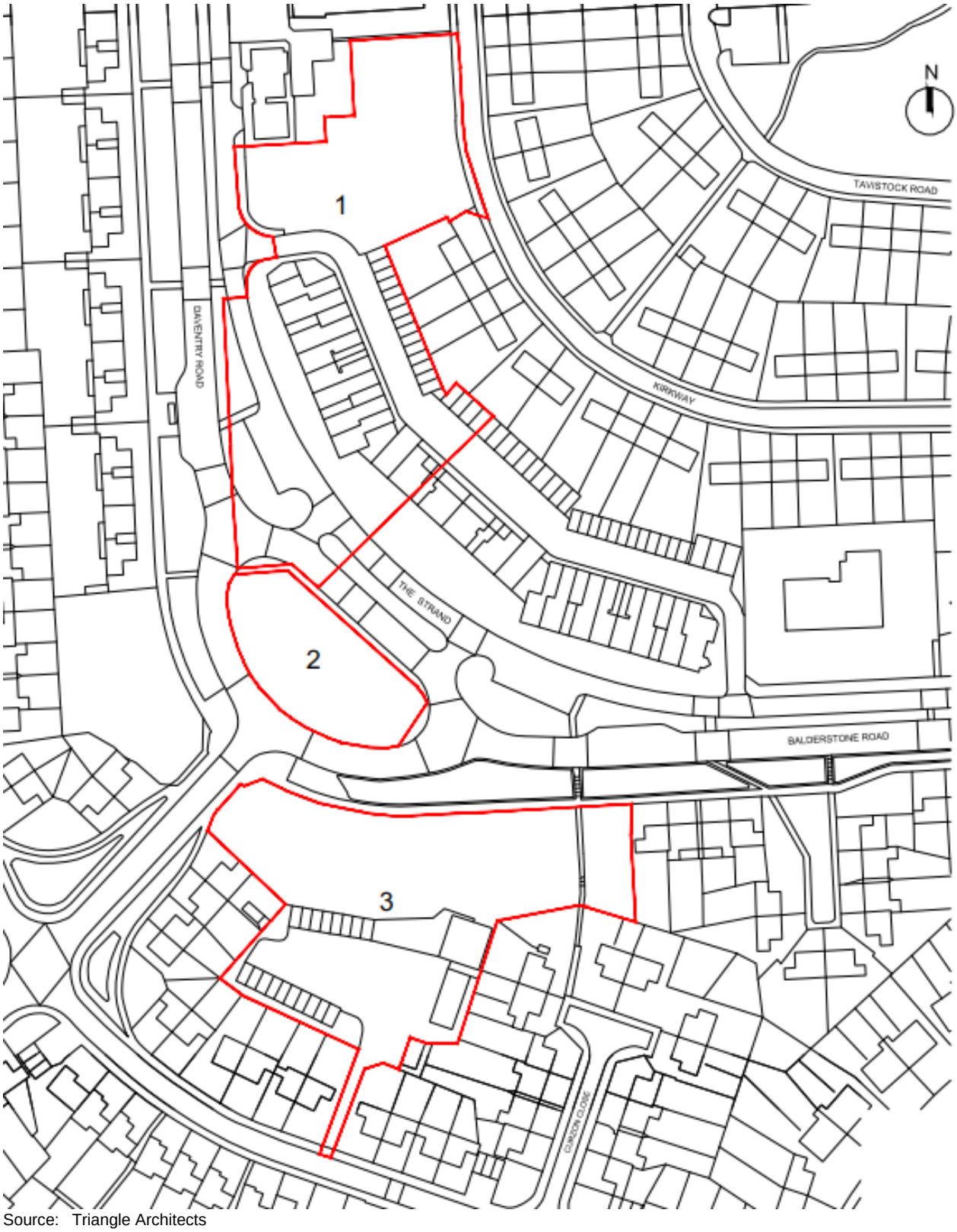


Source: Mott MacDonald

The amenities currently located along The Strand form part of the local centre for the substantial surrounding residential catchment, and include a series of retail units, housing association and community support offices, food takeaway outlets, a post office, pharmacy and a dentist.

This Transport Statement is going to focus on plot 2 of the following figure; which illustrates the extent of the regeneration masterplan for the area.

Figure 2: Site Location Plan



Source: Triangle Architects

2 Policy Review

The following planning and transport planning policies and strategies are relevant to this development.

2.1 National Planning Policy Framework (2012)

This document, published in March 2012 sets out the Government's planning policies for England and how these are expected to be applied.

This document, in terms of transport, expresses support for developments that are accessible by sustainable travel options to minimise reliance on the private car. The proposed development is located at the heart of a local community, with a large surrounding catchment within walking distance. There are also bus routes which run adjacent to the site to Rochdale town centre, allowing greater distances to be covered sustainably.

2.2 Transport for Greater Manchester - Greater Manchester Transport Strategy 2040 (2017)

The aim of the Greater Manchester Transport Strategy is to establish a fully integrated, high capacity transport network for Greater Manchester. The vision is to have '*world class connections that support long-term, sustainable economic growth and access to opportunity for all'*.

The document sets out aspirations to reduce journeys made by car, promote sustainable travel by bike and foot, and provide better public transport to drive growth through enhanced connectivity. The four key elements of the vision, which represent the goals of the strategy, are detailed below.

- Supporting sustainable economic growth
- Improving the quality of life
- Protecting the environment
- Developing an innovative city region

In terms of supporting new development, the strategy documents that future growth will generate a significant increase in trips, as well as generate new traffic patterns. The provision of attractive public transport and active travel alternatives, supported by Travel Choices promotional measures, to reduce the need to travel by car, is crucial to unlocking Greater Manchester's growth potential in a way that makes the conurbation a highly desirable place to live. In the case of employment development, it is also vital to provide alternatives to car travel for workers, in order to spread the benefits of economic growth throughout the conurbation.

3 Baseline Conditions

This section provides an overview of the transport conditions currently available in the vicinity of the development site.

3.1 Public Transport

3.1.1 Bus

The closest bus stop to the proposed development site is located 1-minute walk to the north, along Daventry Road. Two bus routes run along Daventry Road/Balderstone Road (which is adjacent to The Strand), and these services provide frequent connections between the site and Rochdale town centre. A breakdown of the frequencies of services is provided in the table below.

Table 1: Bus Services in Close Proximity to the Proposed Development

Service (Operator)	Route	Day	Frequency (Daytime)
6 (First Group)	Rochdale – Kirkholt Circular	Monday-Friday	4 services per hour
		Saturday	4 services per hour
		Sunday	2 services per hour
434 (Manchester Community Transport)	Castleton – Kirkholt – Turf Hill – Firgrove – Belfield - Rochdale	Monday-Friday	1 service per hour
		Saturday	1 service per hour
		Sunday	1 service per hour

Source: Transport for Greater Manchester

For reference, full bus timetables are provided in **Appendix A**.

3.1.2 Rail

Castleton rail station, served by Northern Trains only, is located 1.7km to the west of the proposed development site, accessible by a 23-minute walk via Cripple Gate Lane. However, although details of the services from Castleton are provided below, we consider that this mode may be more appealing to staff working at the site rather than patients.

Table 2: Services from Castleton

Destination	Frequency (Monday-Friday)
Blackburn	1-2 services per hour
Manchester Victoria	1-2 services per hour
Manchester Oxford Road	1 service per day
Leeds	1-3 services per hour
Southport	1 service per day
Wigan Wallgate	1 service per hour

Source: National Rail

3.2 Highway Access

The proposed development site is located close to a number of strategic links which provide access to the area. To the north, the site is accessible via the A664 (Queensway), as well at the A671 (Oldham Road), which provides direct access to the surrounding residential catchment.

