



Manchester Road, Rochdale

Transport Statement

Client: Cityside

i-Transport Ref: JM/DM/ITM19292-001

Date: 03 July 2025

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Quality Management

Report No.	Comments	Date	Author	Authorised
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SECTION 1 Introduction

1.1 Overview

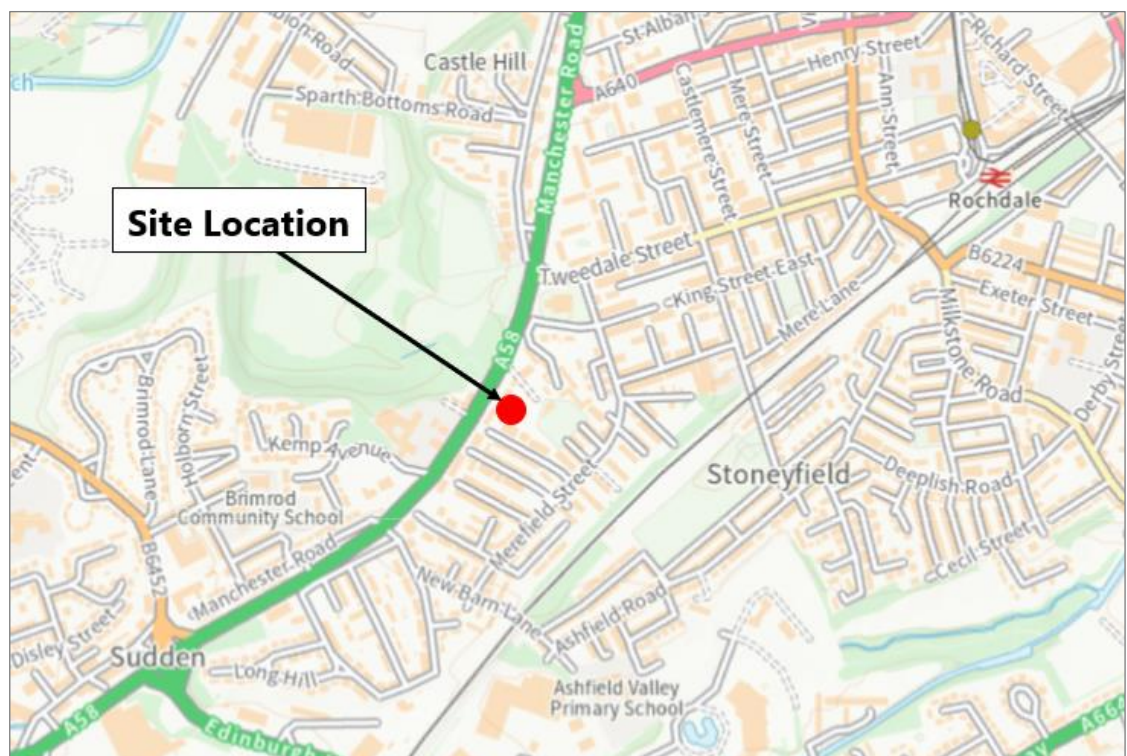
1.1.1 Cityside is seeking planning consent for a care scheme on land at 185 Manchester Road, Rochdale, OL11 3QY. The proposed development includes demolition of the existing residential property and the erection of a care scheme (Land Use C2) comprising 74-bedrooms, as follows:

- 21 dementia care beds;
- 48 nursing bedrooms; and
- 5 respite bedrooms.

1.1.2 This Transport Statement (TS) has been prepared to assess the transport implications of the proposed development. The access requirements for all users are considered, including trip attraction, deliveries, servicing, emergency vehicles, cycle parking, and car parking. A review of the transport impact comprises access by active and sustainable travel, estimation of vehicle trips, and consideration of highway safety.

1.1.3 The site is located to the south-west of Rochdale town centre, on the eastern side of the A58 Manchester Road. The site location is shown in **Images 1.1** and **1.2**.

Image 1.1: Site Location – Street Context



Source: GM Open Infrastructure Map

Image 1.2: Site Location – Red Line



Source: BCAE Architects

1.1.4 The Local Planning and Highway Authority is Rochdale Borough Council (RBC).

1.2 Structure

1.2.1 The Transport Statement is structured as follows:

- Section 2 – Summary of Policy
- Section 3 – Site Accessibility
- Section 4 – Proposed Development Transport Impact
- Section 5 – Summary and Conclusion

1.2.2 A Travel Plan has also been prepared (report reference ITM19292-002).

SECTION 2 Summary of Policy

2.1 Overview

- 2.1.1 This section summarises the national and local policies that provide the context for the transport appraisal of the development.

2.2 National Policy

- 2.2.1 The National Planning Policy Framework (NPPF), updated in December 2024, sets out the Government's planning policies. Paragraph 115 identifies the criteria for assessing development proposals in terms of transport:

"a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

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

2.3 Local Policy

- 2.3.1 The RBC Core Strategy was adopted in October 2016 and covers the period until 2028. The transport policies that are relevant to this application are:

- Policy T1: Delivering Sustainable Transport
- Policy T2: Improving Accessibility
- Appendix 5: Schedule of parking standards

- 2.3.2 Policy T1 'Delivering Sustainable Transport' refers to the need to prioritise low and non-carbon modes of travel in line with the council's Accessibility Hierarchy as well as enhancing connections to Manchester City Centre and other strategic destinations.

