

Uplands Medical Practice, Whitefield

Transport Statement

Curtins Ref: 087132-CUR-XX-XX-T-TP-00001

Revision: P02

Issue Date: 16 December 2025

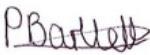
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Control Sheet

Rev	Description	Checked	Issued	Date
P01	Draft Issue	AF	AF	11 November 2025
P02	Planning Issue	AF	AF	16 December 2025

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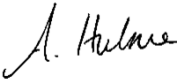
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Appendices

Appendix A – Proposed Site Layout
Appendix B – TRICS Output

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by NHS Property Ltd to provide transport and highways advice in relation to a planning application for the relocation of the existing Uplands Medical Practice to a nearby site.
- 1.1.2 This TS considers the provision of the new facility on a vacant site to the south of Pinfold Lane, formerly occupied by Whitefield Library and Adult Learning Centre.
- 1.1.3 The proposed site layout is provided in **Appendix A**.

1.2 Purpose of the Report

- 1.2.1 This Transport Statement (TS) has been prepared to inform Highway Officers at Bury Council as the Local Highway Authority (LHA) of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.
- 1.2.2 The TS is supported by a range of appendices, with access drawings showing visibility splays and swept path assessments. Additionally, the TS is supported by an Interim Travel Plan (Document Reference: **087132-CUR-XX-XX-T-TP-00002**) with measures and initiatives to encourage active and sustainable travel. The travel planning process forms an integral part of the envisaged stewardship and long-term management of the proposed development. A Servicing Management Plan (Document Reference: **087132-CUR-XX-XX-T-TP-00003**) has also been prepared.

1.3 National Policy

- 1.3.1 Paragraph 116 of the National Planning Policy Framework (2024) states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”
- 1.3.1 In addition to the NPPF, National Planning Practice Guidance (NPPG) clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements, provides potential benefits of the documents, and re-iterates the circumstances in which either document would usually be required.
- 1.3.2 The relevant adopted Development Plan Documents for Bury Council are the Unitary Development Plan (adopted in August 1997) and Places for Everyone (PfE; adopted in March 2024). Bury has various Supplementary Planning Documents which form material considerations, including SPD11: Parking Standards in Bury (adopted in June 2025).

- 1.3.3 Following the adoption of PfE, Bury Council is preparing a new Local Plan. A consultation on a draft document was held between March and May 2025.
- 1.3.4 This TS will demonstrate that safe and suitable access to the site will be achieved, the site is an accessible area, and that there would not be a severe impact on the surrounding road network. As such, the proposed development is considered to be in accordance with national and local transport policies and guidance.

1.4 Scope of the Report

- 1.4.1 The scope of this report is consistent with local and national transport planning policy and guidance.
- 1.4.2 On this basis, the TS contains the following:
- Details of the existing use and the development proposals, together with a proposed site layout plan;
 - A review of highway safety within the vicinity of the site for the most recent five years;
 - A review of accessibility by all modes of travel including walking, cycling, and public transport;
 - Drawings showing the site access proposals, vehicle tracking and visibility splays;
 - Details of proposed parking arrangements and justification for the provision;
 - Details of future vehicular trips and commentary on any highway impacts; and
 - A review of the relevant local and national transport planning policy.

1.5 Structure of the Report

- 1.5.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users. **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of collisions adjacent to the site over the most recent five-year period available.
- 1.5.2 **Section 3** provides details on the existing Uplands Medical Centre, including the usage, staff numbers and patient's catchment areas.
- 1.5.1 **Section 4** gives an overview of the development proposals including details on proposed access, parking provision, and a servicing and refuse strategy.
- 1.5.2 **Section 5** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.
- 1.5.1 **Section 6** assesses the proposed development's compliance against BREEAM standards.
- 1.5.2 **Section 7** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals, and the highway impact.

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

2.0 Existing Situation

2.1 Site Location

2.1.1 The proposed site is located in Whitefield, circa 8km north of Manchester City Centre. The site is bound by Pinfold Lane to the north, residential apartments to the south and higher Lane to the west.

2.1.2 It is c. 250m to the south-west of the existing Uplands Medical Practice.

2.1.3 **Figure 2.1** below shows the site in a local context relating to the local highway network:

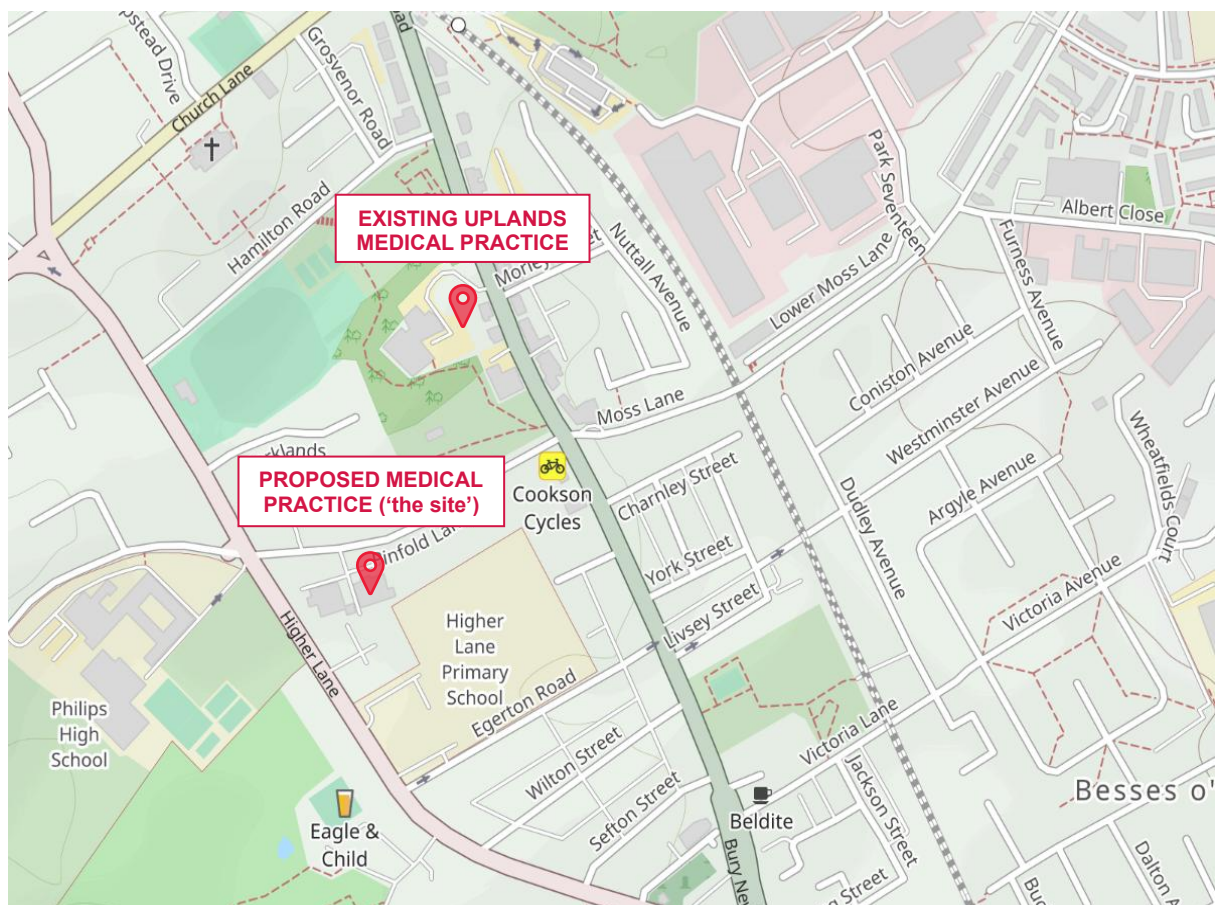


Figure 2.1 – Existing and Proposed Locations of Uplands Medical Practice

2.2 Existing Use and Access

2.2.1 The site is currently unoccupied. Historically, the site has operated as Whitefield Library and Adult Learning Centre in Whitefield, offering books, audiobooks, DVDs, plus adult education such as language, computer classes, and creative workshops. This closed to the public during 2017, and the site briefly operated as a vaccination centre in 2020 until late September 2022.

2.2.2 The site is accessed via a priority T-junction off Pinfold Lane. This access will be retained as a part of the new development proposals. This junction also provides access to the neighbouring day centre, another vacant building, which lies outside of the redline boundary.

2.2.3 **Figure 2.2** below displays the existing site layout:



Figure 2.2 – Existing Layout
(Source: Gilling Dod, 2025)

2.2.4 **Figure 2.3** below provides photographs of the existing situation on-site, while **Figure 2.4** shows the site access junction from Pinfold Lane:

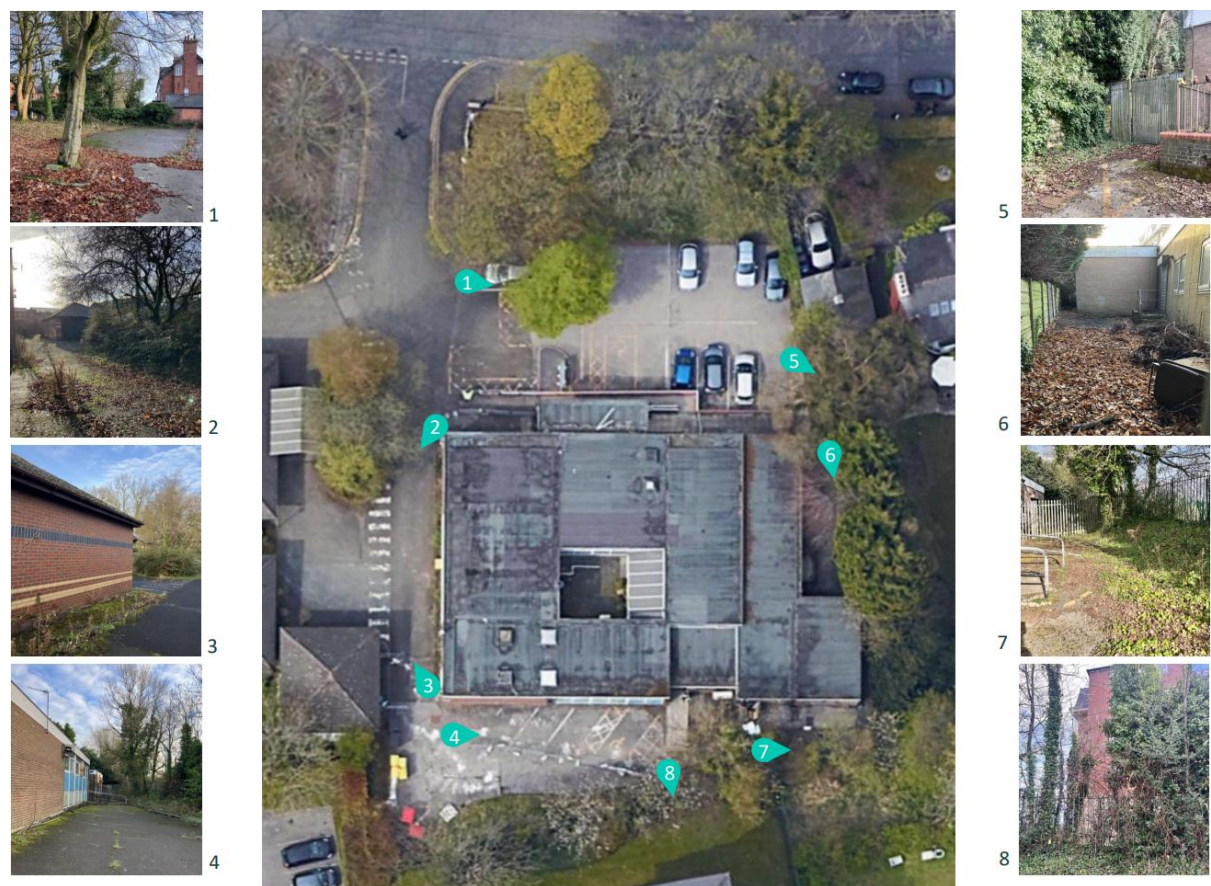


Figure 2.3 – Existing Site Photos
(Source: Gilling Dod, 2025)



Figure 2.4 – Site Access

2.3 Surrounding Highway Network

Pinfold Lane

- 2.3.1 Pinfold Lane is situated to the north of the development site and is a two-directional single carriageway road with a typical carriageway width of c.5m. Pinfold Lane extends for c.70m west from the site access before forming a signalised T-junction with Higher Lane, and c.230m to the east to form a priority T-junction with Bury New Road.
- 2.3.2 There are Traffic Regulation Orders (TROs), in the form of double yellow lines along Pinfold Lane, as well as footways, streetlighting and dropped kerbs at various sections. Pinfold Lane is subject to a 30mph speed limit.
- 2.3.3 **Figures 2.5 and 2.6** show Pinfold Lane:



Figure 2.5 – Pinfold Lane, East of Site Access (Looking West)



Figure 2.6 – Pinfold Lane, West of Junction with Bury New Road and Moss Lane (Looking West)

- 2.3.4 At the time of Curtins' site visit on 9th September 2025, highways works were taking place at the Pinfold Lane / Higher Lane / Park Lane junction, as shown below, which will provide wider footways, new crossings and upgraded traffic signals and is expected to complete in October 2025¹.