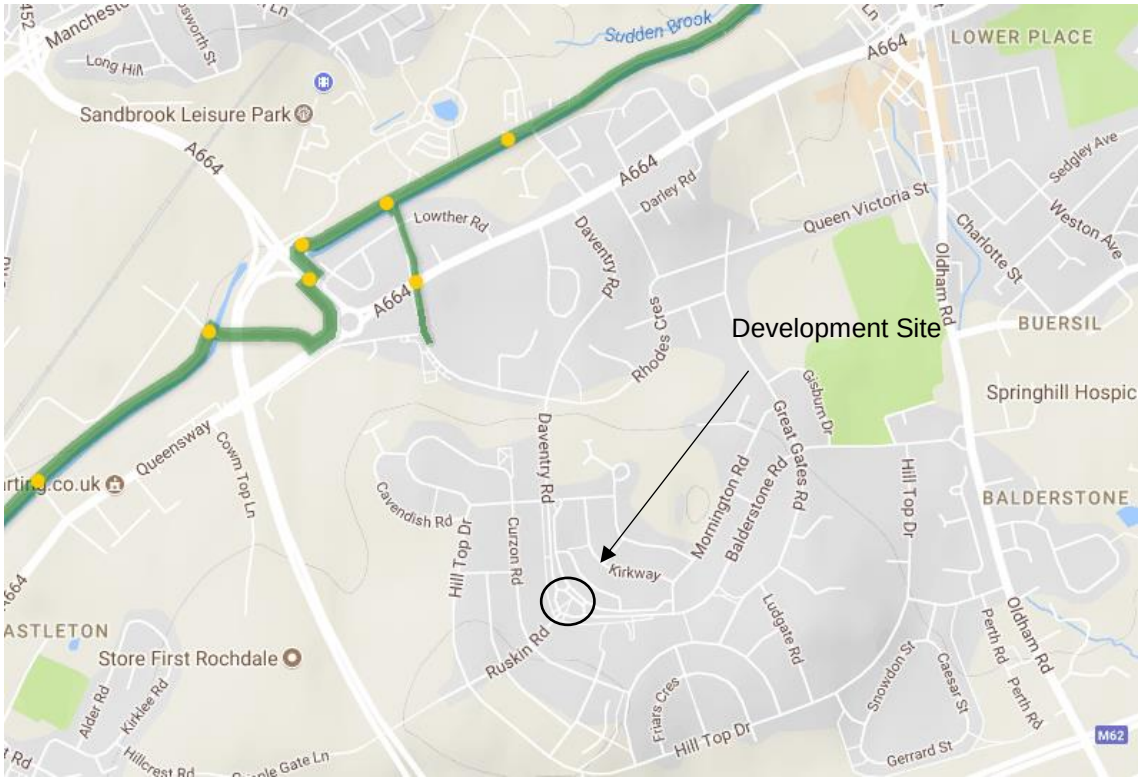
From the east, the A6193 links with A664 to the north, and the M62 to the south. The site is accessible via junction 20 of the M62, travelling along the A672/A664 before utilising the right-turn with Daventry Road (which also provides a link to the residential areas adjacent to the proposed development site).

3.3 Walking & Cycling

Given the residential nature of the area, walking infrastructure of good standard. Adequate footways and dropped kerbs are available along Ruskin Road, Daventry Road and Balderstone Road. An uncontrolled crossing at the junction between Ruskin Road and Daventry Road/Balderstone Road will provide direct access to the proposed development, acting as a key desire line for pedestrian movement. Additionally, zebra crossings are located to the east of Balderstone Road and the west of Daventry Road, providing a desirable walking environment for potential users.

Although there is no recognised cycle route which provides direct access to the proposed development site, local route 66 connects National Cycle Route 66 (Manchester to Spurn Head) with Hartley Lane, which links to Daventry Road. This is illustrated in the figure below.

Figure 3: Local Cycle Routes



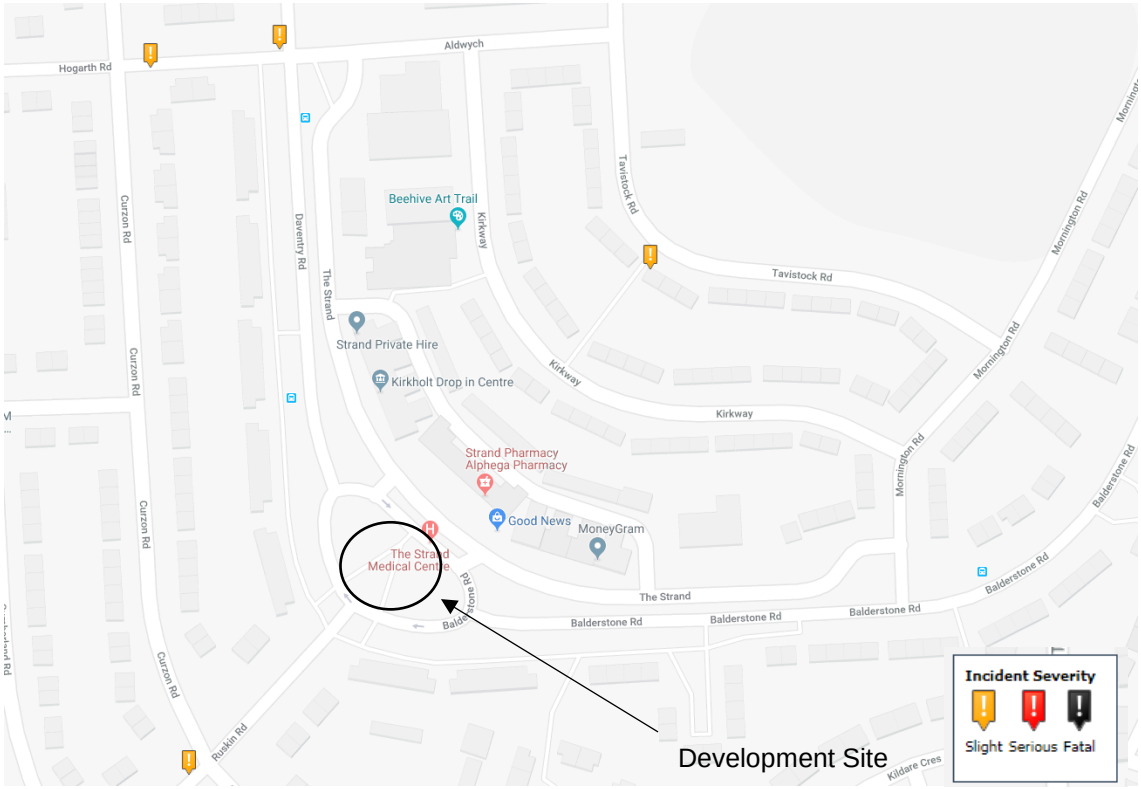
Source: Sustrans

Additionally, as part of the wider development for the area, The Strand is to be realigned to create a homezone. This will help to reduce vehicular dominance, and promote walking and cycling by creating a safe environment for users.

3.4 Accident Analysis

A review of accidents in the area for the 5-year period between 2013 and 2017, as shown on CrashMap (and in the figure below), illustrates that there have been 4 slight incidents in the surrounding residential areas close to the site, two of which recorded on Hogarth Road.

Figure 4: Incident Map (Extracted from CrashMap)



Source: CrashMap

However, these incidents are not in the immediate vicinity of, or within, the boundary of the proposed development, and the frequency of accidents is not deemed to indicate an accident problem in the local area.

4 Committed Development

The proposed development must be seen in the context of the wider regeneration of the area. Details of these committed developments are described in this section.

Outline Planning Application Ref 1501426OUT established the principle of a healthcare centre at this proposed development site. It also established the principle of the regeneration of the wider area including the demolition and replacement of existing housing in the area. The full extent of the regeneration area is illustrated in **Figure 2**.

Subsequently, a detailed planning application was submitted and granted approval (ref 151425FUL) for a development consisting of a new community hub, retail units and 16 dwellings with associated car parking and landscaping was approved. The proposed development Is illustrated in **Figure 5**.

Figure 5: Approved Regeneration Scheme adjacent to Development Site



It should be noted that works for the development above are currently underway and will be completed in the coming months. This includes the community hub, retail units and flats.