- 2.3.3 Policy T2 seeks to improve accessibility by locating development where good access to public transport is available or can be provided and for developments to satisfy the Accessibility Hierarchy, with pedestrians and people with impaired mobility prioritised over long stay and peak time commuter traffic.

2.3.4 Appendix 5 'Schedule for Parking Provision' specifies the following C2 Residential Institutes: Care / Nursing Homes:

- Maximum standard for car parking – one space per four beds
- Minimum standard for cycle parking – one space per 40 beds (minimum of two spaces)
- Minimum standard for powered two wheeled vehicles – one space per 160 beds (minimum of two spaces)

2.4 **Summary**

2.4.1 The transport considerations of the proposed development should be assessed in the context of the policies set out in the NPPF and the Rochdale Core Strategy. The remaining sections of this report consider the proposed development within this context.

SECTION 3 Site Accessibility

3.1 Overview

- 3.1.1 This section provides a description of the existing site accessibility, including opportunities for active travel (walking, wheeling and cycling), and opportunities for using public transport.
- 3.1.2 The site is located to the southwest of Rochdale town centre on the eastern side of A58 Manchester Road. The stretch of the A58 that runs adjacent to the site is a dual carriageway and there are double yellow parking restrictions on both sides.

3.2 Active Travel

- 3.2.1 For pedestrians, there is continuous footway provision on both sides of the A58 Manchester Road that extends to the town centre, providing safe and direct walking routes for employees of the site. There are signal controlled pedestrian crossings to the north and south of the site, at the junctions with Tweedale Street and New Barn Lane.
- 3.2.2 For cyclists, there is a shared footway and cycleway located on the western side of the A58 Manchester Road, opposite the site, that runs between the Polish Catholic Centre and Beech House School. Works have commenced to upgrade the cycle provision on Manchester Road, between Castleton and Rochdale town centre, including new crossings and a segregated cycle lane.
- 3.2.3 There are cycle routes through Mandale Park, opposite the site, as well as routes directly into Rochdale town centre. The National Cycle Network Route 66 runs alongside the Rochdale Canal, just to the south of the site – this is a long distance route that connects Central Manchester to Spurn Head via Leeds, York and Kingston Upon Hull.
- 3.2.4 The combination of existing and planned infrastructure will provide a good environment for employees and visitors (and residents where appropriate) to use active travel for their journeys to/from the site.

3.3 Public Transport

- 3.3.1 The closest bus stops to the site are located on the A58 Manchester Road, adjacent to the development site and within a short walking distance. The closest southbound bus stop is approximately 100m north of the site (a 1-minute walk). The northbound bus stop is located approximately 350m north of the site (a 5-minute walk) and can be accessed using the pedestrian crossings at the Tweedale Street signalised junction.

3.3.2 The nearest bus stops include a shelter with seating and timetable information. The bus services that can be accessed from these stops are summarised in **Table 3.1**. There are regular services that start early and run past midnight, which could be useful to employees and visitors travelling to/from the site.

Table 3.1: Local Bus Services

Bus No.	Route	Service times (approximate)	Typical Headway (approximate)		
			Mon-Fri	Sat	Sun
17	Rochdale – Castleton – Middleton – Manchester	Mon-Sat: 5am-midnight Sun: 6am-midnight	Every 10 mins	Every 10 mins	Every 15 mins
471	Rochdale – Bury – Bolton	Mon-Fri: 5am-midnight Sat: 6am-midnight Sun: 8am-midnight	Every 15 mins	Every 15 mins	Every 30 mins
880 / 881	Greave – Rochdale – Castleton	Mon-Fri: Just two services	Two services a day	No service	No service

Source: Bee Network: Transport for Greater Manchester

3.3.3 Rochdale Railway Station and Rochdale Railway Station Metrolink stop are located approximately 1km to the northwest of the site, and are accessible on foot (a 14-minute walk), by bike (a 4-minute cycle), or by the 471 bus service. There is a hub for secure cycle parking.