¹ https://www.facebook.com/BuryCouncil/photos/-travel-alert-higherpinfold-lane-whitefield-28-july-october-2025%E8%8F-new-pedestrian/1163979815766791/?_rdr



Figure 2.7 – Pinfold Lane / Higher Lane / Park Lane Junction (Looking Northwest)

- 2.3.5 **Figure 2.8** shows the Pinfold Lane / Bury New Road / Moss Lane junction. The junction is signalised for vehicles, but not pedestrians. There are dropped kerbs, tactile paving, and refuge island on the Bury New Road (north) (which is c. 17m wide) and Moss Lane arms, dropped kerbs and refuge island on the Bury New Road (south) arm, and tactile paving only on the Pinfold Lane arm (which is c. 6.5m wide).



Figure 2.8 – Pinfold Lane / Bury New Road / Moss Lane Junction (Looking East)

- 2.3.6 Bury Council and TfGM also plan to improve the Bury New Road / Pinfold Lane / Moss Lane junction in 2026², as part of the Whitefield Town Centre Plan.

Higher Lane

- 2.3.7 Higher Lane is situated c.80m to the west of the development site and is a two-directional carriageway with a width of c.10m and footways present both sides, measuring c.2-3m. There are TROs present on Higher Lane in the form of double yellow lines and is subject to a 30mph speed limit.

2.4 Highway Safety

- 2.4.1 Collision data for the highway network adjacent to the site has been obtained from the TfGM reported road incidents website for the most recent five-year period. A plot of the data is contained in **Figure 2.9**, and a breakdown of the information is contained in **Table 2.1**.

² <https://beeactive.tfgm.com/schemes/bury/bury-new-road-pinfold-moss-lane/>

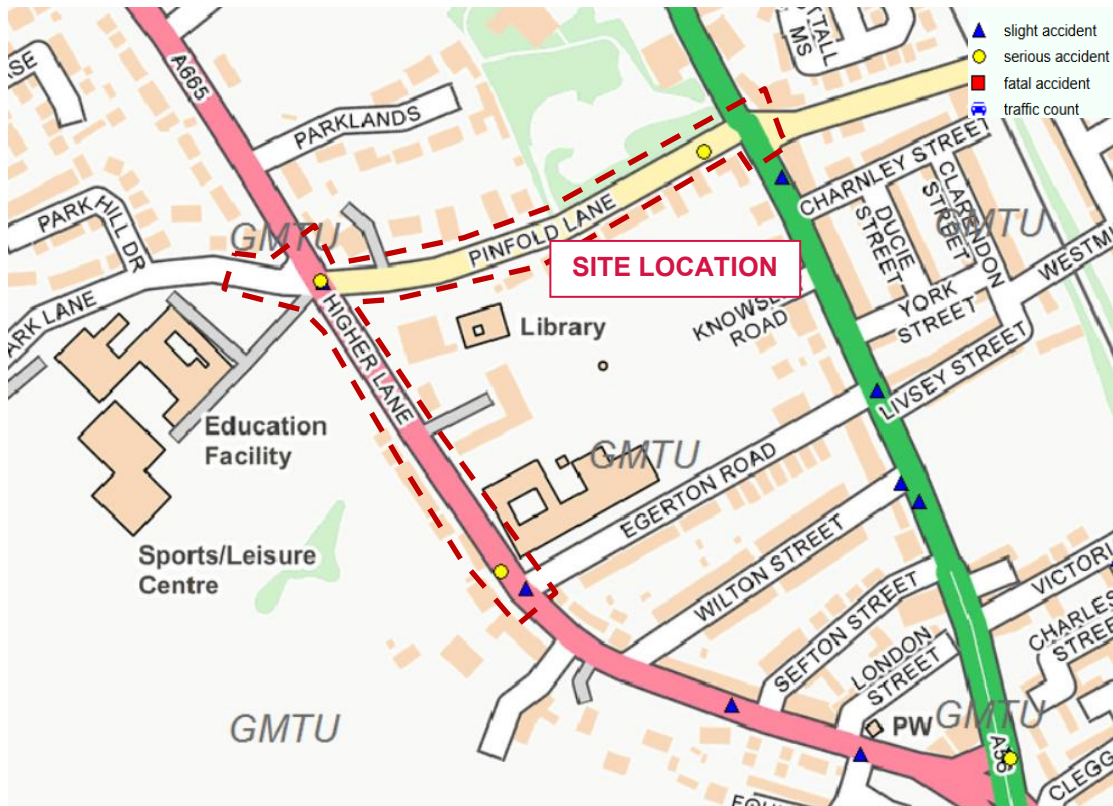


Figure 2.9 – Personal Injury Collision Data Plot

(Source: TfGM, 2025)

Junction/Link	Slight	Serious	Fatal	Totals
Higher Lane	1	1	0	2
Pinfold Lane	0	1	0	1
Higher Lane/Pinfold Lane Junction	1	1	0	2
Pinefold Lane/Bury New Road Junction	0	1	0	1
Total	2	4	0	6

Table 2.1 – Collision Data Summary

- 2.4.2 There has been a total of six collisions in the latest five-year period available, comprising two 'slight' and four 'serious' severity incidents. No fatal collisions have been recorded in the study area and period.
- 2.4.3 There have been no recorded collisions within the immediate vicinity of the site access.
- 2.4.4 Following a review of the records, it is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.
- 2.4.5 The aforementioned improvements to the Pinfold Lane / Higher Lane / Park Lane and Pinfold Lane / Bury New Road / Moss Lane junctions are likely to improve highway safety, particularly for pedestrian and cyclists, and reduce the chance of collisions.

3.0 Existing Uplands Medical Practice

3.1 Introduction

3.1.1 This section details the usage of the existing Uplands Medical Centre.

3.2 Usage

3.2.1 Uplands Medical Practice is an NHS GP Practice. The practice operates Monday to Friday from 08:00 to 18:30 and is closed on weekends.

3.2.2 As of March 2024, the practice had the following staffing levels:

- Clinical Staff: 6no. WTE (Whole-Time Equivalent) (1no. Nurse + 5no. GPs WTE on 25 sessions a week)
- Practice Admin Staff: 12no.
- Patient Care Roles: 10.4no. WTE

3.2.3 The practice had a list size of 7,882 patients. The patient catchment area is shown below:

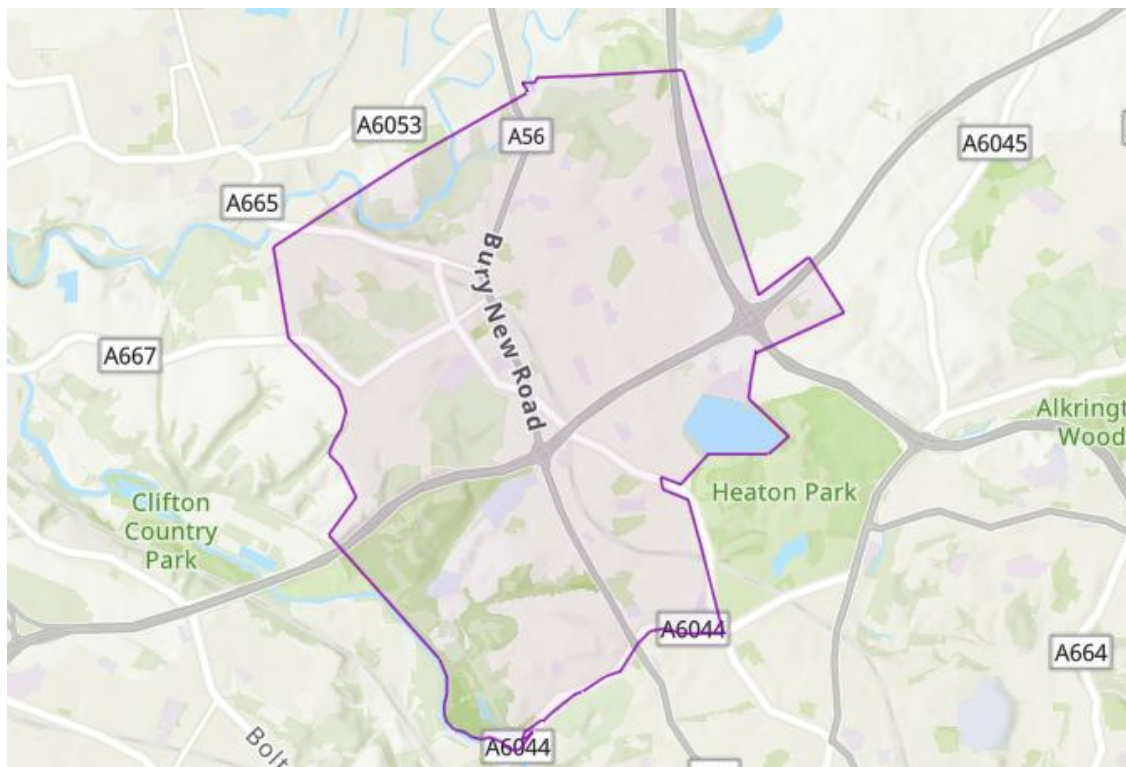


Figure 3.1 – Patient Catchment Area

3.2.4 The client has provided the following Health Building Note Compliant Schedule based on list size:

List Size	3,500	7,000	11,000	15,000
Notional Doctors (based on median 1,860 patients/GP)	2	4	6	8
No. Clinical Rooms	3	6	9	12

Figure 3.2 – Health Building Note Compliant Schedule
(Source: NHS Property Services, 2024)

3.2.5 Based on the HBN guidance of 7,000 list size, the practice should have four notional doctors and six clinic rooms. There are currently five doctors and 9 clinical rooms.

3.3 Parking

3.3.1 In total, there are circa 60 parking spaces at the existing Uplands Medical Practice.

3.3.2 **Figures 3.3 and 3.4** show the parking along the access road.



Figure 3.3 – Parking Along Access Road (Looking Northwest)



Figure 3.4 – Parking Along Access Road (Looking Northeast)

- 3.3.3 On the north-western side of the existing buildings, there is an unmarked doctors parking area, as shown overleaf.