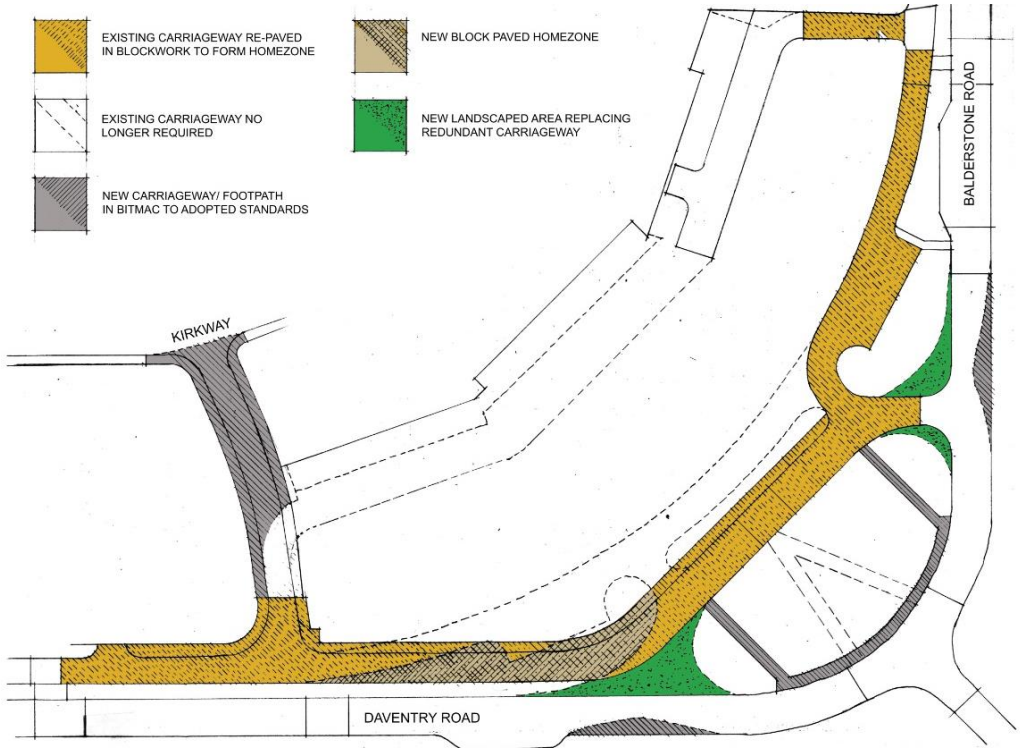
It should be noted that the Transport Statement which supported the development above concluded that the development would lead to a decrease in traffic in the local area.

With reference to the wider regeneration of the area, it can be seen that the proposed healthcare development will be based at the heart of the local community, surrounded by residential dwellings. The site is to serve a local purpose and, as such, is not expected to generate a large number of trips by private vehicle (with the main users of the site likely to live close by and be able to reach the site on foot, by bicycle or bus).

The consented development for the wider regeneration of the area will include a realignment of the highway, and provision of a shared surface road, parking plaza and further parking spaces to the rear of the retail units. The highway realignment is shown in detail below in **Figure 6**. This will consist of the realignment of The Strand, with the introduction of block paving to create a homezone to promote walking and cycling, and help to reduce the dominance of vehicle through the use of shared surface. There will also be a through route created and adopted on to Kirkway. This realignment will move Daventry Road closer to Balderstone Road, reducing the current spherical open space between the two, and maximising the space in-between it and Kirkway.

The scheme also proposed to support sustainable access by providing cycle facilities for the community centre and retail units, with parking to be provided in the lobby for the flats. These are to be located in visible places to increase perceptions of security.

Figure 6: Infrastructure Works



Source: Triangle Architects

5 Proposed Development

5.1 Development Proposal

The Kirkholt Health Centre (use class: D1), is proposed to have a gross floor area of 600m^2, and be split into 3 zones including a public, staff and clinical/other service zone, details of which are provided below.

Table 3: Schedule of Accommodation

Public Zone	Staff Zone	Clinical/Other Service Zone
Lobby	Reception and reception admin	GP consulting room
Waiting area	Shared admin office incl. records store	Consulting room (bookable)
Upstairs waiting area	General storage	Team meeting/GP training/ treatment room (flexible)
WC	Practice manager office	Multi-purpose/Community training room
Accessible WC	Staff room/kitchen	Specimen WC
Quiet room	Staff WC area	Counselling room
	Staff shower	Dirty utility
	Cleaner's store and sluice	Clean store
	IT room	
	Boiler room	
	Bin store	

Source: Triangle Architects

The maximum number of employees working at the site is envisaged to be a maximum of 24.

Outline planning permission has been consented for this development (planning reference: **15_01426_OUT**), whilst full planning permission has been granted for the adjacent development plots. It should be noted that there were no objections in relation to highways for the medical centre. The development proposal is illustrated in the following figure.

Additionally, for access to the carpark, a new junction off The Strand and Balderstone Road is proposed.

Figure 7: Proposed Development



Source: Triangle Architects

6 Impact Assessment

6.1 Introduction

This chapter assesses the possible impacts associated with the proposed development, as well as outlining the parking strategy associated with the scheme.

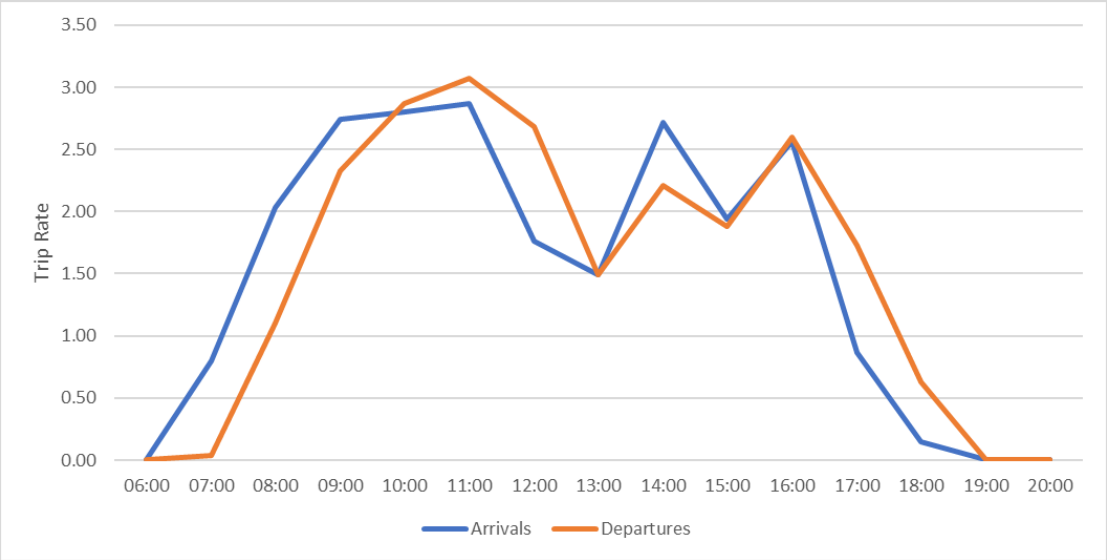
6.2 Traffic Reduction in the Local Area as part of Wider Regeneration

It should be noted that the Transport Statement submitted in the planning application for the wider regeneration of the area (ref 1501425FUL) concluded that development would result in a decrease in peak hour traffic in the local area. The Transport Statement concluded that regeneration would result in approximately 58 fewer vehicle trips in the morning peak hour and 88 in the evening peak hour. Any traffic generation resulting from the proposed medical centre development must be seen in this context.

6.3 Traffic Generation of Proposed Medical Centre

The TRICS database has been used to calculate the potential traffic generation of the development. The category selected during this assessment was GP Surgeries, and all regions and areas, excluding London and Ireland, were selected within the parameters. Developments, ranging from 300m^2 to 900m^2 were selected, and survey days included only weekdays. The full TRICS output is provided in **Appendix B**.

Figure 8: Medical Centre Trip Rate Profile



Source: Mott MacDonald

As illustrated by the figure above, trip rates for arrivals and departures mirror each other, which indicates that most users will not likely spend more than an hour at the centre. Trip rates constantly rise from 06:00-07:00, peaking at 11:00. After this, trip rates decline until 13:00, rising in 14:00 and 16:00, before falling again after 16:00. Arrival and departure numbers, as well as parking accumulation, are provided in **Table 5.**

The development is expected to generate 20 vehicle movements in the morning peak hour (08:00 – 09:00) and 16 in the evening peak hour (17:00 – 18:00).

When viewed against the decrease in traffic brought about by the wider regeneration of Kirkholt, we consider that the traffic generation of the development will not have a detrimental impact on the transport network.

6.4 Parking Standards

17 parking spaces have been proposed for the development, which includes 14 visitor/3 doctor spaces. The car park is located to the south-east of the development plot, and a pedestrian link will provide direct access from here to the main entrance.

Parking Standards are provided in the Rochdale Core Strategy (2016), and a breakdown is provided in the table below.

Table 4: Rochdale Parking Standards

Use Class	Maximum Standard for Car Parking Provision	Minimum Standard for Cycle Space Provision
D1: Non-Residential Institutions	1 space per 2 full-time staff equivalent + 3 spaces per consulting room.	1 space per 10 full-time staff equivalent (minimum 2 spaces).

Source: Rochdale Core Strategy (2016)

Based on the above parking standards and the development proposal, the maximum number of car parking provision required at the site is 36. A total of 17 parking spaces is to be provided at the site (14 visitor and 3 doctor), which falls beneath the maximum standard.