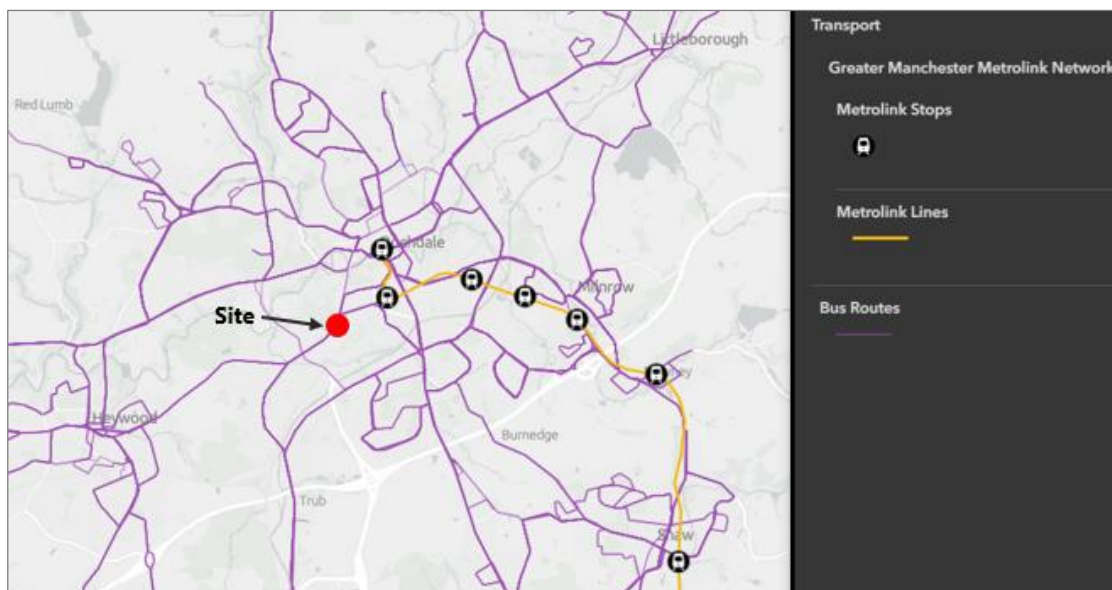
3.3.4 Trams run between 6am and midnight Monday-Thurs (to 1am on Fridays and Saturdays, and from 7am on Sundays), with a typical headway of 12 minutes Monday-Saturday and 15 minutes on Sundays. The trams are on the Pink Line, which provides connections to Newton Heath and Central Manchester and Chorlton and terminates at East Didsbury. The Railway Station is open between 6am and midnight and there are regular train services to several commuter and major destinations such as Manchester, Leeds, Wigan and Blackburn.

3.3.5 Accordingly, the tram and railway network could be a suitable travel option for some employees and visitors travelling to/from the site.

3.4 Summary

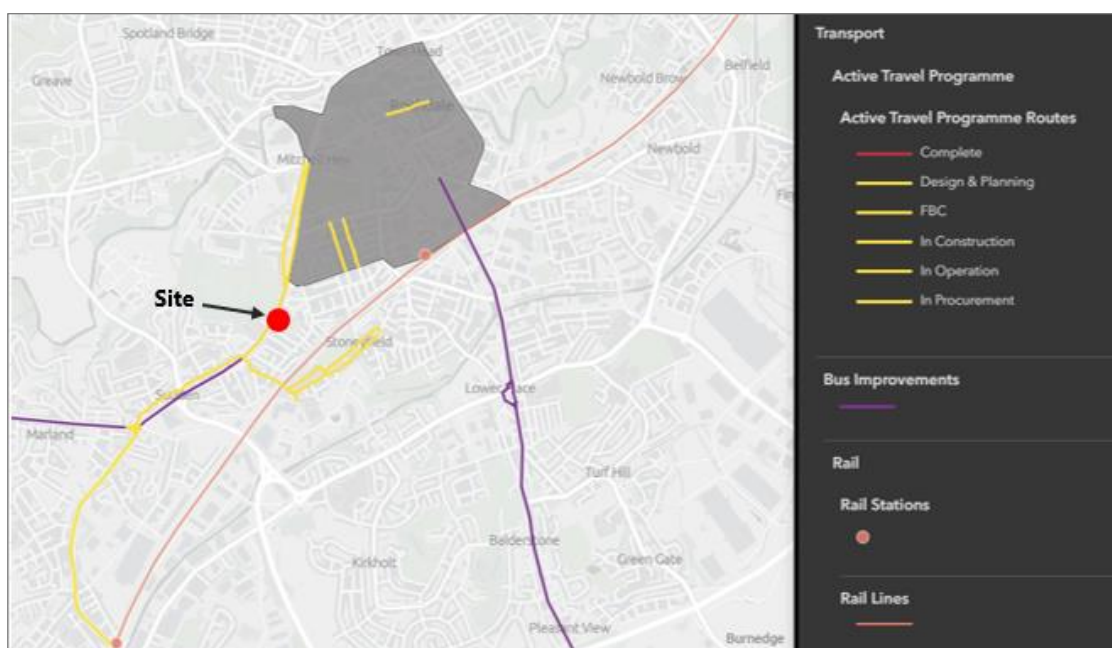
3.4.1 The site is shown within the context the active travel and public transport networks in **Images 3.1** and **3.2**.

Image 3.1: Metrolink and Bus Routes



Source: TfGM Mapping (<https://mappinggm.org.uk/maps/explore/gm/>)

Image 3.2: Active Travel Programme, Bus Improvements, and Rail Lines



Source: TfGM Integrated Pipeline (<https://mappinggm.org.uk/maps/integrated-pipeline>)

- 3.4.2 The proposed development is well located for employees and visitors (and residents where appropriate) to travel to and from the site by active travel or public transport.

SECTION 4 Proposed Development Transport Impact

4.1 Overview

4.1.1 The proposed development includes demolition of the existing residential property and the erection of a care scheme (Land Use C2) comprising 74-bedrooms, as follows:

- 21 dementia care beds;
- 48 nursing bedrooms; and
- 5 respite bedrooms.