Figure 3.5 – Doctors Parking Area

- 3.3.4 There are gaps between the existing buildings on the northern side, which, as shown below, are informally used for parking:



Figure 3.6 – Informal Parking Between Buildings

- 3.3.5 On the north-eastern side of the buildings, there is a car park adjacent to the main entrance (which also includes the bin store and space for deliveries) and a gated car park to the north-east (which also includes four motorcycle spaces). These are illustrated by **Figures 3.7** and **3.8** below.



Figure 3.7 – Parking Adjacent Main Entrance (Looking Northeast)



Figure 3.8 – Gated Parking Area (Looking Northeast)

3.4 Operational Needs

- 3.4.1 NHS Property services have the ambition to reduce waiting times for people needing access to Primary Care facilities in the Whitefield area. Current facilities are not of sufficient size to fulfil this requirement and due to the current lease at the Uplands Medical Practice approaching its end, the proposed solution is to refurbish the redundant 1960's Library on Pinfold Lane to develop a new primary care practice.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

- 4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:
- Pedestrian Accessibility;
 - Cycle Accessibility; and
 - Public Transport Accessibility.

4.2 Pedestrian Accessibility

- 4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities.
- 4.2.2 The National Design Guide (NDG, published by DLUHC (now MHCLG), 2021) says that well designed places / neighbourhoods are walkable, which is defined “*Local facilities are within walking distance, generally considered to be no more than a 10-minute walk (800m radius).*”
- 4.2.3 Despite the NDG characterising 800m as a maximum acceptable walking distance, the Department for Transport’s (DfT) National Travel Survey datasets provide empirical evidence to demonstrate people are willing to walk further. This is reflected in Manual for Streets guidance (MfS, published by the DfT, 2007) which states an 800m catchment should not be “...an upper limit” and that walking “...offers the greatest potential to replace short car trips, particularly those under 2 km.” The Chartered Institution for Highways and Transportation (CIHT) produced a document in 2000 titled ‘*Guidelines for Providing for Journeys on Foot*’ which provides catchments more in line with those reported in the NTS. The suggested CIHT walking distances are reproduced in **Table 4.1** below:

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

Table 4.1 – CIHT Recommended Walking Distances

- 4.2.4 The average pedestrian can walk approximately 400m every five minutes, based on the CIHT document ‘Planning for Walking’ (2015).

4.2.5 To assist in summarising the accessibility of the site by foot, distances of 500m, **Figure 4.1** below provides a walking catchments of 500m, 1,000m and 2,000m from the site.

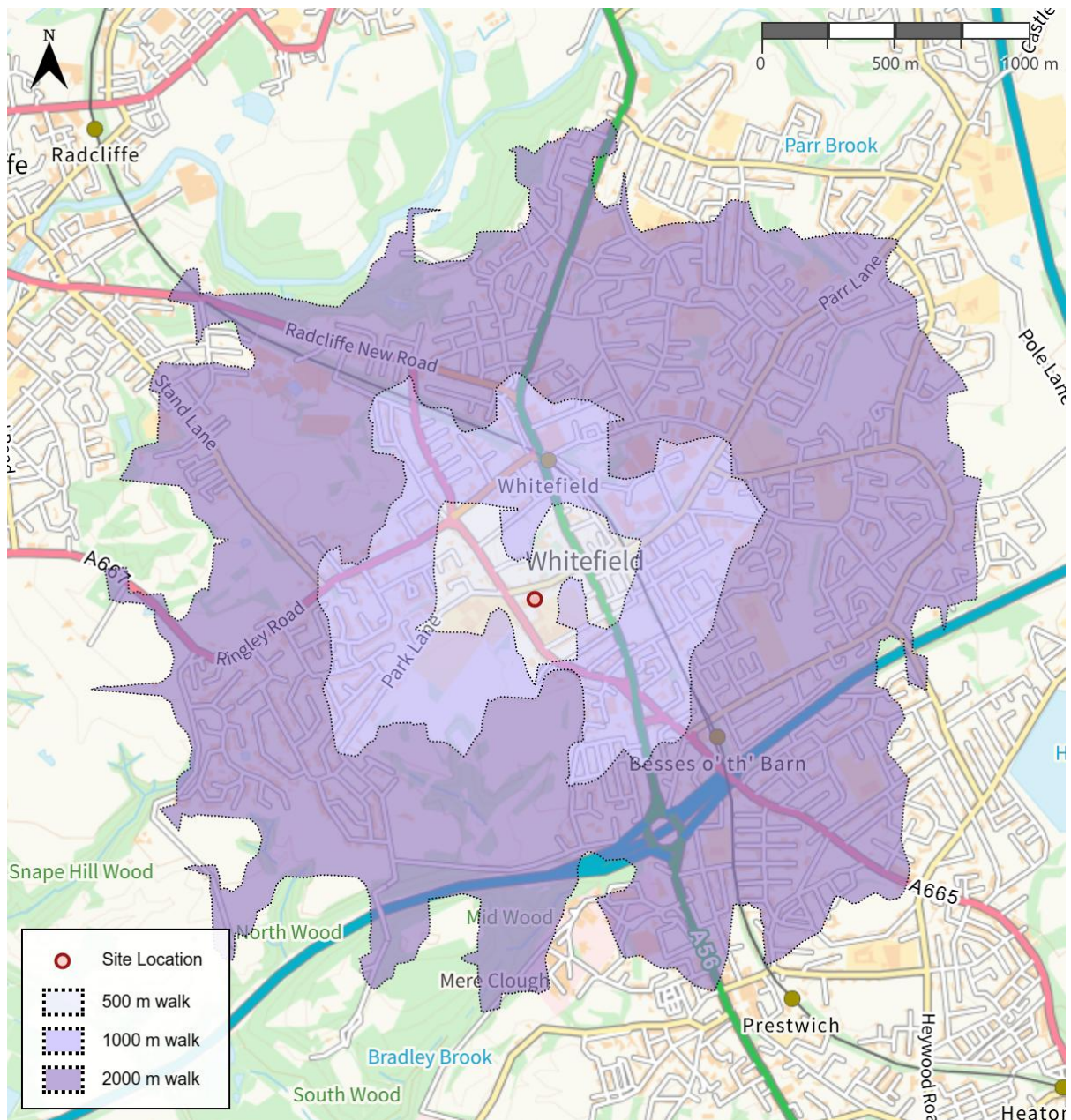


Figure 4.1 – Walking Catchment

(Source: Ordnance Survey, Valhalla multi-modal routing engine provided by Interline)

4.2.1 Within 500m of the site, there is a range of residential properties, which will provide large numbers of prospective patients to the medical centre. There is also a range of amenities, such as food and drink establishments on Bury New Road, green spaces and primary schools.

- 4.2.2 A further range of facilities can be accessed within 1,000m, including further residential areas, and public transport links including Whitefield tram stop. There is also a further range of retail and leisure options, including McDonalds, Morrisons and access to greenspaces, such as the golf centre.
- 4.2.3 A significant proportion of the residential areas of Fallowfield lie within a 2,000m distance from the site, as well as a wide variety of restaurants, free houses, shops, education facilities and public transport links.
- 4.2.4 The pedestrian infrastructure which connects the site to the above facilities is generally excellent and there are well lit, wide footways with a number of controlled crossing points across key roads.
- 4.2.5 It is considered that the site is accessible by foot.

4.3 Cycle Accessibility

- 4.3.1 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.
- 4.3.2 The average cycling trip length was 5,730m in 2022 and 4,545m in 2023 (based on National Travel Survey dataset NTS9910a). The average length was between 5.0km and 6.0km every year from 2012/13 to 2022, except 2014/15 and 2020.
- 4.3.3 National Travel Survey statistics demonstrate that 80% and 84% of cycling trips were under 5 miles / 8km in 2022 and 2023, respectively (see dataset NTS0308b). This distance is also referenced by both the National Model Design Code – Part 2 (DLUHC (now MHCLG), 2021) and LTN1/20.
- 4.3.4 In order to assist in assessing the accessibility of the site by cycle, a 5.5km and 8km cycle catchment has been analysed for the site, along with the National Cycle Network Routes available within these ranges.
- 4.3.5 The average cyclist travels at approximately 12mph, according to CD195 of the Design Manual for Roads and Bridges, so they could travel 5.5km/6.0km/6.9km and 8km in approximately 17/19/21 minutes and 25 minutes, respectively.



4.3.7 It is considered that the site is accessible by cycle.

4.4 Public Transport Accessibility

- 4.4.1 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.
- 4.4.2 The accessibility index score is categorised into eight levels (1 to 8), with levels 1 and 8 are characterised by TfGM as 'very low' and 'very high' levels of accessibility, respectively. The site is located in an area with a GMAL rating of 5 (as of May 2025) and is considered appropriately situated to take advantage of existing public transport infrastructure within the area.
- 4.4.3 The National Model Design Code – Part 2 (DLUHC (now MHCLG), 2021) states: *“Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) [800m walking distance] than to a bus stop (5 minutes) [400m walking distance].”* These times and distances are also cited in the CIHT document *‘Planning for Walking’* (2015).

Bus Accessibility

- 4.4.4 The ‘Pinfold Lane’ bus stops on Bury New Road are a c. 300m walking distance from the site. **Table 4.2** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
95	Bury - Whitefield - Prestwich - Charlestown - Pendleton	Hourly	30 minutes	Hourly
98	Bury - Elton - Seddons Farm Estate - Salford - Shudehill	30 minutes	30 minutes	30 minutes
135	Bury - Whitefield - Cheetham Hill - Piccadilly Gardens	10 minutes	10 minutes	30 minutes

Table 4.2 – Summary of Bus Service Frequencies in the vicinity of the Site

- 4.4.5 These stops provide frequent access to residential areas, facilities, as well as larger public transport interchanges across the town every day of the week. Additionally, there is a school bus service to St Monicas (route 895), stopping at the Park Lane Bus stop on Higher Lane Road, c.130m walk from the site.
- 4.4.6 It is considered that the site is accessible by bus.

Metrolink (Light Rail) Accessibility

4.4.7 The nearest Metrolink station is Whitefield, located at a c. 700m walk from the site.

4.4.8 The following services call at this station:

- Green Line: Altrincham-Bury; and
- Yellow Line: Bury-Piccadilly.

4.4.9 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, every 24 minutes between 00:00 – 01:00 on Fridays and Saturdays, and every 15 minutes between 07:00 – 00:00 on Sundays. Some services operate for part of the day at busier times.

4.4.10 The start and end times for specific stations will change over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: <https://tfgm.com/public-transport/tram/tram-schedule>.

4.4.11 Users can change at Victoria and Deansgate-Castlefield to access the entire Metrolink network, as shown in the Metrolink map in **Figure 4.3**.