Based on the TRICS trip rates and calculated traffic generation of the site, a parking accumulation exercise has been undertaken, and is detailed in **Table 5** below.

Table 5: Parking Accumulation

Hour Start	Arrivals		Departures		Parking Accumulation
	Trip Rate	Number	Trip Rate	Number	
06:00	0.00	0	0.00	0	0
07:00	0.80	5	0.04	0	5
08:00	2.03	13	1.10	7	11
09:00	2.75	17	2.33	15	13
10:00	2.81	18	2.87	18	13
11:00	**2.87**	**18**	**3.07**	**19**	**11**
12:00	1.76	11	2.69	17	6
13:00	1.49	9	1.49	9	6
14:00	2.72	17	2.21	14	9
15:00	1.94	12	1.88	12	9
16:00	**2.57**	**16**	**2.60**	**16**	**9**
17:00	0.87	5	1.73	11	4
18:00	0.15	1	0.63	4	1
19:00	0.00	0	0.00	0	1
20:00	0.00	0	0.00	0	1

Source: Mott MacDonald

It is clear that parking accumulation is not expected to exceed parking supply at any time. Additionally, 8 cycle parking spaces will be provided at the development, which falls in line with the standard set out in the Rochdale Core Strategy.

From an initial assessment of car ownership data in the local area, there is likely to be less reliance upon the private car within the proposed development area when compares with other areas. The ward of Balderstone and Kirkholt is ranked 4th out of the 20 wards in Rochdale for levels of car ownership. This level of access is lower than the average for Rochdale, and also the average for the North West.

Table 6: Level of Car Ownership

Rank	Area	% of households with no access to private vehicles
1	Central Rochdale	52
2	West Middleton	48
3	Milkstone and Deeplish	46
4	**Balderstone and Kirkholt**	**42**
5	Smallbridge and Firgrove	42
6	North Heywood	38
7	Kingsway	37
8	West Heywood	36
9	Spotland and Falinge	32
10	North Middleton	31
11	Hopwood Hall	31
12	East Middleton	30
13	Castleton	30
14	South Middleton	24
15	Healey	20
16	Littleborough Lakeside	20
17	Bamford	19
18	Milnrow and Newhey	18
19	Wardle and West Littleborough	16
20	Norden	9
Rochdale as a whole		31
Northwest as a whole		28

Source: Census, 2011

6.5 Vehicle Tracking

Swept path figures are shown in **Appendix C**, and illustrate how a car can adequately access and egress the car park for the proposed development. Additionally, these plans include 2.4x25m visibility splays for the junction with The Strand.

Given the nature of the development and the adjacent area, bin wagons and other servicing vehicles will be able to stop on-street along Daventry Road.

7 Summary

This Transport Statement has been prepared to support the planning application for the Kirkholt Medical Centre, which forms part of a wider masterplan including residential dwellings, retail and a community centre. It has presented the existing baseline conditions at the site, described the development proposal, and assessed the likely impact the development will have on the surrounding area. Details of the adjacent committed developments are also included within this Transport Statement.

Given the nature of the development, it is expected to attract a local catchment, which provides the opportunity to promote access via walking and cycling, and reduce the reliance upon private vehicles. Additionally, the low level of car ownership in the area (42% of households do not have access to a private vehicle) provides more of a foundation to support sustainable travel. Cycle parking at the development will further facilitate use of this more, and help to promote mode choice.

During the AM peak hour (08:00-09:00), the development is expected to generate 20 vehicular trips, and the PM peak hour (17:00-18:00) is expected to generate 16 trips, we consider that this level of traffic increase will not have a severe impact on the local highway network. Additionally, the parking accumulation exercise indicates that parking demand is not expected to exceed parking supply at any given time.

We consider that there are no highway grounds to this planning application and believe that the application should be recommended for arrival in planning committee.

Appendices

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A. Bus Timetables

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6
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Bus

6

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Using the 24 hour clock

Times are shown in four figures. The first two are the hour and the last two are the minutes.

0753 is 53 minutes past 7am
1953 is 53 minutes past 7pm



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Sunday* Closed

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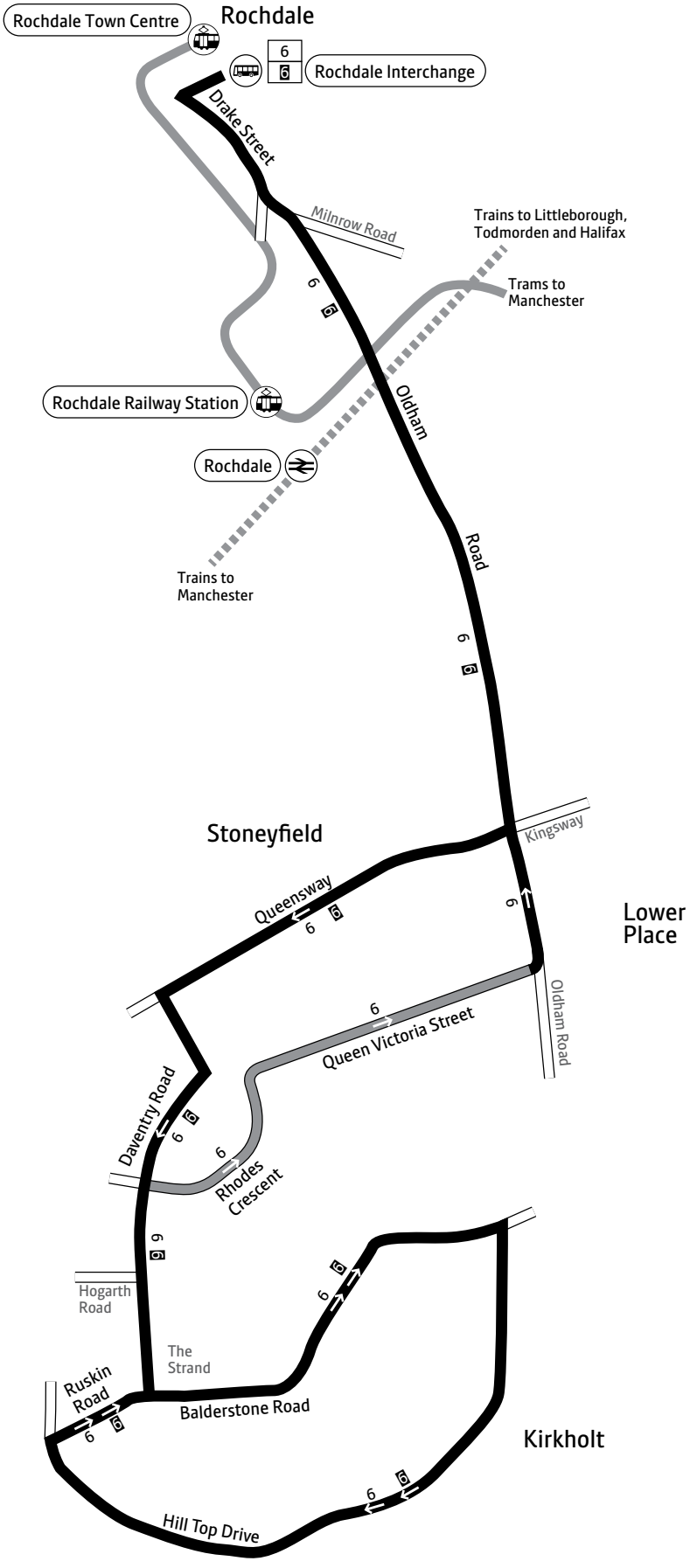
6

Key

- Bus route
- Hail and ride: passengers can get on or off the bus wherever it is safe
- Train line
- Tram line
- Direction of travel
- Bus station/connection point
- Train station
- Metrolink stop
- 6 Daytime journeys
- 6 Evening journeys
- 6 Terminus