4.1.2 It is expected that there will be no more than 18 employees on site at any one time, for most of the time. This may increase to up to 22 when cleaners and managers are in at the same time. There will be 2-4 shifts a day, across mornings and evenings, each 6-12 hours long depending on employment terms.

4.1.3 The proposed development is illustrated in the site layout plan prepared by BCAE Architects which is included in **Appendix A**.

4.2 Travel Plan

4.2.1 A Travel Plan has been prepared for the development which provides a strategy for encouraging employees and visitors to travel to the site by active travel and public transport.

4.3 Site Access

4.3.1 The site access will be in approximately the same location on Manchester Road (southbound carriageway) as existing, pictured in **Image 4.1**.

Image 4.1: Existing Site Access



Source: i-Transport site visit October 2023

- 4.3.2 The proposed site access is shown in drawing ITM19292-GA-002B in **Appendix B**. The access will be a simple footway crossover, for use by pedestrians and vehicles. The access is on the southbound carriageway of Manchester Road, and with therefore be left in/left out for vehicles. The width of the proposed access is 6.6m, which is slightly wider than the existing (4.4m).
- 4.3.3 Visibility at the site access is suitable for the speed of the road (30mph speed limit – a 2.4m x 43m visibility splay is shown on the drawing. The access is suitable for use by refuse collection vehicles and emergency vehicles.
- 4.3.4 The courtyard within the site will be a shared surface, suitable for pedestrians, cyclists and vehicles. This arrangement is appropriate given the low number of vehicle movements and slow speeds of vehicles entering and exiting the site.
- 4.3.5 The proposed access is safe and suitable for pedestrians, cyclists, service vehicles, emergency vehicles, and employees/visitor cars.

4.4 Cycle Parking

- 4.4.1 Within the site, there will be cycle parking for 24 bicycles. RBC parking standards require a minimum of one cycle parking space per 40 beds – i.e. two spaces. The proposed provision significantly exceeds this and will enable all employees to cycle to work. Changing rooms, showers and lockers will be available for employees. This meets the requirements of RBC policy.

4.5 Mobility Scooter Storage

- 4.5.1 There will be six lockers for mobility scooters. This exceeds the requirements of RBC policy for power two wheeled vehicles.

4.6 Car Parking

- 4.6.1 The layout includes 13 car parking spaces, including three disabled spaces.
- 4.6.2 RBC parking standards require a maximum of one car parking space per four bedrooms – i.e. 19 spaces. The proposed provision is below this, and thus compliant with policy. The proposed level of provision reflects a balance between accommodating an element of car parking, but reflecting the accessible location of the site, and the policy objective to promote the use of sustainable modes of transport.
- 4.6.3 The use of the car parking spaces will be managed by the operator. It is expected that only three spaces will be reserved for employees. The remaining spaces will be for visitors or residents. Employees will be recruited locally and will be discouraged from driving to the site.
- 4.6.4 Electric vehicle charging points (EVCP) will be provided in with the requirements of Building Regulations 2010, Infrastructure for the Charging of Electric Vehicles, Approved Document S. This requires that a minimum of one car parking space has active provision, and that cable routes for EVCPs should be installed in a minimum of one fifth of the total number of remaining parking spaces.
- 4.6.5 No specific parking has been provided for powered-two wheeled vehicles, but this can be accommodated within the site if required.
- 4.6.6 Overall, the car parking provision meets the requirements of RBC policy and building regulations.
- #### 4.7 Vehicle Trip Attraction
- 4.7.1 The potential trip attraction of the proposed development has been estimated using TRICS. The site selection and trip rates are presented in **Appendix C**. These trip rates have been applied to a 74-bedroom care facility and the trip attraction is summarised in **Table 4.1**.

Table 4.1: Proposed Development Vehicle Trip Attraction (Typical Weekday)

Time period	Arrivals	Departures	Two-way
07:00-08:00	7	5	13
08:00-09:00	6	5	11
09:00-10:00	7	5	13
10:00-11:00	7	5	13
11:00-12:00	6	5	11
12:00-13:00	5	7	12
13:00-14:00	5	4	9
14:00-15:00	5	5	10
15:00-16:00	6	9	15
16:00-17:00	3	5	8
17:00-18:00	4	5	9
18:00-19:00	2	4	6
19:00-20:00	4	3	7
20:00-21:00	2	3	5
<i>Total</i>	<i>69</i>	<i>70</i>	<i>140</i>

Source: TRICS

- 4.7.2** The data indicates that the maximum hourly two-way vehicle movements will be 15:00-16:00, with 15 movements. This level of demand will not have a noticeable impact on the operation of be the A58 Manchester Road, particularly as the access will be left in/left out only (as it is on the southbound carriageway).
- 4.7.3** Furthermore, it is likely that the vehicle movements at the proposed development will be fewer than this, given the reduced parking provision and sustainable location of the site.
- 4.7.4** The proposed development is not likely to result in a significant impact on the transport network in terms of capacity and congestion.