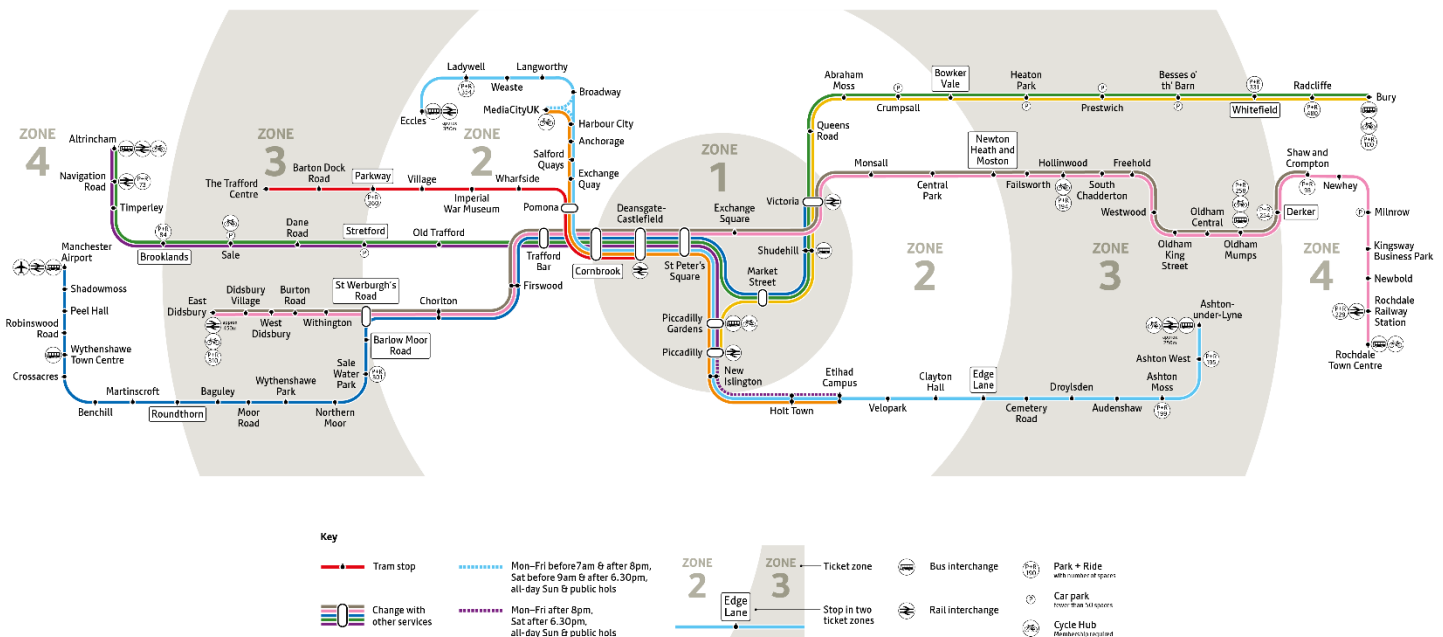


Figure 4.3 – TfGM Metrolink Network Map

(Source: TfGM, 2024)

4.4.12 In summary, it is considered the site is highly accessible by Metrolink (light rail).

4.5 Summary

4.5.1 It is considered the site is highly accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. The surrounding area exhibits good levels

of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.

5.0 Building Research Establishment Environmental Assessment Method Compliance

5.1 Overview

- 5.1.1 The development would be assessed against BREEAM UK New Construction 2018 standards and would seek to demonstrate compliance by obtaining a suitable number of credits. There are various criteria pertaining to traffic and transport – categorised under ‘Tra 01 Transport Assessment and Travel Plan’ and ‘Tra 02 Sustainable Transport Measures’ – for which developments can gain BREEAM credits.
- 5.1.2 Developments can gain a maximum of 12 credits – two for Tra 01 and 10 for Tra 02. All criteria forming Tra 01 must be met to gain the two credits, while there are various criteria under Tra 02 which can be met. The points awarded for the Tra 02 criteria are converted into credits, dependent on the AI of the site (see Table 7.3 of BREEAM UK New Construction 2018).
- 5.1.3 The assessment categories pertaining to Tra 01 and the relevant sections of this report where compliance has been assessed are summarised in **Table 5.1** below:

Criteria Description	Signposts
<u>Transport Assessment and Travel Plan:</u>	
1. No later than Concept Design stage, undertake a site-specific transport assessment (or develop a travel statement) and draft travel plan, which can demonstrably be used to influence the site layout and built form.	This document
2. The site-specific travel assessment (or statement) shall cover as a minimum:	
• If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities;	N/A (see para 5.1.8)
• Predicted travel patterns and transport impact of future building or site users;	Section 7 of TS
• Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors;	Section 2 of TS
• Reporting of the number and type of existing accessible amenities within 500m of the site;	This section
• Disabled access accounting for varying levels and types of disability, including visual impairment;	This section
• Calculation of the existing public transport Accessibility Index (AI); and	This section
• Current facilities for cyclists.	Section 2 of TS

Criteria Description	Signposts
3. Following a transport assessment (in accordance with the requirements set out in criteria 2), develop a site-specific travel plan that provides a long-term management strategy which encourages more sustainable travel. The travel plan includes measures to increase or improve more sustainable modes of transport and movement of people and goods during the building's operation.	Interim Travel Plan (ITP) provided in doc 087132-CUR-XX-XX-T-TP-00002
4. If the occupier is known, involve them in the development of the travel plan.	Client has shared the draft ITP with the occupier for comment; none have been received
5. Demonstrate that the travel plan will be implemented and supported by the building's management in operation.	Section 10 of ITP

Table 5.1 – TRA01 Compliance

5.1.4 As such, the development would gain both credits for Tra 01.

5.1.5 The assessment categories pertaining to Tra 02, the relevant sections of this report where compliance has been assessed, and the points awarded are summarised in **Table 5.2** below:

Criteria Description	Signposts	No. of Points
<u>Sustainable Transport Measures:</u>		
1. Prerequisite: Achieve criteria 3–5 in the Tra 01 Transport Assessment and Travel Plan credit.	This document	
2. Identify the sustainable transport measures as per Table 7.4 in BREEAM guidance.		
The existing AI calculated in Tra 01 ≥ 8;	This Section	1
- Demonstrate an increase over the existing Accessibility Index through negotiation with local bus, train, or tram companies to increase the frequency of the local service provision for the development; OR - Demonstrate an increase over the existing Accessibility Index. This could be through provision of a diverted bus route, a new or enhanced bus stop, or other similar solutions; OR - Provide a dedicated service, such as a bus route or service.	Not achieved	0
Provide a public transport information system in a publicly accessible area, to allow building users access to up-to-date information on the available public transport and transport infrastructure. This may include signposting to public transport, cycling, walking infrastructure or local amenities;	Section 8 of ITP	1
Provide electric recharging stations of a minimum of 3kW for at least 10% of the total car parking capacity for the development;	Section 6 of TS	1
- Set up a car sharing group or facility to facilitate and encourage building users to car share; AND - Raise awareness of the sharing scheme with marketing and communication materials; AND - Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development; AND - Locate priority parking spaces nearest the development entrance used by the sharing scheme participants.	Not achieved	0

Criteria Description	Signposts	No. of Points
- During preparation of the brief, the design team consults with the local authority (LA) on the state of the local cycling network and public accessible pedestrian routes, to focus on whichever the LA deems most relevant to the project, and how to improve it; AND - Agree and implement one proposition chosen with the local authority. The proposition supported by the development is additional to existing local plans and has a significant impact on the local cycling network or on pedestrian routes open to the public.	Not achieved	0
Install compliant cycle storage spaces to meet the minimum levels set out in Table 7.5;	This section	1
The above has been achieved; provide at least two compliant cyclists' facilities for the building users (showers, changing facilities, lockers, drying spaces);	Not achieved	0
Existing amenities: At least three existing accessible amenities are present;	This Section	1
Enhanced amenities: - Ensure a minimum of one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided; OR - Ensure a more than one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided.	Not achieved	0
Implement one site-specific improvement measure, not covered by the options already listed in this issue, in line with the recommendations of the travel plan. Submit this for review by BRE.	Section 7 of ITP, pending BRE review (see para 5.1.8)	
3. Award credits according to the existing Accessible Index (AI) of the project, and the total number of points achieved for the options implemented, see Table 7.3 of BREEAM guidance.	See below	

Table 5.2 – TRA02 Compliance

5.1.6 **Table 5.3** below summarises the points and credits received by the development:

Category	Criteria	Value
Tra 01	Credits	2
Tra 02	Points	5
	Accessibility Index	9.92
	Credits	5
Transport Total	Credits	7

Table 5.3 – Compliance Summary

5.1.7 Other relevant considerations in a BREEAM-compliant report include the following, with the compliance of the proposed development to these considerations outlined next to the criteria:

- Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas** – Will be delivered within the site;
- Restrictions or charging for car parking** – To adhere to the Trust's car parking policy;

- **Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes** – Will be delivered within the site;
- **Provision of suitable taxi drop-off or waiting areas** – Taxis can use the car parking areas, and;
- **Ensure rural buildings have appropriate access to transport to serve the local community adequately (where procured to do so, e.g. community centre)** – Not applicable as development comprises uses in an urban area.

A key part of the Interim Travel Plan (ITP) will be monitoring, whereby travel surveys will be distributed to staff and patients at the development, in order to understand travel habits. Recipients will be encouraged to participate, and the surveys would extract key information such as place of residence, usual mode of travel and reason for modal choice, attractiveness of and barriers to active and sustainable modes of travel, and any incentives that could encourage them to travel more sustainably. The findings will provide information on reasons for travel patterns and attitudes of site users to identify relevant constraints and opportunities.

5.2 Accessible Amenities

- 5.2.1 BREEAM requires reporting on the number and type of amenities within 500m of the site (based on current Tra 02 criteria) to obtain credits. The number and type of existing accessible amenities within 500m of the site can be summarised in **Table 5.4** below:

No.	Amenity	BREEAM Criteria / Type	Proximity to Site (m)
1	Stand Cricket Club	Access to a recreation or leisure facility for sports or fitness	250m
2	Greenleaf Pharmacy	Over the counter services associated with a pharmacy	300m
3	Bury New Road (comprising restaurants and bars)	Appropriate food outlet	300-500m
4	Whitefield Golf Club	Access to a recreation or leisure facility for sports or fitness	430m
5	Hamilton Road Park Playground	Access to an outdoor open space	450m

Table 5.4 – Number and Type of Existing Accessible Amenities within 500m of the Site

5.3 Accessibility Index

- 5.3.1 BREEAM also requires reporting on the public transport accessibility (i.e. Tra 01 – public transport solutions) to obtain credits. This includes calculation of the Accessibility Index (AI) of the site.

- 5.3.2 The methodology for calculating the AI uses Transport for London's Public Transport Accessibility Level (PTAL) method, itself based on a methodology developed in 1992 by the London Borough of Hammersmith and Fulham. The GMAL methodology is also derived from the PTAL approach but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.
- 5.3.3 Based on previous experience and guidance from the BREEAM Knowledge Base, it is considered that GMAL index scores can be used interchangeably as the AI of the site to demonstrate compliance against BREEAM.
- 5.3.4 The site is located in an area with a GMAL rating of 5 as mentioned earlier, with a further GMAL index score of 9.92 (May 2025). This is understood to be the AI of the site.
- 5.3.5 It can be observed that the site's AI of 9.92 suggests that the site has an adequate level of public transport accessibility in relation to BREEAM.

5.4 Cycle Parking

- 5.4.1 Cycle parking needs to be determined against BREEAM requirements.
- 5.4.2 BREEAM requires 1 space per 10 staff and 1 per 2 consulting rooms or 10 beds (whichever is greater), with a minimum of four spaces. As such, 8 spaces would be necessary for the proposed development (28 staff and 9 consulting rooms) to gain the BREEAM point. 20 spaces are proposed.

6.0 Development Proposals

6.1 Overview of Proposals

- 6.1.1 The proposed development would provide a c. 583sqm Medical Centre with associated parking and access to replace the existing Uplands Medical Practice, located c. 250m to the north-east of the site.
- 6.1.2 The practice is proposed to operate six days a week between the hours of:
- 08:00 – 20:00 on weekdays; and
 - 10:00 – 17:00 on Saturdays.
- 6.1.3 The new GP Surgery will provide nine consult rooms and two treatment rooms to allow more patients to be seen and reduce waiting times within the community.
- 6.1.4 The 11 clinical rooms would allow for growth for a list size of over 11,000 (see **Section 3.2**), although an additional notional doctor would be required.
- 6.1.5 The proposed site layout is provided in **Appendix A**, with a visualisation of the proposals below:



Figure 6.1 – Visualisation of Proposed Development
(Source: Gilling Dod, 2025)

6.2 Proposed Access

Vehicular Access

- 6.2.1 Vehicular access would remain as per the existing situation, with a priority junction with Pinfold Lane.
- 6.2.2 **Drawings 087132-CUR-XX-00-D-TP-05003** at the rear of this report demonstrates that a large car can safely enter and exit the site in forward gear and use all proposed spaces.
- 6.2.3 Due to the site constraints, refuse will be collected by a 9m refuse vehicle. **Drawings 087132-CUR-XX-00-D-TP-05002 and 087132-CUR-XX-00-D-TP-05004** demonstrates that a box van and 9m refuse vehicle, respectively, can safely enter the site in forward gear, reverse towards the main entrance and bin store, and exit in forward gear.
- 6.2.4 **Drawings 087132-CUR-XX-00-D-TP-75001** illustrates the proposed general arrangement.