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Mondays to Fridays

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Rochdale, Interchange		0555	0625	0655		0725		0800	0815	0830	0845	0900		1400		1800	1830	1900	1930
Queensway/Oldham Road		0559	0629	0659		0729		0807	0822	0837	0852	0907	and	1407	and	1807	1836	1904	1934
Rhodes Crescent/Daventry Road		0602	0632	0702		0732		0811	0826	0841	0856	0911	every	1411	every	1811	1840	1907	1937
The Strand, Balderstone Road	0534	0604	0634	0704	0719	0734	0753	0814	0829	0844	0859	0914	12	1414	15	1814	1842	1909	1939
The Strand, Daventry Road	0539	0609	0639	0709	0724	0740	0759	0820	0835	0850	0905	0920	mins	1420	mins	1820	1848	1914	1944
Rhodes Crescent/Daventry Road	0541	0611	0641	0711	0726	0742	0801	0823	0838	0853	0908	0923	until	1423	until	1823	1850	b	b
Queensway/Oldham Road	0544	0614	0644	0714	0729	0746	0805	0828	0843	0858	0913	0928		1428		1828	1854	1919	1949
Rochdale, Interchange	0548	0618	0648	0718	0733	0753	0812	0835	0850	0905	0920	0935		1435		1835	1900	1923	1953

	a		a
Rochdale, Interchange	2000		2300
Queensway/Oldham Road	2004	and	2304
Rhodes Crescent/Daventry Road	2007	every	2307
The Strand, Balderstone Road	2009	30	2309
The Strand, Daventry Road	2014	mins	2314
Rhodes Crescent/Daventry Road	b	until	b
Queensway/Oldham Road	2019		2319
Rochdale, Interchange	2023		2323

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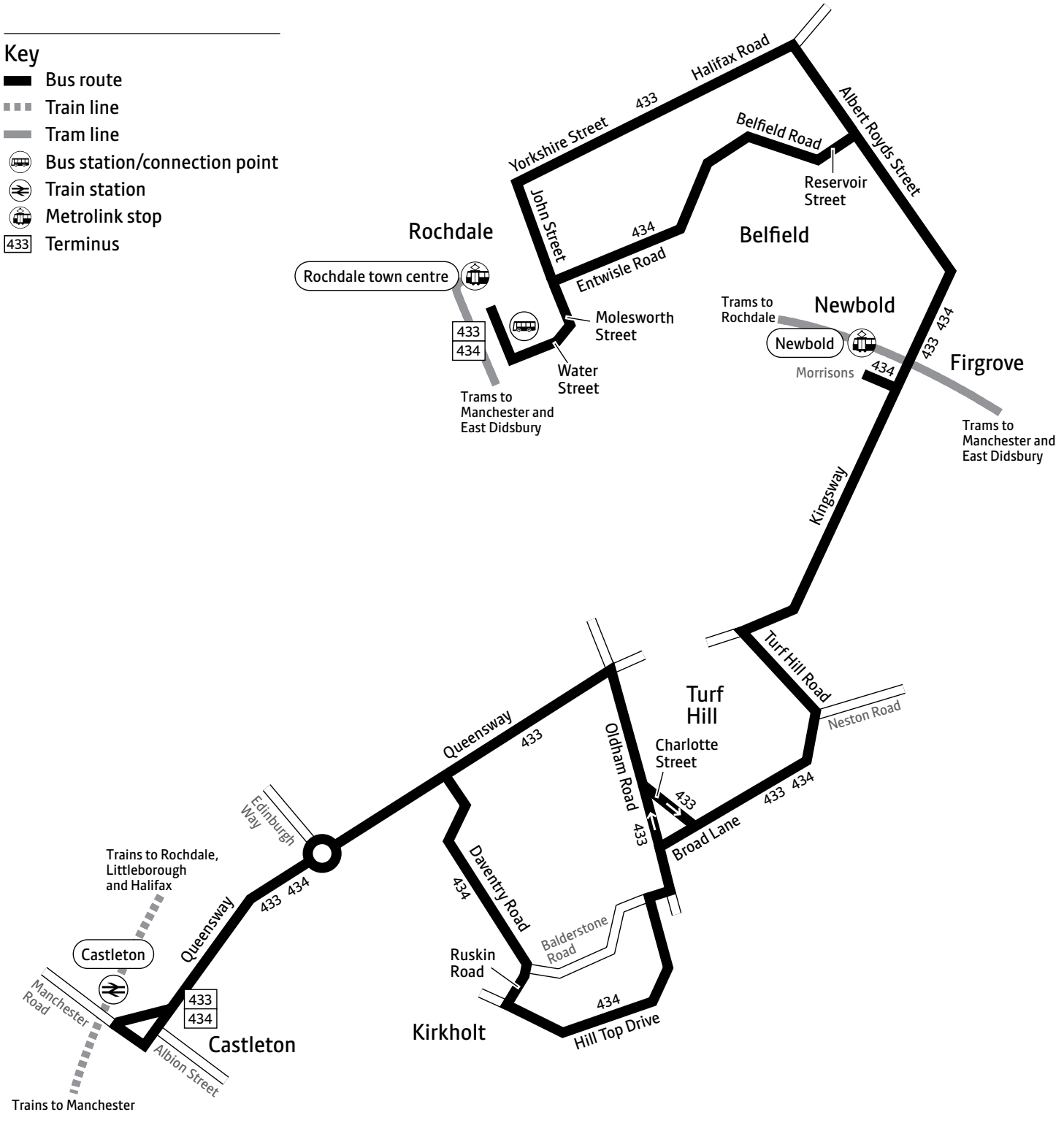

Local Link

Rochdale Evening Local Link runs in this area

Local Link provides public transport in areas where other services are limited. Anyone living in the local area covered can use the service and there are no age or disability restrictions.
For more information call **0161 200 6012** or visit **www.tfgm.com/locallink**

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Castleton — Turf Hill — Belfield — Rochdale 433
Castleton — Kirkholt — Turf Hill — Belfield — Rochdale 434

Mondays to Fridays

	434	434	434		434	434	434	434
Castleton, Albion Street	0718	0818	0923		1423	1528		1728
Kirkholt, Shops	0724	0824	0929	and	1429	1533		1734
Turf Hill, Neston Road	0731	0831	0936	every	1436	1539	1630	1741
Firgrove, Morrisons	0735	0835	0940	hour	1440	1545	1636	1745
Belfield	0738	0838	0943	until	1443	1555	1646	1748
Rochdale, Interchange	0745	0845	0950		1450	1559	1652	1755

Saturdays

	434	434		434	434	434	434
Castleton, Albion Street	0818	0923		1423	1528	1628	1728
Kirkholt, Shops	0824	0929	and	1429	1534	1634	1734
Turf Hill, Neston Road	0831	0936	every	1436	1541	1641	1741
Firgrove, Morrisons	0835	0940	hour	1440	1545	1645	1745
Belfield	0838	0943	until	1443	1548	1648	1748
Rochdale, Interchange	0845	0950		1450	1558	1655	1755

Sundays and public holidays (except Christmas and New Year period)

	433		433
Castleton, Albion Street	1020	and	1620
Turf Hill, Neston Road	1029	every	1629
Firgrove, Metrolink Bridge	1032	hour	1632
Belfield	1036	until	1636
Rochdale, Interchange	1040		1640

Bus 433 does not run on Mondays to Saturdays
Bus 434 does not run on Sundays or public holidays
For details of buses during Christmas and New Year, please phone 0161 244 1000
Buses 433 and 434 are provided with the financial support of Transport for Greater Manchester
♿ – All bus 433 and 434 journeys are run using easy access buses. See inside front cover of this Bus Times leaflet for details

Rochdale — Belfield — Turf Hill — Castleton 433
Rochdale — Belfield — Turf Hill — Kirkholt — Castleton 434

Mondays to Fridays

	434	434	434		434	434	434	434	434
Rochdale, Interchange	0650	0750	0855		1355	1455	1601	1655	1800
Belfield	0657	0757	0902	and	1402	1502	1608	1700	1807
Firgrove, Morrisons	0700	0800	0905	every	1405	1505	1622	1706	1810
Turf Hill, Neston Road	0704	0804	0909	hour	1409	1514	1628	1712	1814
Kirkholt, Shops	0710	0810	0915	until	1415	1520		1722	1820
Castleton, Albion Street	0717	0817	0922		1422	1527		1725	1827

Saturdays

	434		434	434	434	434	434
Rochdale, Interchange	0855		1355	1455	1600	1700	1800
Belfield	0902	and	1402	1502	1607	1707	1807
Firgrove, Morrisons	0905	every	1405	1505	1610	1710	1810
Turf Hill, Neston Road	0909	hour	1409	1514	1614	1714	1814
Kirkholt, Shops	0915	until	1415	1520	1620	1720	1820
Castleton, Albion Street	0922		1422	1527	1627	1727	1827

Sundays and public holidays (except Christmas and New Year period)

	433		433
Rochdale, Interchange	1000	and	1600
Belfield	1004	every	1604
Firgrove, Metrolink Bridge	1008	hour	1608
Turf Hill, Neston Road	1011	until	1611
Castleton, Albion Street	1020		1620