4.8 Highway Safety

4.8.1 To determine whether there are any existing road safety concerns associated with the highway network surrounding the site, personal injury collision data (PIC) has been reviewed using Crashmap¹. For the latest five-year period for which data is available (2019-2023), no collisions were recorded on Manchester Road close to the site access.

4.8.2 The proposed development will result in a small increase in vehicle trips to and from the site and this is not likely to have an impact on road safety on the local highway network.

4.9 Summary

4.9.1 The proposed access is safe and suitable for pedestrians, cyclists, service vehicles, emergency vehicles, and employees/visitor cars, and the cycle parking and car parking provision will meet the requirements of RBC policy and building regulations.

4.9.2 The proposed development will result in a small increase in vehicle trips to and from the site and this is not likely to have an impact on the transport network in terms of capacity and congestion or highway safety.

¹ <https://www.crashmap.co.uk/>

SECTION 5 Summary and Conclusions

5.1 Summary

- 5.1.1 Cityside is seeking planning consent for a care scheme on land at 185 Manchester Road, Rochdale. The proposed development includes demolition of the existing residential property and the erection of a 74-bedroom care scheme.
- 5.1.2 It is expected that there will be no more than 18 employees on site at any one time, for most of the time. This may increase to up to 22 when cleaners and managers are in at the same time. There will be 2-4 shifts a day, across mornings and evenings, each 6-12 hours long depending on employment terms.
- 5.1.3 The key transport planning policies are set out in the NPPF paragraph 115 and the RBC Core Strategy policies T1: Delivering Sustainable Transport, T2: Improving Accessibility, and Appendix 5: Parking Standards
- 5.1.4 The combination of existing and planned active travel infrastructure on and around Manchester Road will provide a good environment for employees, visitors (and residents where appropriate) to walk, wheel or cycle to/from the site.
- 5.1.5 The site is also well located with respect to public transport. The closest bus stops to the site are located on the A58 Manchester Road, adjacent to the development site and within a short walking distance. The closest southbound bus stop is approximately 100m north of the site (a 1-minute walk). The northbound bus stop is located approximately 350m north of the site (a 5-minute walk).
- 5.1.6 There are regular bus services that start early and run past midnight, which could be useful to employees and visitors travelling to/from the site.
- 5.1.7 Furthermore, the tram and railway network could be a suitable travel option for some employees and visitors travelling to/from the site. Rochdale Railway Station and Rochdale Railway Station Metrolink stop are located approximately 1km to the northwest of the site, and are accessible on foot (a 14-minute walk), by bike (a 4-minute cycle), or by the 471 bus service.
- 5.1.8 A Travel Plan has been prepared for the development which provides a strategy for encouraging employees and visitors to travel to the site by active travel and public transport.

5.1.9 The proposed access on Manchester Road (left in/left out for vehicles) is safe and suitable for pedestrians, cyclists, service vehicles, emergency vehicles, and employees/visitor cars, and the cycle parking and car parking provision will meet the requirements of RBC policy and building regulations.

5.1.10 The proposed development will result in a small increase in vehicle trips to and from the site and this is not likely to have an impact on the transport network in terms of capacity and congestion or highway safety.