Pedestrian and Cycle Access

- 6.2.5 Pedestrians and cyclists would access the site in the same manner as vehicles. There will be c.2m wide footways provided throughout the site.

6.3 Proposed Parking

- 6.3.1 Policy HT2/4, 'Car Parking and New Development', of the Bury UDP states that:

"The Council will require all applications for development to make adequate provision for their car parking and servicing requirements in accordance with the Council's car parking standards."
- 6.3.2 SPD 11: Parking Standards in Bury, adopted in June 2025, details the Council's requirements of the level, layout and design of various types of parking for all land uses, including healthcare.
- 6.3.3 The SPD takes a zonal approach (Zones 1 to 4) based on the varying levels of accessibility throughout the borough. Sites in more accessible areas are expected to provide less parking. The existing Uplands Medical Practice is in Whitefield District Centre (Zone 2), while the site is within 400m of the District Centre (Zone 3).
- 6.3.4 **Table 5.1** below summarises the relevant standards, how these apply to the proposed development, and the proposed provision:

	Car		Disabled	EV	Cycle	Motorcycle
	Zone 2	Zone 3				
Standard	1 space per 2 staff and 3 spaces per consulting room	1 space per 2 staff and 4 spaces per consulting room	6% of capacity or 3 spaces whichever is greater.	10% of spaces to have access to an electric vehicle charge point (Active Provision) and a further 10% to have passive charging provision	Staff long stay parking: 1 secure covered space & locker per 4 staff Short stay visitor parking: 1 space per 50sqm	GFA of 1000sqm or more: A minimum of 2 spaces with anchorage points; 1 space per 70 total car spaces. Minor Developments GFA below 1000sqm: Case by case basis.
Applied to Uplands (28 WTE staff and 9 consulting rooms)	41	50	3	4 / 5 with charger, and 4 / 5 with passive provision	7 for staff and 12 for visitors	Case by case basis
Proposed Provision	24		4	3 with chargers at rear of the building	20 spaces, including 8 staff only	None

Table 6.1 – Parking Standards

- 6.3.5 The proposed development will provide a total of 24 car parking spaces, including three EV parking spaces (12.5% of total) and four disabled spaces (16.7% of the total).
- 6.3.6 There will be four cycle parking spaces adjacent to the main entrance, with a further 16 at the rear of the building, including eight which will be within a locked staff-only area. All cycle parking will be covered. Signage will be provided near the cycle parking at the front of the building to direct them to the rear when full.
- 6.3.7 The number of parking spaces that can be provided is constrained by the scale of the site and the retention of the existing building, however the parking accumulation undertaken in **Section 7.3** demonstrates that there will be a sufficient level of parking to accommodate the demand.
- 6.3.8 It should also be noted that there are double yellow lines along both sides of Pinfold Lane, as shown in **Section 2.3**, and other surrounding roads, which will control on-street parking and encourage staff and patients to park within the car park.

6.4 Proposed Servicing Arrangements

- 6.4.1 Refuse collection will take place from Pinfold Lane, similar to existing servicing operations for the surrounding residential properties.
- 6.4.2 Small deliveries and collections will take place within the car park.

- 6.4.3 Further details are provided in the Servicing Management Plan (Curtins Document Reference: **087132-CUR-XX-XX-T-TP-00003**).

7.0 Traffic Forecasting and Highway Impact

7.1 Introduction

- 7.1.1 The following section contains trip generation analysis based on the proposed development during the weekday AM and PM peak hours.
- 7.1.2 In order to undertake the assessment, the TRICS database has been used. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK, including leisure and medical land uses.
- 7.1.3 The trips associated with the Medical Centre are existing on the network and will not increase as a result of the proposed development.

7.2 Extant Trip Generation

- 7.2.1 As detailed in **Section 2**, Whitefield Library & Adult Learning Centre has been closed since 2017. There is no planning restriction on the extant use coming back into use at any time.
- 7.2.2 In the absence of surveys of the library prior to its closure, the level of trips that could be generated by the extant use has been estimated using trip rates obtained from surveys of sites of a similar size and nature.
- 7.2.3 In the past decade, TRICS has done one survey of a library, surveying the 930sqm Macclesfield Library in November 2017.
- 7.2.4 **Table 7.1** below summarises the weekday vehicular trip rates per 100sqm GFA³, and resultant trip generation for the extant use:

Time Period	Trip Rates			Trip Generation		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
09:00-10:00	3.871	1.613	5.484	23	10	33
10:00-11:00	4.194	3.226	7.42	25	19	45
11:00-12:00	2.151	3.441	5.592	13	21	34
12:00-13:00	2.796	2.581	5.377	17	15	32
13:00-14:00	3.656	3.656	7.312	22	22	44
14:00-15:00	5.376	4.194	9.57	32	25	57

³ The TRICS survey does not cover the 08:00-09:00, the typical highway network AM peak hour.

Time Period	Trip Rates			Trip Generation		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
15:00-16:00	2.258	3.441	5.699	14	21	34
16:00-17:00	1.613	3.226	4.839	10	19	29
17:00-18:00	2.258	1.72	3.978	14	10	24
18:00-19:00	1.183	2.258	3.441	7	14	21
Daily (09:00-19:00)	29.356	29.356	58.712	176	176	352

Table 7.1 – Extant TRICS Trip Rates and Generation

7.2.5 As can be seen above, TRICS indicates that the extant use could generate a maximum of 57 two-way vehicle trips in a single hour. The distribution of trips throughout the day differs from the wider highway network, being highest in the late morning and early afternoon.

7.3 Proposed Trip Generation

7.3.1 The level of trips generated by Uplands Medical Practice have been estimated using multi-modal trip rates obtained from surveys of sites of a similar size and nature. The full search criteria used in the TRICS database are presented in **Appendix B**, applying the following criteria:

- Land Use: GP Surgeries
- Regions: Greater Britain
- Location Type: Suburban Area and Neighbourhood Centre
- Excluding surveys undertaken during Covid-19 restrictions

7.3.2 **Table 7.2** below summarises the weekday vehicular trip rates per doctor, and resultant trip generation for the Medical Practice (which has five GPs):

Time Period	Trip Rates			Trip Generation			Accumulation
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way	
06:00-07:00	0.143	0	0.143	1	0	1	1
07:00-08:00	1.01	0.253	1.263	5	1	6	5
08:00-09:00	2.495	1.315	3.81	12	7	19	10
09:00-10:00	3.18	2.82	6	16	14	30	12
10:00-11:00	3.225	2.73	5.955	16	14	30	15
11:00-12:00	2.982	3.162	6.144	15	16	31	14
12:00-13:00	2.261	2.901	5.162	11	15	26	11

Time Period	Trip Rates			Trip Generation			Accumulation
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way	
13:00-14:00	2.225	2.081	4.306	11	10	22	11
14:00-15:00	2.829	2.847	5.676	14	14	28	11
15:00-16:00	2.342	2.649	4.991	12	13	25	10
16:00-17:00	2.153	2.667	4.82	11	13	24	7
17:00-18:00	1.423	2.009	3.432	7	10	<u>17</u>	4
18:00-19:00	0.454	0.88	1.334	2	4	7	2
19:00-20:00	0.118	0.412	0.53	1	2	3	1
Daily (06:00-20:00)	26.84	26.726	53.566	134	134	268	1

Table 7.2 – Proposed TRICS Trip Rates and Generation

7.3.3 As can be seen above, the Practice could generate 19 and 17 two-way vehicle trips in the typical AM and PM peak hours of 08:00-09:00 and 17:00-18:00, with up to 31 trips between 11:00-12:00.

7.3.4 As stated previously, these trips are existing on the network and will not increase as a result of the proposed development, merely shifting the start / end point slightly from Bury New Road to Pinfold Lane.

7.4 Net Site Impact

7.4.1 **Table 7.3** below summarises the net site impact:

Time Period	Arrive	Depart	Two-Way
09:00-10:00	-7	4	-3
10:00-11:00	-9	-6	-15
11:00-12:00	2	-5	-3
12:00-13:00	-5	-1	-6
13:00-14:00	-11	-12	-22
14:00-15:00	-18	-11	-29
15:00-16:00	-2	-7	-9
16:00-17:00	1	-6	-5
17:00-18:00	-6	0	-7
18:00-19:00	-5	-9	-14
Daily (09:00-19:00)	-61	-52	-113

Table 7.3 – Net Site Impact

- 7.4.2 As can be seen above, there would be a reduction in trip generation for every hour compared to the extant use of the site.

7.5 Highway Impact Summary

- 7.5.1 On the above basis, the highway network would not experience any adverse traffic impact resulting from the proposed development.

8.0 Summary and Conclusions

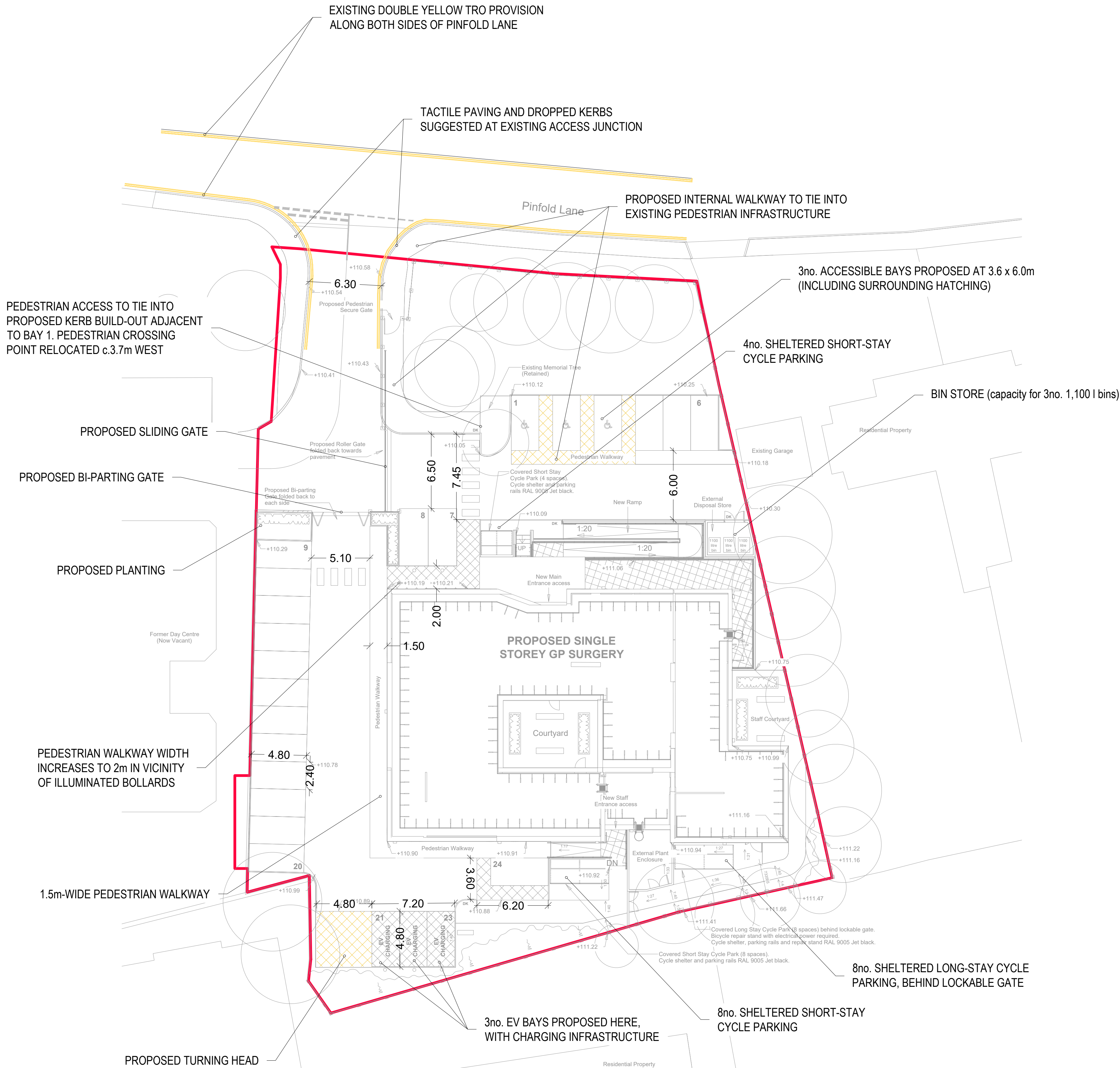
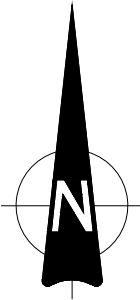
8.1 Summary