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Saturdays

														a		a	
Rochdale, Interchange		0700	0730	0800	0820	0840	0900	0915		1745	1800	1820	1840	1900		2300	
Queensway/Oldham Road		0704	0734	0806	0826	0846	0906	0922	and	1752	1806	1826	1846	1904	and	2304	
Rhodes Crescent/Daventry Road		0707	0737	0810	0830	0850	0910	0926	every	1756	1810	1830	1849	1907	every	2307	
The Strand, Balderstone Road	0639	0709	0739	0812	0832	0852	0912	0929	15	1759	1812	1832	1851	1909	30	2309	
The Strand, Daventry Road	0644	0714	0744	0818	0838	0858	0918	0935	mins	1805	1818	1838	1856	1914	mins	2314	
Rhodes Crescent/Daventry Road	0646	0716	0746	0820	0840	0900	0920	0938	until	1808	1820	1840	1858	b	until	b	
Queensway/Oldham Road	0649	0719	0749	0824	0844	0904	0924	0943		1813	1824	1844	1901	1919		2319	
Rochdale, Interchange	0653	0723	0753	0830	0850	0910	0930	0950		1820	1830	1850	1905	1923		2323	

Sundays and public holidays (except Christmas and New Year period)

					a		a	
Rochdale, Interchange		0930	1000		1730	1800		2200
Queensway/Oldham Road		0934	1004	and	1734	1804	and	2204
Rhodes Crescent/Daventry Road		0937	1007	every	1737	1807	every	2207
The Strand, Balderstone Road	0909	0939	1009	30	1739	1809	30	2209
The Strand, Daventry Road	0914	0944	1014	mins	1744	1814	mins	2214
Rhodes Crescent/Daventry Road	0916	0946	1016	until	1746	b	until	b
Queensway/Oldham Road	0919	0949	1019		1749	1819		2219
Rochdale, Interchange	0923	0953	1023		1753	1823		2223

For details of buses during Christmas and New year, please phone 0161 244 1000

– Journey provided with the financial support of Transport for Greater Manchester

a – Run by Manchester Community Transport. All other journeys are run by First Manchester

b – These journeys run via Queensway towards Rochdale not via Rhodes Crescent and Queen Victoria Street

– Easy access bus. See inside front cover of this Bus Times leaflet for details

Summer times: Between mid July and early September, some timetables will be different, check www.tfgm.com/info for details

B. TRICS Outputs

Calculation Reference: AUDIT-704107-180219-0247

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST		
	WL	WILTSHIRE	1 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 days
	NT	NOTTINGHAMSHIRE	1 days
09	NORTH		
	TW	TYNE & WEAR	2 days
11	SCOTLAND		
	FI	FIFE	2 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: 300 to 878 (units: sqm)
Range Selected by User: 300 to 900 (units: sqm)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 29/11/16

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	1 days
Friday	4 days

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

Selected survey types:

Manual count	7 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	2
Neighbourhood Centre (PPS6 Local Centre)	5

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	5
Village	2

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	7 days

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

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	4 days

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

Population within 5 miles:

5,001 to 25,000	1 days
100,001 to 125,000	2 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	3 days
1.1 to 1.5	3 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:

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	7 days

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

LIST OF SITES relevant to selection parameters

1 FI-05-G-02 GP SURGERY FIFE
MAIN ROAD
CHARLESTOWN
NEAR DUNFERMLINE
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 325 sqm
Survey date: FRIDAY *29/05/15* *Survey Type: MANUAL*

2 FI-05-G-03 GP SURGERY FIFE
IZATT AVENUE
HOSPITAL HILL
DUNFERMLINE
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 425 sqm
Survey date: MONDAY *21/03/16* *Survey Type: MANUAL*

3 LE-05-G-02 GP SURGERY LEICESTERSHIRE
THE SANDS
LONG CLAWSON
NEAR MELTON MOWBRAY
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Gross floor area: 363 sqm
Survey date: TUESDAY *29/11/16* *Survey Type: MANUAL*

4 NT-05-G-01 GP SURGERY NOTTINGHAMSHIRE
MANSFIELD ROAD

NOTTINGHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 460 sqm
Survey date: WEDNESDAY *24/06/15* *Survey Type: MANUAL*

5 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*

6 TW-05-G-02 GP SURGERY TYNE & WEAR
BIDDLESTONE ROAD
HEATON
NEWCASTLE
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 878 sqm
Survey date: FRIDAY *13/11/15* *Survey Type: MANUAL*

7 WL-05-G-01 GP SURGERY WILTSHIRE
CRICKDALE ROAD

SWINDON BOROUGH C.
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 300 sqm
Survey date: FRIDAY *23/09/16* *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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
BU-05-G-02	Excessive parking spaces.
CH-05-G-03	Excessive parking spaces.

TRIP RATE for Land Use 05 - HEALTH/G - GP SURGERIES
VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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									
07:00 - 08:00	6	482	0.796	6	482	0.035	6	482	0.831
08:00 - 09:00	7	479	2.029	7	479	1.104	7	479	3.133
09:00 - 10:00	7	479	2.745	7	479	2.328	7	479	5.073
10:00 - 11:00	7	479	2.805	7	479	2.865	7	479	5.670
11:00 - 12:00	7	479	2.865	7	479	3.074	7	479	5.939
12:00 - 13:00	7	479	1.761	7	479	2.686	7	479	4.447
13:00 - 14:00	7	479	1.492	7	479	1.492	7	479	2.984
14:00 - 15:00	7	479	2.716	7	479	2.208	7	479	4.924
15:00 - 16:00	7	479	1.940	7	479	1.880	7	479	3.820
16:00 - 17:00	7	479	2.566	7	479	2.596	7	479	5.162
17:00 - 18:00	7	479	0.865	7	479	1.731	7	479	2.596
18:00 - 19:00	7	479	0.149	7	479	0.627	7	479	0.776
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			22.729			22.626			45.355

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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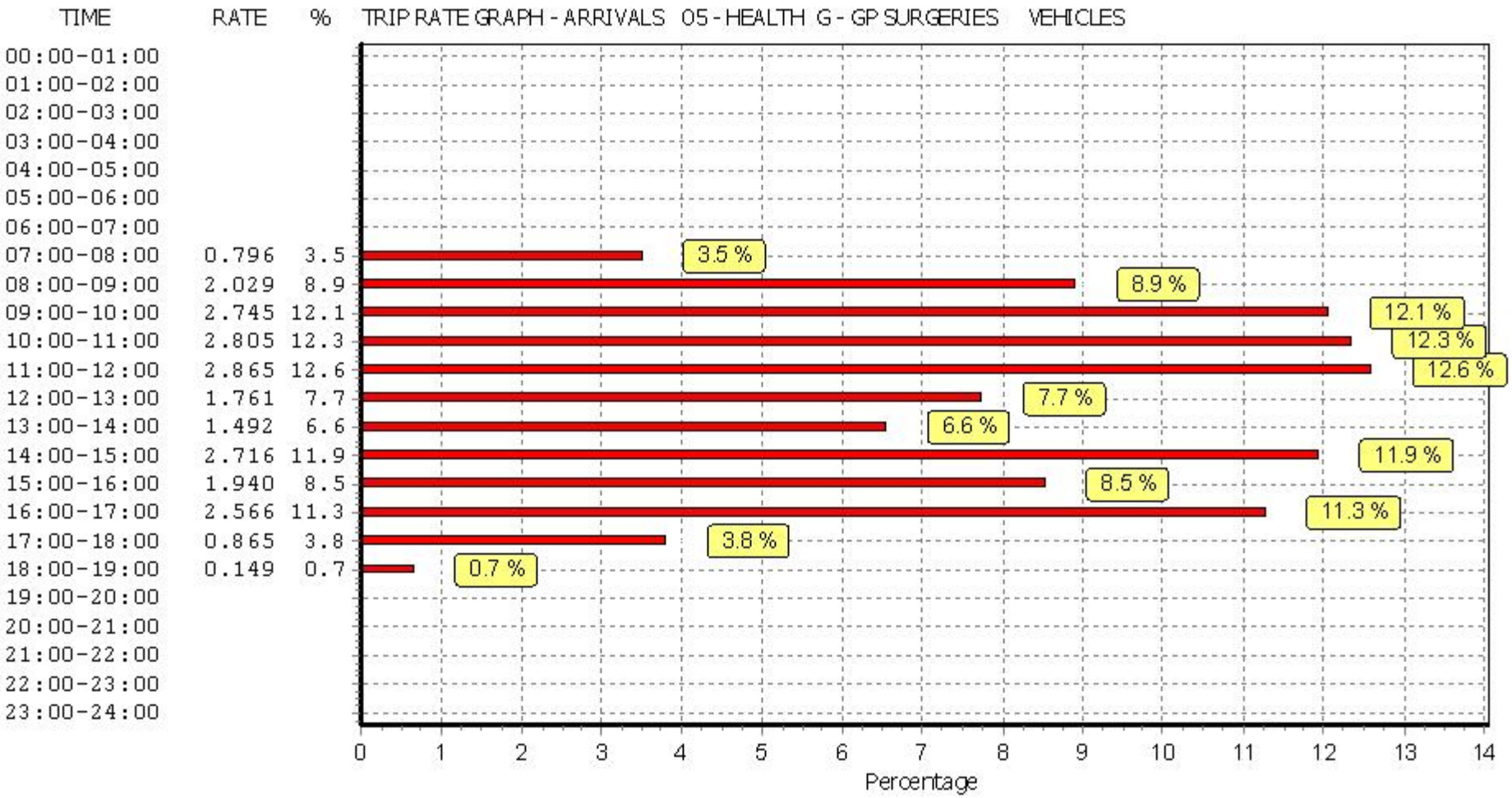
Parameter summary