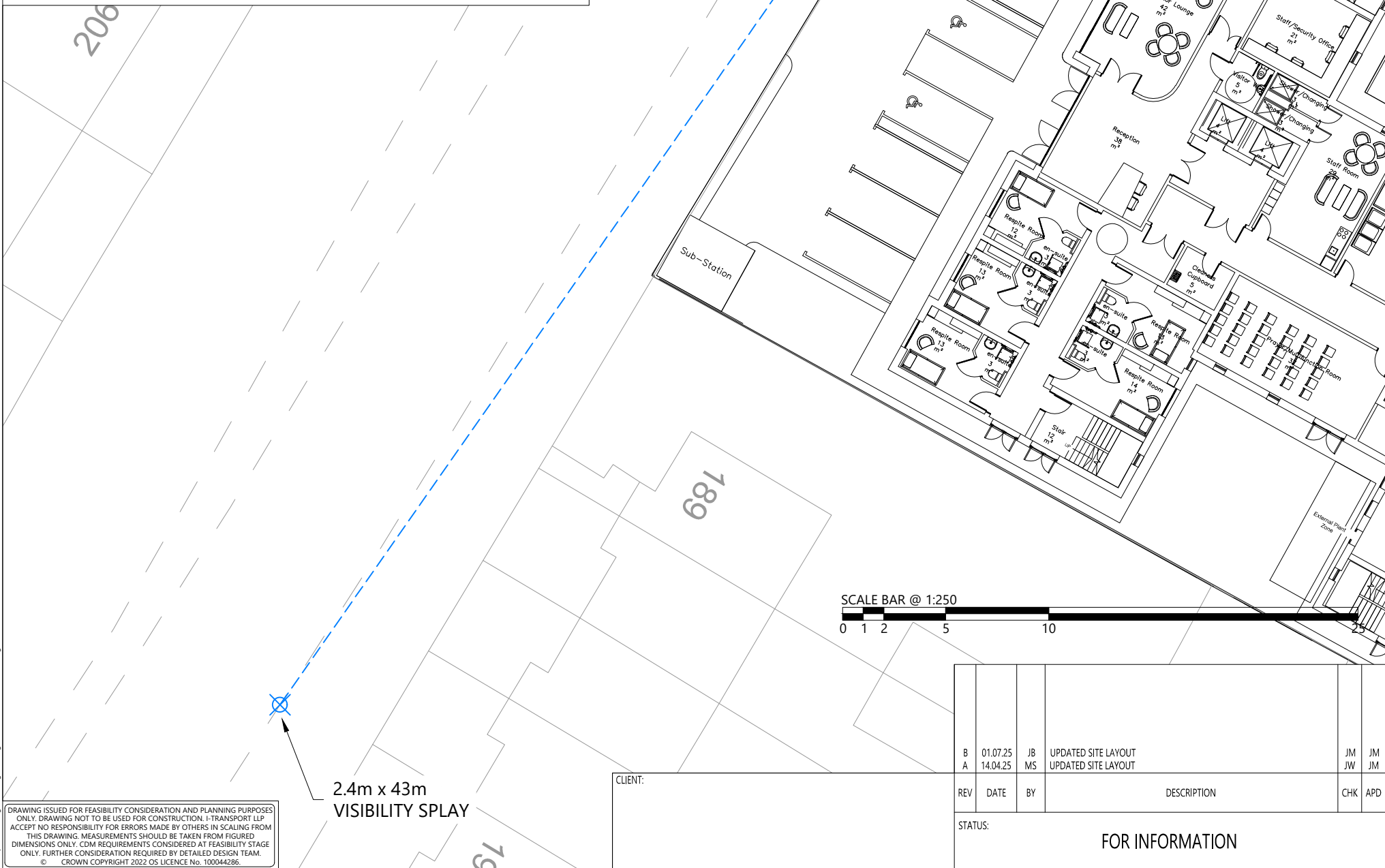
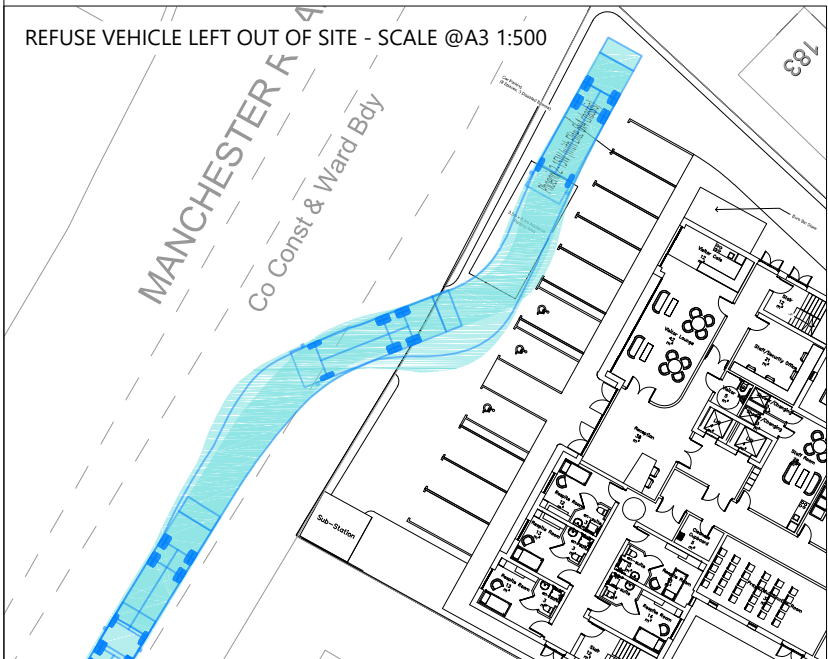
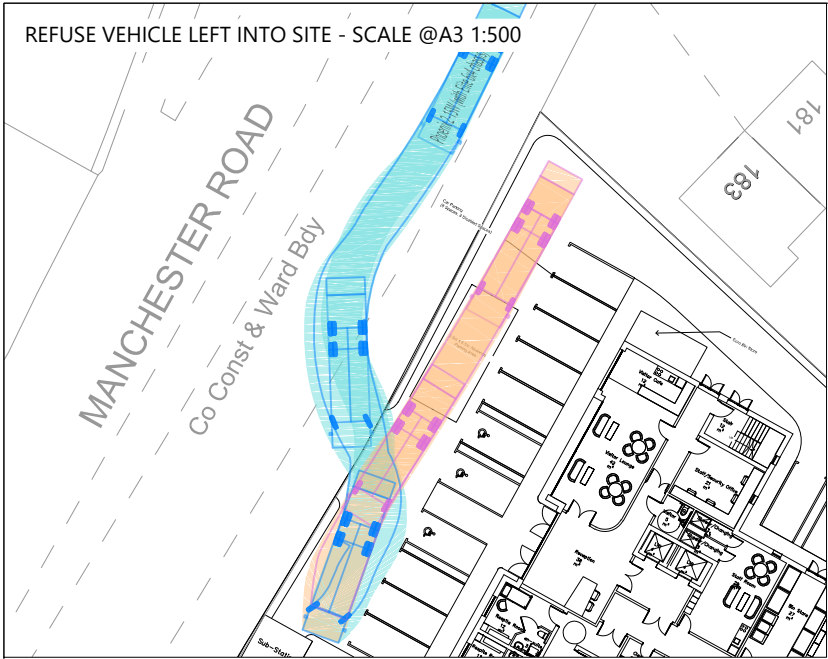
5.2 Conclusions