- 8.1.1 Curtins has been appointed by NHS Property Ltd to provide transport and highways advice in relation to a planning application for the relocation of the existing Uplands Medical Practice to a nearby site.
- 8.1.2 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.
- 8.1.3 The site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the site.
- 8.1.4 Relevant details of the proposed site layout, access, parking facilities, and servicing arrangements have been provided.
- 8.1.5 The trips associated with the Medical Practice are existing on the network and will not increase as a result of the proposed development. Furthermore, the trip generation of the Medical Practice will be a reduction from the extant site use in all hours. As such, any vehicular impact would be negligible on the surrounding area in terms of highways, traffic and transportation.
- 8.1.6 Additionally, measures are proposed in the accompanying Interim Travel Plan to increase the level of walking, cycling and public transport use to and from the site, and to reduce reliance on the private car.
- 8.1.7 A review of relevant national and local transport planning policy and guidance has been undertaken. It is considered that the proposed development conforms with such policy.

8.2 Conclusions

- 8.2.1 It is Curtins' view that from a highways and transport perspective there are no reasons why the development proposals should not be granted planning approval.

Drawings



GENERAL NOTES:

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- PROPOSALS BASED ON GILLING DOD'S LAYOUT: 'WFLREF-GDA-V1-S1-DR-A-9902_P01_Proposed Site Plan'

KEY: — INDICATIVE SITE BOUNDARY AS SUPPLIED BY GD
— EXISTING ROAD MARKINGS

P04	Layout & red line updated	18/11/25	JM	AF
P03	Layout updated	13/06/25	JM	AH
P02	Layout updated	21/05/25	JM	AH
Rev:	Description:	Date:	By:	Chkd:

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Status: **PRELIMINARY**

Project: **WHITEFIELD MEDICAL CENTRE - MANCHESTER**

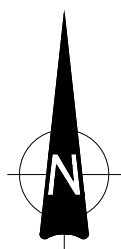
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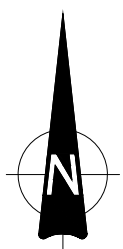
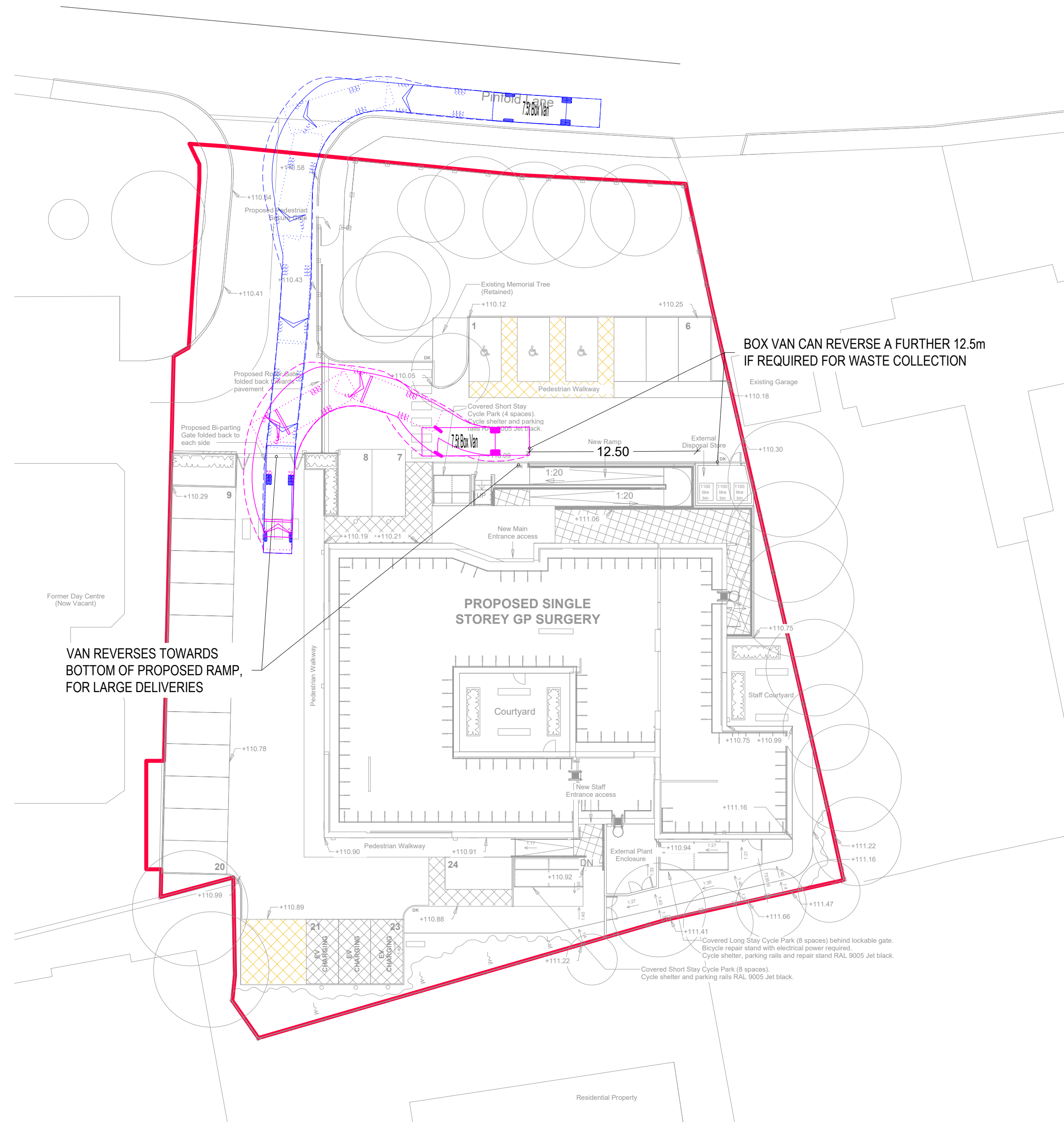
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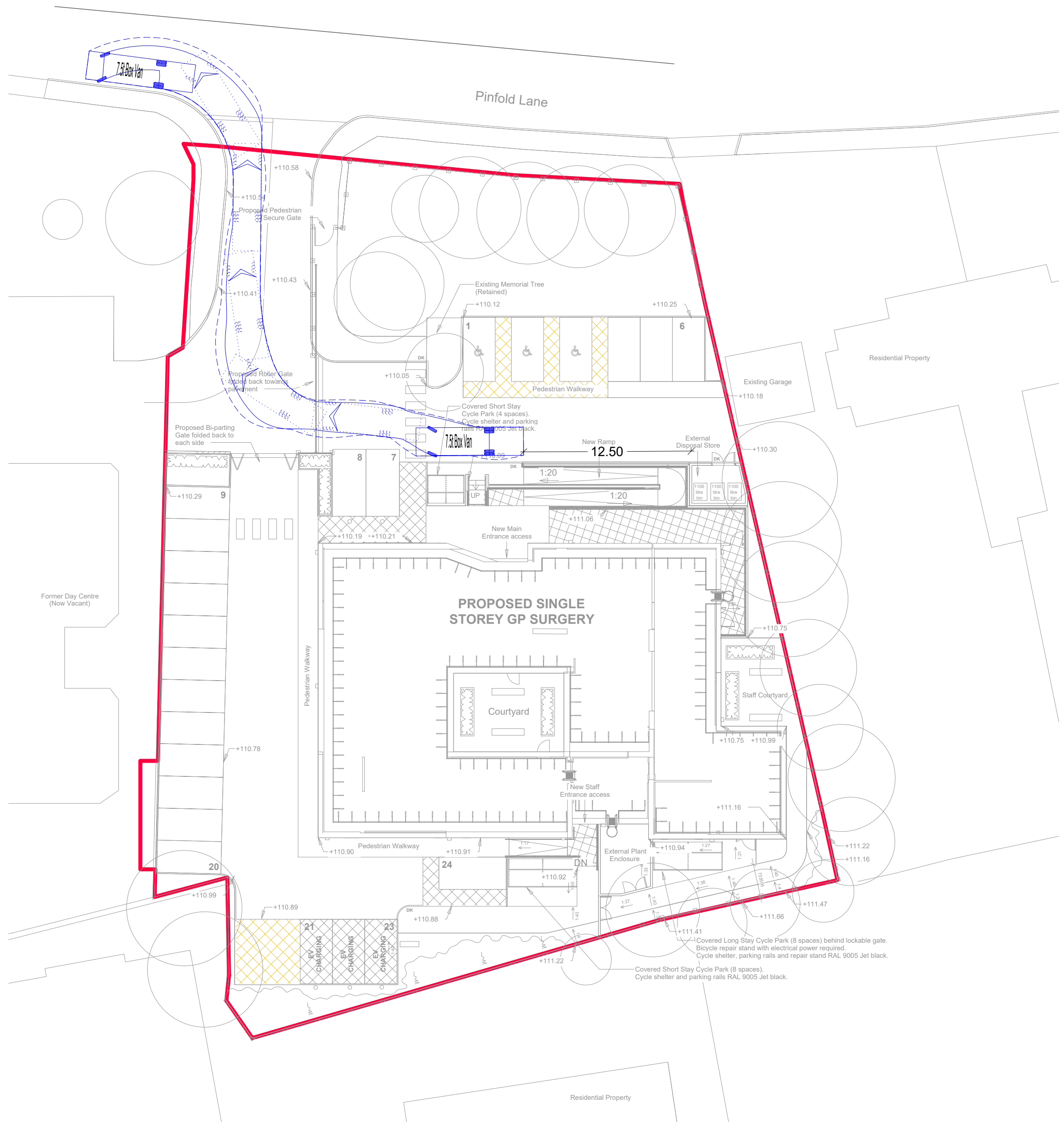
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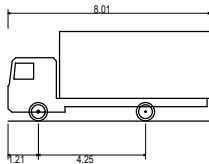


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KEY: — INDICATIVE SITE BOUNDARY AS SUPPLIED BY GD
— EXISTING ROAD MARKINGS

VEHICLE PROFILE:



7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 2.550m
Min Body Ground Clearance 0.351m
Track Width 1.864m
Lock to Lock time 2.400s
Left to Right Turning Radius 2.400m

8.010m
2.100m
2.550m
0.351m
1.864m
2.400s
2.400m

P04	Layout & red line updated	18/11/25	JM	AF
P03	Layout updated	13/06/25	JM	AH
P02	Layout updated	21/05/25	JM	AH