Trip rate parameter range selected:	300 - 878 (units: sqm)
Survey date date range:	01/01/09 - 29/11/16
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

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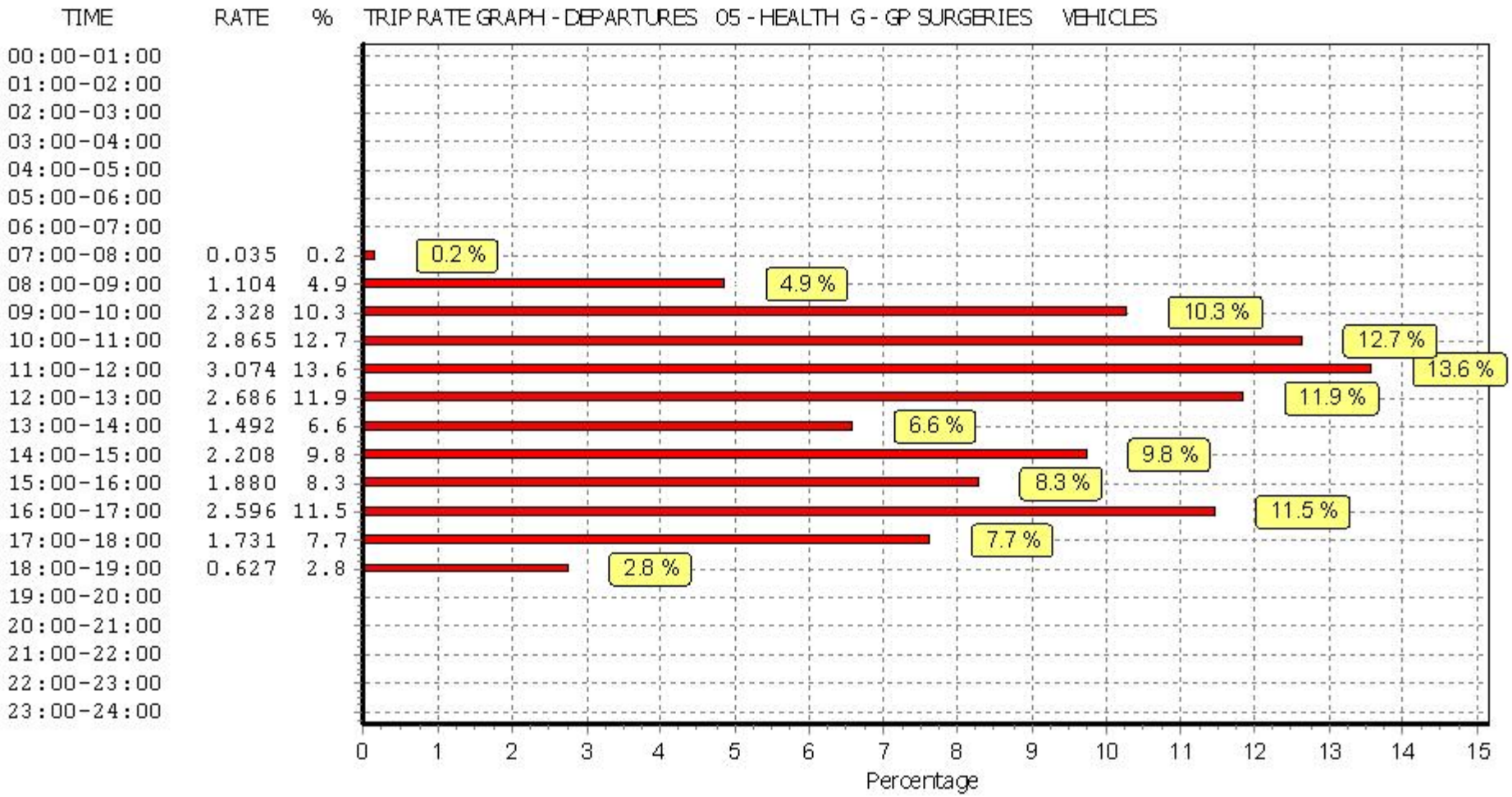
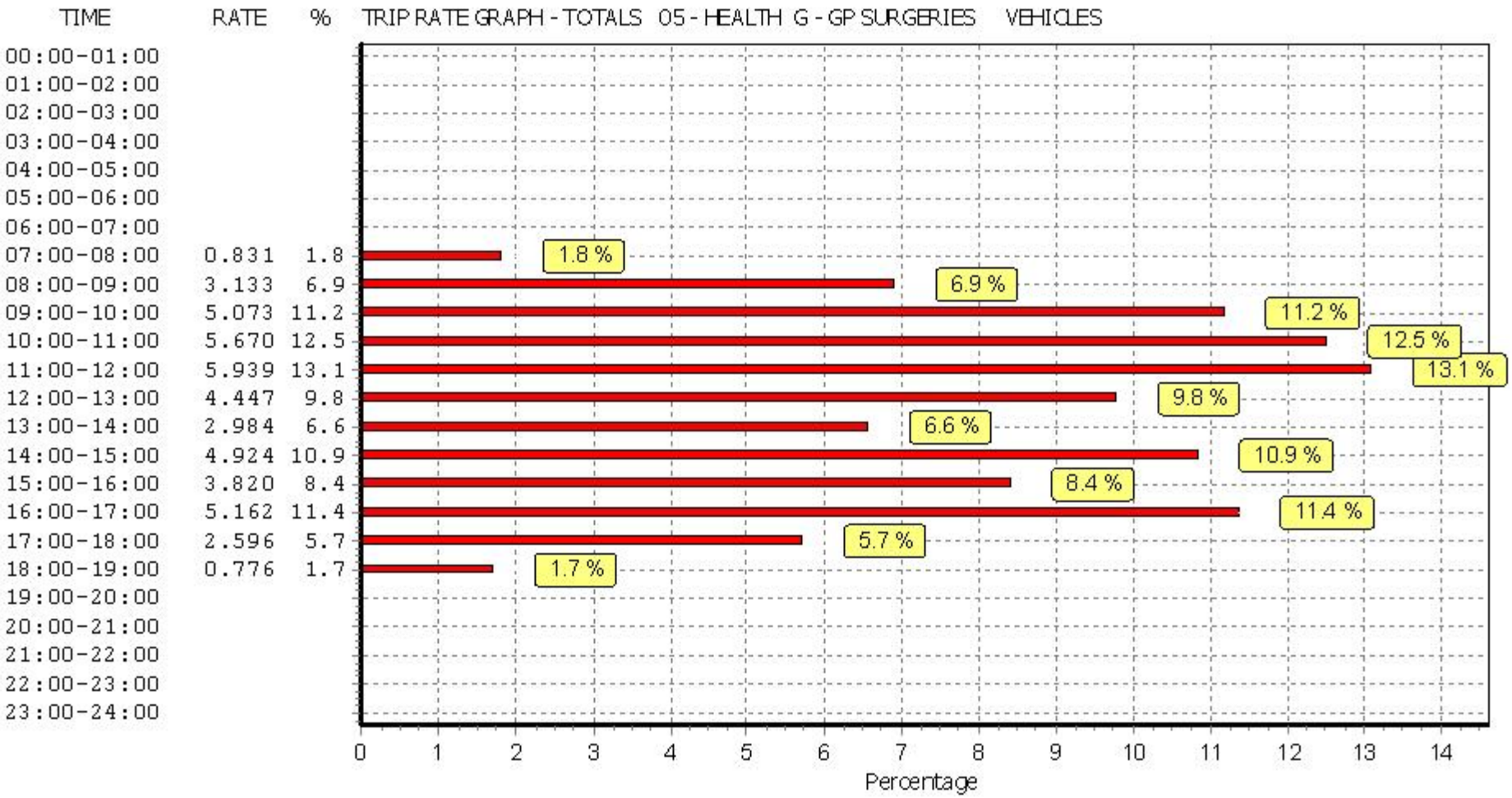
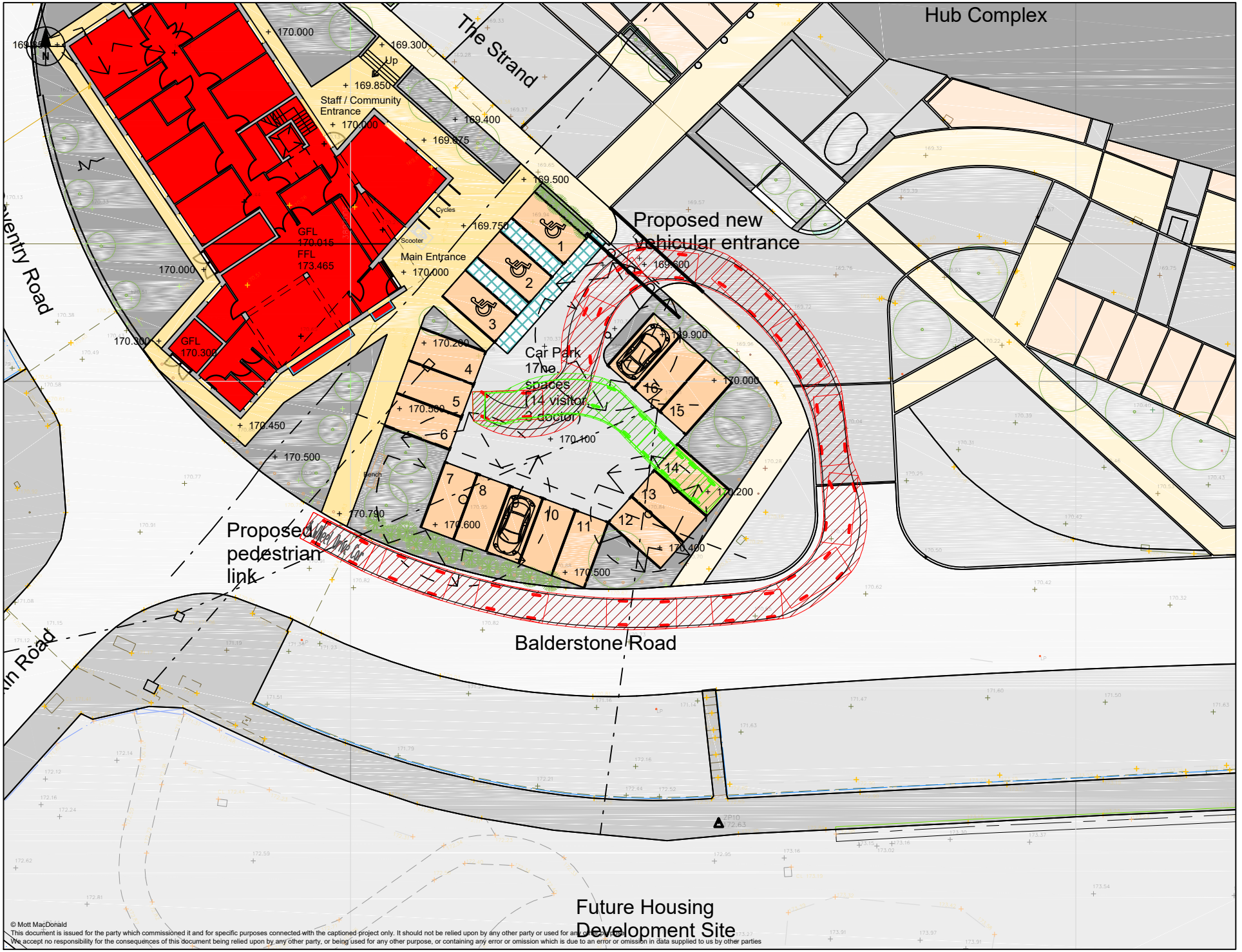