5.2.1 In conclusion, the proposed development satisfies the key transport tests that are set out in national and local policy:

- There are appropriate opportunities for sustainable travel to/from the site.
- There is safe and suitable access for all users.
- The parking provision is suitable, and EV charging will be provided, and there is suitable manoeuvring space within the site for emergency vehicles and service vehicles.
- The small increase in vehicle trips will not result in any significant impacts on the transport network in terms of capacity and congestion, or on highway safety.

APPENDIX A. Proposed Site Location

APPENDIX B. Site Access and Swept Path Analysis



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TITLE:
ACCESS ARRANGEMENTS &
SWEPT PATH ANALYSIS - REFUSE VEHICLE

PROJECT:
MANCHESTER ROAD, ROCHDALE

CLIENT:

B A	01.07.25 14.04.25	JB MS	UPDATED SITE LAYOUT UPDATED SITE LAYOUT	JM JW	JM JM
REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					
DRAWN: JB			CHECKED: JM	APPROVED: JM	
PROJECT No: ITM19292			SCALE @ A3: 1:250/1:500	DATE: 09.10.23	
DRAWING No: ITM19292-GA-002				REV: B	

APPENDIX C. TRICS Data

Calculation Reference: AUDIT-236603-250611-0613

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BN BARNET	1 days
	IS ISLINGTON	1 days
	KI KINGSTON	1 days
02	SOUTH EAST	
	WS WEST SUSSEX	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
14	LEINSTER	
	WX WEXFORD	1 days

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

Primary Filtering selection:

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

Parameter: Number of residents
Actual Range: 40 to 89 (units:)
Range Selected by User: 30 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 21/04/24

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 4 days
Thursday 2 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre) 6
Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:

Residential Zone 7

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 7 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:

C2 7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	1 days
25,001 to 50,000	2 days
50,001 to 100,000	1 days
100,001 or More	1 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
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	3 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	4 days
2 Poor	1 days
3 Moderate	1 days
4 Good	1 days

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

LIST OF SITES relevant to selection parameters

1	BN-05-F-01 NURSING HOME ETCHINGHAM PARK ROAD FINCHLEY		BARNET
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of residents: 40 Survey date: TUESDAY 09/11/21		Survey Type: MANUAL
2	IS-05-F-01 NURSING HOME HIGHBURY NEW PARK HIGHBURY		ISLINGTON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 51 Survey date: TUESDAY 05/11/19		Survey Type: MANUAL
3	KI-05-F-01 NURSING HOME COOMBE LANE WEST KINGSTON UPON THAMES		KINGSTON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 89 Survey date: TUESDAY 05/11/19		Survey Type: MANUAL
4	NY-05-F-06 CARE HOME HAMBLETON GROVE KNARESBOROUGH		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 75 Survey date: MONDAY 19/06/23		Survey Type: MANUAL
5	TW-05-F-03 NURSING HOME MOORE STREET GATESHEAD FELLING SHORE		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 52 Survey date: THURSDAY 02/05/19		Survey Type: MANUAL
6	WS-05-F-02 NURSING HOME WYKEHAM ROAD WORTHING		WEST SUSSEX
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 54 Survey date: TUESDAY 17/05/22		Survey Type: MANUAL
7	WX-05-F-01 NURSING HOME DAVITT ROAD NORTH WEXFORD		WEXFORD
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 69 Survey date: THURSDAY 20/04/23		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/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.27

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	7	61	0.098	7	61	0.074	7	61	0.172
08:00 - 09:00	7	61	0.081	7	61	0.070	7	61	0.151
09:00 - 10:00	7	61	0.100	7	61	0.074	7	61	0.174
10:00 - 11:00	7	61	0.095	7	61	0.074	7	61	0.169
11:00 - 12:00	7	61	0.077	7	61	0.067	7	61	0.144
12:00 - 13:00	7	61	0.070	7	61	0.088	7	61	0.158
13:00 - 14:00	7	61	0.067	7	61	0.049	7	61	0.116
14:00 - 15:00	7	61	0.067	7	61	0.070	7	61	0.137
15:00 - 16:00	7	61	0.084	7	61	0.121	7	61	0.205
16:00 - 17:00	7	61	0.042	7	61	0.063	7	61	0.105
17:00 - 18:00	7	61	0.049	7	61	0.067	7	61	0.116
18:00 - 19:00	7	61	0.026	7	61	0.058	7	61	0.084
19:00 - 20:00	7	61	0.053	7	61	0.040	7	61	0.093
20:00 - 21:00	7	61	0.030	7	61	0.035	7	61	0.065
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.939			0.950			1.889

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:	40 - 89 (units:)
Survey date range:	01/01/16 - 21/04/24
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:	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.