Rev:	Description:	Date:	By:	Chkd:
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Status: PRELIMINARY

Project: WHITEFIELD MEDICAL CENTRE - MANCHESTER

Orig Title: SWEPT PATH ANALYSIS 8m BOX VAN

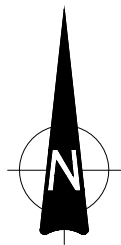
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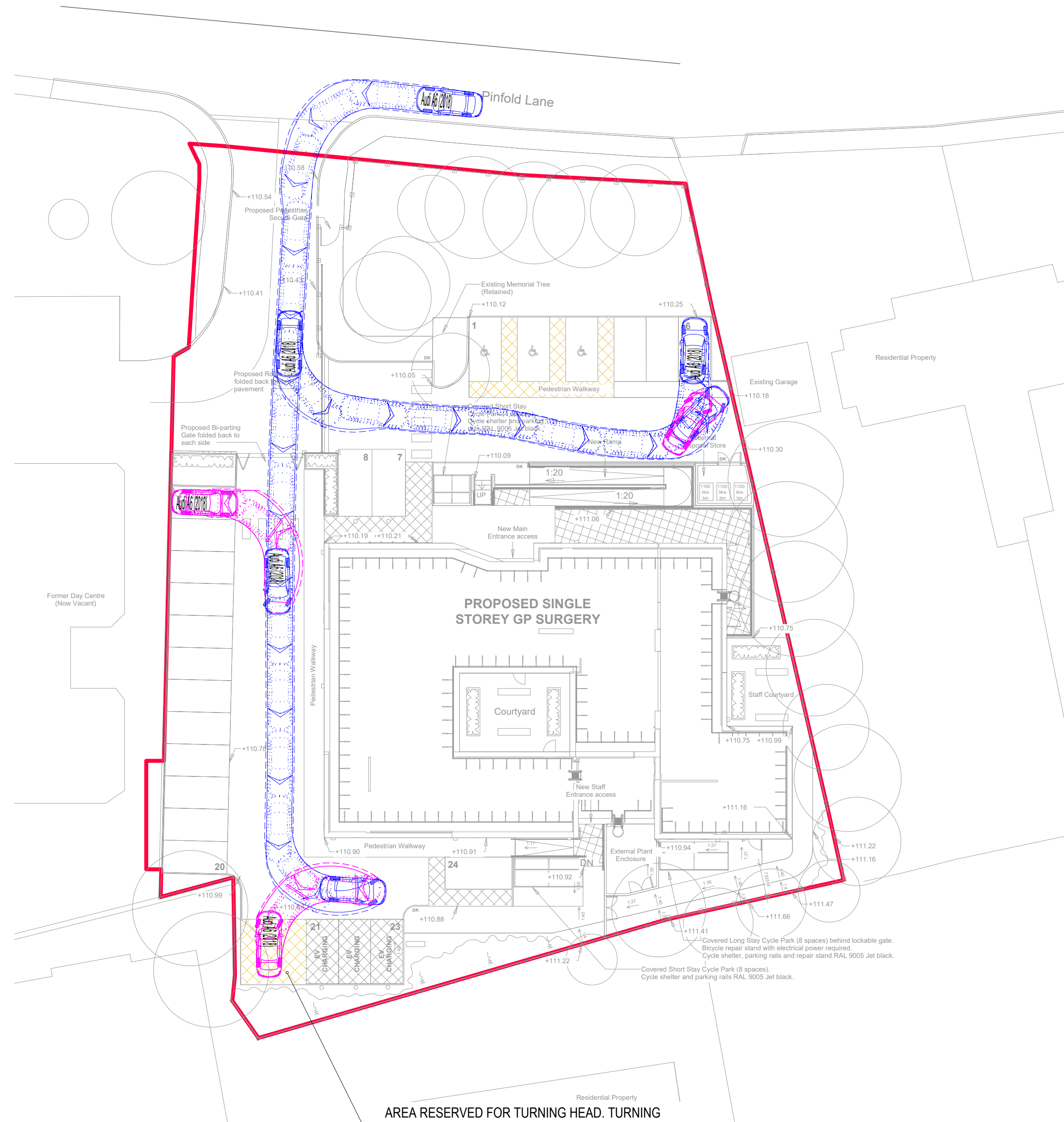
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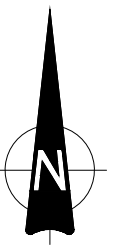
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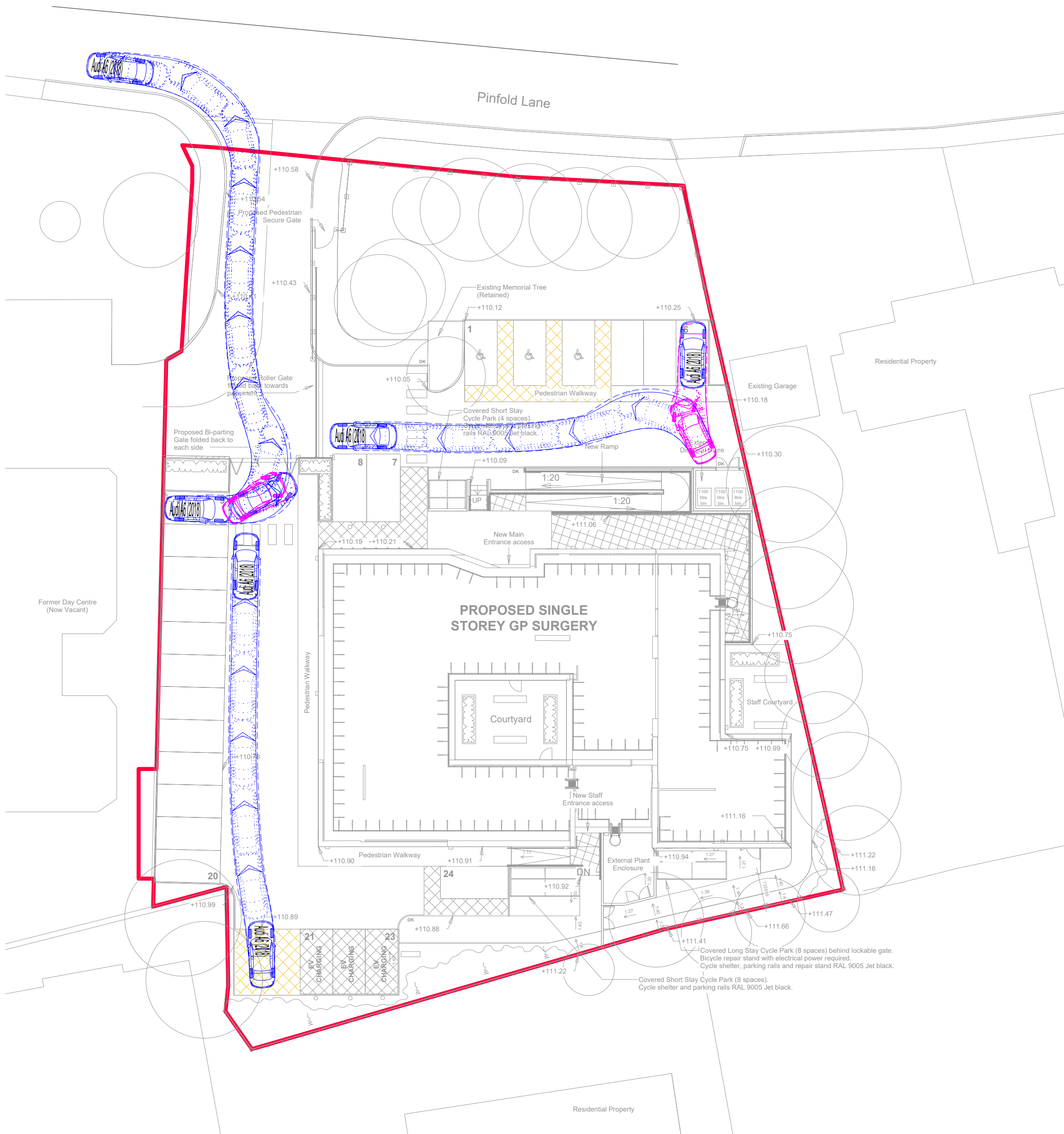
INGRESS



AREA RESERVED FOR TURNING HEAD. TURNING HEAD IS NECESSARY FOR SOUTHERN-MOST PARKING BAYS & WHEN CAR PARK IS AT CAPACITY.



EGRESS

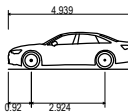


GENERAL NOTES:

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- DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
- ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
- FOR GENERAL NOTES REFER TO DRAWING.
- THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES
- PROPOSALS BASED ON GILLING DOD'S LAYOUT:
"WFLREF-GDA-V1-S1-DR-A-9902_P01_Proposed Site Plan"

KEY: — INDICATIVE SITE BOUNDARY AS SUPPLIED BY GD
— EXISTING ROAD MARKINGS

VEHICLE PROFILE:



Audi A6 (2018)
Overall Length 4.839m
Overall Width 2.114m
Overall Body Height 1.457m
Min. Body Ground Clearance 0.127m
Max. Track Width 1.870m
Lock to lock time 4.80s
Kerb to Kerb Turning Radius 9.500m

P03 Layout & red line updated	18/11/25	JM	AF
P02 Layout updated	13/06/25	JM	AH
Rev:	Description:	Date:	By: Chkd:

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Status: PRELIMINARY

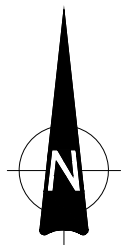
Project: WHITEFIELD MEDICAL CENTRE - MANCHESTER

Orig Title: SWEPT PATH ANALYSIS LARGE CAR

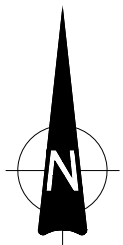
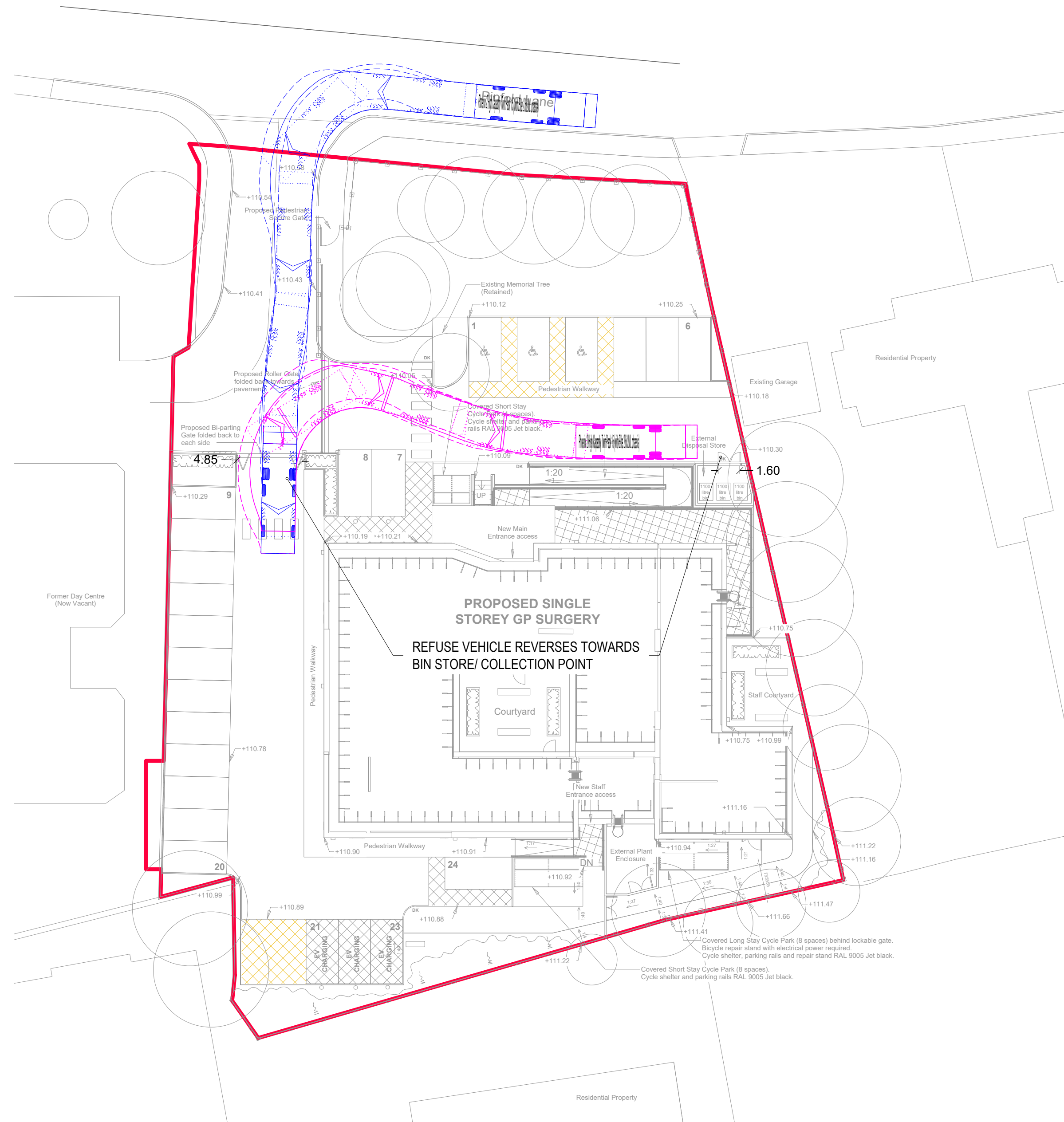
Drawn By JM	Designed By JM	Checked By AH
Date 21/05/25	Scale @ A1 1:250	