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

C. Swept Path Analysis



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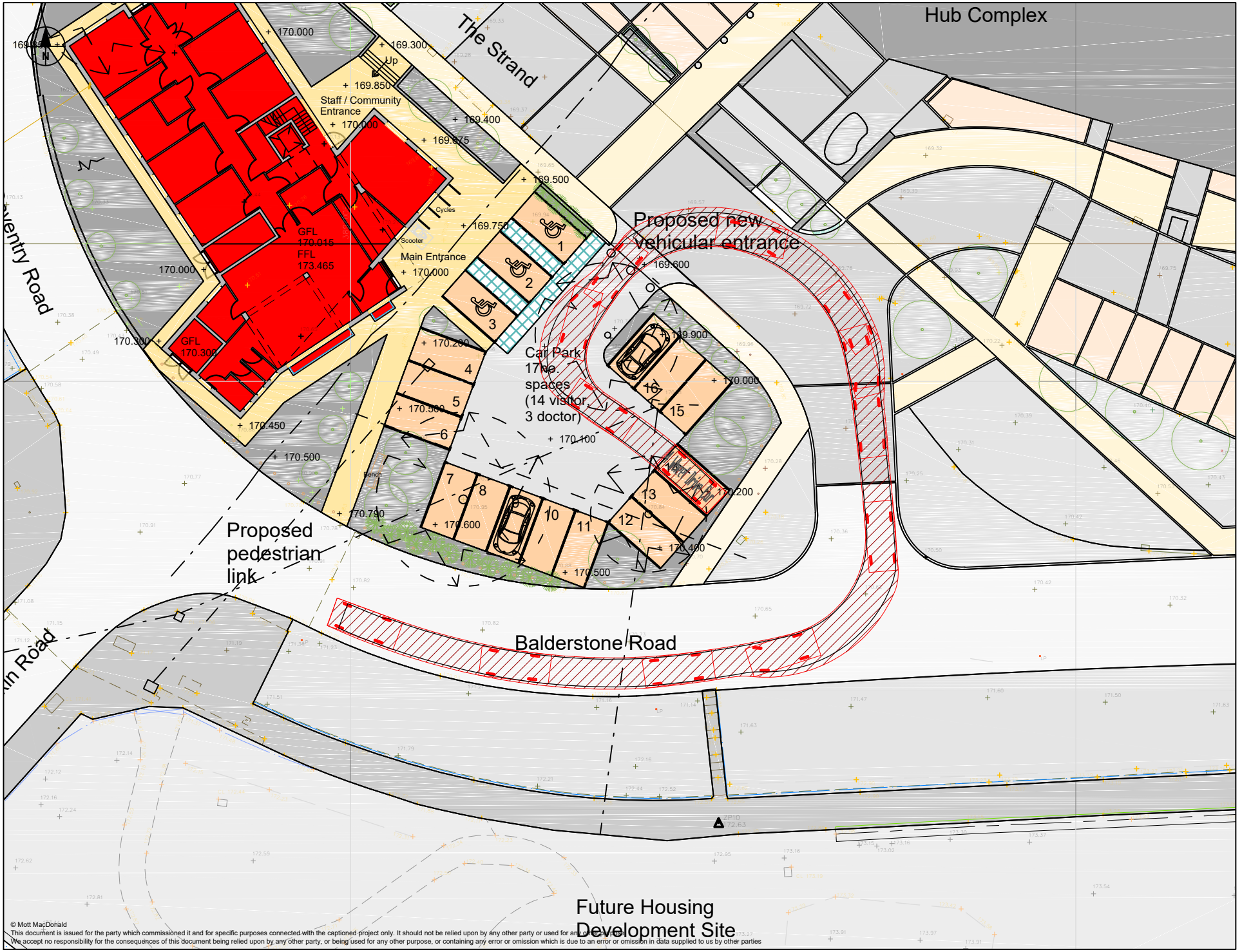

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