i-Transport LLP 33 Queen Street London

Licence No: 236603

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL OGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	7	61	0.005	7	61	0.005	7	61	0.010
08:00 - 09:00	7	61	0.000	7	61	0.000	7	61	0.000
09:00 - 10:00	7	61	0.002	7	61	0.002	7	61	0.004
10:00 - 11:00	7	61	0.002	7	61	0.002	7	61	0.004
11:00 - 12:00	7	61	0.002	7	61	0.000	7	61	0.002
12:00 - 13:00	7	61	0.000	7	61	0.002	7	61	0.002
13:00 - 14:00	7	61	0.000	7	61	0.000	7	61	0.000
14:00 - 15:00	7	61	0.000	7	61	0.000	7	61	0.000
15:00 - 16:00	7	61	0.000	7	61	0.000	7	61	0.000
16:00 - 17:00	7	61	0.000	7	61	0.000	7	61	0.000
17:00 - 18:00	7	61	0.000	7	61	0.000	7	61	0.000
18:00 - 19:00	7	61	0.002	7	61	0.002	7	61	0.004
19:00 - 20:00	7	61	0.000	7	61	0.000	7	61	0.000
20:00 - 21:00	7	61	0.000	7	61	0.000	7	61	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.013			0.013			0.026

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.

i-Transport LLP 33 Queen Street London

Licence No: 236603

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.27

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	7	61	0.226	7	61	0.086	7	61	0.312
08:00 - 09:00	7	61	0.202	7	61	0.133	7	61	0.335
09:00 - 10:00	7	61	0.219	7	61	0.116	7	61	0.335
10:00 - 11:00	7	61	0.184	7	61	0.109	7	61	0.293
11:00 - 12:00	7	61	0.163	7	61	0.149	7	61	0.312
12:00 - 13:00	7	61	0.140	7	61	0.163	7	61	0.303
13:00 - 14:00	7	61	0.177	7	61	0.135	7	61	0.312
14:00 - 15:00	7	61	0.147	7	61	0.193	7	61	0.340
15:00 - 16:00	7	61	0.186	7	61	0.274	7	61	0.460
16:00 - 17:00	7	61	0.126	7	61	0.191	7	61	0.317
17:00 - 18:00	7	61	0.109	7	61	0.170	7	61	0.279
18:00 - 19:00	7	61	0.072	7	61	0.167	7	61	0.239
19:00 - 20:00	7	61	0.126	7	61	0.147	7	61	0.273
20:00 - 21:00	7	61	0.058	7	61	0.121	7	61	0.179
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.135			2.154			4.289

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.

i-Transport LLP 33 Queen Street London

Licence No: 236603

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL CARS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	7	61	0.081	7	61	0.063	7	61	0.144
08:00 - 09:00	7	61	0.067	7	61	0.053	7	61	0.120
09:00 - 10:00	7	61	0.074	7	61	0.058	7	61	0.132
10:00 - 11:00	7	61	0.079	7	61	0.053	7	61	0.132
11:00 - 12:00	7	61	0.060	7	61	0.063	7	61	0.123
12:00 - 13:00	7	61	0.053	7	61	0.065	7	61	0.118
13:00 - 14:00	7	61	0.058	7	61	0.040	7	61	0.098
14:00 - 15:00	7	61	0.063	7	61	0.063	7	61	0.126
15:00 - 16:00	7	61	0.067	7	61	0.105	7	61	0.172
16:00 - 17:00	7	61	0.037	7	61	0.049	7	61	0.086
17:00 - 18:00	7	61	0.040	7	61	0.063	7	61	0.103
18:00 - 19:00	7	61	0.016	7	61	0.044	7	61	0.060
19:00 - 20:00	7	61	0.049	7	61	0.035	7	61	0.084
20:00 - 21:00	7	61	0.030	7	61	0.033	7	61	0.063
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.774			0.787			1.561

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.

i-Transport LLP 33 Queen Street London

Licence No: 236603

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL Servicing Vehicles

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	7	61	0.016	7	61	0.012	7	61	0.028
08:00 - 09:00	7	61	0.012	7	61	0.014	7	61	0.026
09:00 - 10:00	7	61	0.026	7	61	0.016	7	61	0.042
10:00 - 11:00	7	61	0.012	7	61	0.016	7	61	0.028
11:00 - 12:00	7	61	0.012	7	61	0.002	7	61	0.014
12:00 - 13:00	7	61	0.012	7	61	0.019	7	61	0.031
13:00 - 14:00	7	61	0.005	7	61	0.005	7	61	0.010
14:00 - 15:00	7	61	0.007	7	61	0.007	7	61	0.014
15:00 - 16:00	7	61	0.021	7	61	0.021	7	61	0.042
16:00 - 17:00	7	61	0.002	7	61	0.012	7	61	0.014
17:00 - 18:00	7	61	0.007	7	61	0.005	7	61	0.012
18:00 - 19:00	7	61	0.007	7	61	0.009	7	61	0.016
19:00 - 20:00	7	61	0.002	7	61	0.002	7	61	0.004
20:00 - 21:00	7	61	0.000	7	61	0.000	7	61	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.141			0.140			0.281

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.

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