Project No - Originator - Function - Spatial - Form - Discipline - Number	Revision
87132 - CUR - XX - 00 - D - TP- 05003	P03

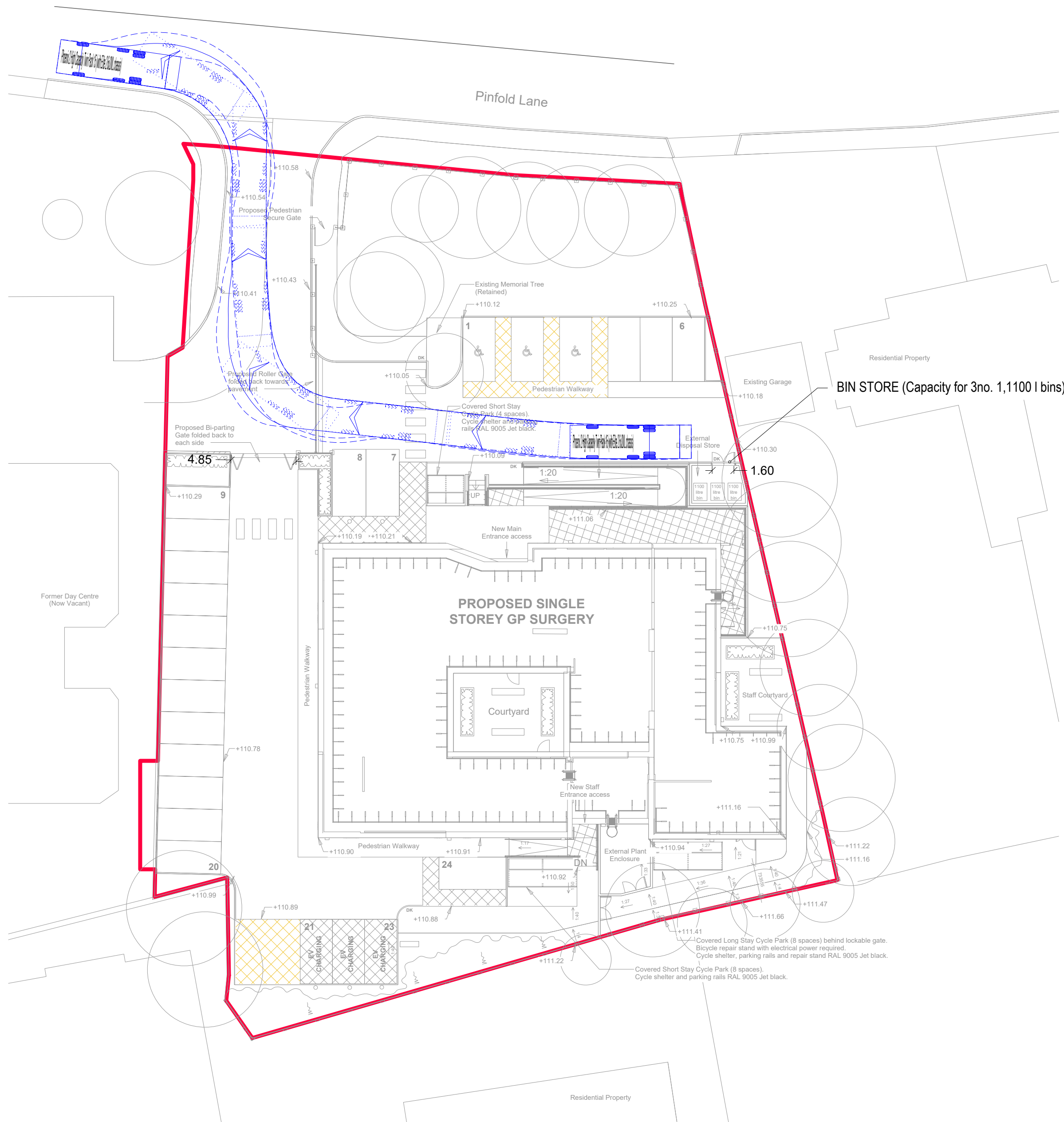
\\ms-b-1\Projects\87101 - 08000087546 - Healthon Medical Centre\04-Production\A4-Models Drawings\TP CAD\075



INGRESS



EGRESS

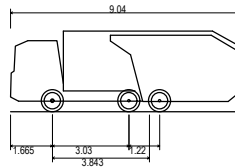


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5. THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES
6. PROPOSALS BASED ON GILLING DOD'S LAYOUT: 'WFLREF-GDA-V1-S1-DR-A-9902_P01_Proposed Site Plan'

KEY: — INDICATIVE SITE BOUNDARY AS SUPPLIED BY GD
--- EXISTING ROAD MARKINGS

VEHICLE PROFILE:



Phoenix 2 High Capacity Twin Pack 15 (with Elite 2 6x2ML chassis)
Overall Length 8.00m
Overall Width 2.50m
Overall Body Height 3.00m
Min Body Ground Clearance 0.410m
Track Width 2.50m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.500m

Rev:	Description:	Date:	By:	Chkd:
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Status: PRELIMINARY

Project: WHITEFIELD MEDICAL CENTRE - MANCHESTER

Orig Title: SWEPT PATH ANALYSIS
9m REFUSE VEHICLE

Drawn By: JM, Designed By: JM, Checked By: AH

Date: 14/05/25, Scales @ A1: 1:250

Project No - Originator - Function - Spatial - Form - Discipline - Number

Revision: 87132 - CUR - XX - 00 - D -TP- 05004, P01

\\ms-b-1\Projects\87101 - 088000087546 - Healthon Medical Centre\QA-Production\A-Models Drawings\TP CAD\075

Appendix A – Proposed Site Layout

Appendix B – TRICS Output

Calculation Reference: AUDIT-148301-250611-0621

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE

Category : V - LIBRARY

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

08 NORTH WEST

EC CHESHIRE EAST

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: Gross Floor Area
 Actual Range: 930 to 930 (units: sqm)
 Range Selected by User: 375 to 4575 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 13/11/17

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

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

Selected survey types:

Manual count 1 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:

Town 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:

Built-Up Zone 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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
 Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:

F1(d) 1 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

Population within 1 mile:

25,001 to 50,000 1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

50,001 to 75,000 1 days

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

Car ownership within 5 miles:

0.6 to 1.0 1 days

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 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1	EC-07-V-01	LIBRARY	CHESHIRE EAST
	JORDANGATE		
	MACCLESFIELD		
	Town Centre		
	Built-Up Zone		
	Total Gross Floor Area:	930 sqm	
	Survey date: MONDAY	13/11/17	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 07 - LEISURE/V - LIBRARY

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.66

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									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	930	3.871	1	930	1.613	1	930	5.484
10:00 - 11:00	1	930	4.194	1	930	3.226	1	930	7.420
11:00 - 12:00	1	930	2.151	1	930	3.441	1	930	5.592
12:00 - 13:00	1	930	2.796	1	930	2.581	1	930	5.377
13:00 - 14:00	1	930	3.656	1	930	3.656	1	930	7.312
14:00 - 15:00	1	930	5.376	1	930	4.194	1	930	9.570
15:00 - 16:00	1	930	2.258	1	930	3.441	1	930	5.699
16:00 - 17:00	1	930	1.613	1	930	3.226	1	930	4.839
17:00 - 18:00	1	930	2.258	1	930	1.720	1	930	3.978
18:00 - 19:00	1	930	1.183	1	930	2.258	1	930	3.441
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			29.356			29.356			58.712

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:

930 - 930 (units: sqm)

Survey date date range:

01/01/16 - 13/11/17

Number of weekdays (Monday-Friday):

1

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 show. 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 07 - LEISURE/V - LIBRARY
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									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	930	0.000	1	930	0.000	1	930	0.000
10:00 - 11:00	1	930	0.323	1	930	0.108	1	930	0.431
11:00 - 12:00	1	930	0.108	1	930	0.108	1	930	0.216
12:00 - 13:00	1	930	0.108	1	930	0.215	1	930	0.323
13:00 - 14:00	1	930	0.215	1	930	0.215	1	930	0.430
14:00 - 15:00	1	930	0.215	1	930	0.108	1	930	0.323
15:00 - 16:00	1	930	0.000	1	930	0.323	1	930	0.323
16:00 - 17:00	1	930	0.000	1	930	0.108	1	930	0.108
17:00 - 18:00	1	930	0.000	1	930	0.000	1	930	0.000
18:00 - 19:00	1	930	0.000	1	930	0.000	1	930	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.969			1.185			2.154

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 07 - LEISURE/V - LIBRARY
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									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	930	0.108	1	930	0.000	1	930	0.108
10:00 - 11:00	1	930	1.505	1	930	0.538	1	930	2.043
11:00 - 12:00	1	930	0.645	1	930	0.753	1	930	1.398
12:00 - 13:00	1	930	0.645	1	930	0.753	1	930	1.398
13:00 - 14:00	1	930	0.860	1	930	1.183	1	930	2.043
14:00 - 15:00	1	930	0.968	1	930	1.075	1	930	2.043
15:00 - 16:00	1	930	0.215	1	930	0.430	1	930	0.645
16:00 - 17:00	1	930	0.538	1	930	0.538	1	930	1.076
17:00 - 18:00	1	930	0.108	1	930	0.215	1	930	0.323
18:00 - 19:00	1	930	0.108	1	930	0.215	1	930	0.323
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.700			5.700			11.400

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 07 - LEISURE/V - LIBRARY

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.66

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									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00	1	930	7.742	1	930	4.516	1	930	12.258
10:00 - 11:00	1	930	14.301	1	930	9.355	1	930	23.656
11:00 - 12:00	1	930	8.065	1	930	10.968	1	930	19.033
12:00 - 13:00	1	930	8.817	1	930	9.892	1	930	18.709
13:00 - 14:00	1	930	7.204	1	930	7.204	1	930	14.408
14:00 - 15:00	1	930	13.763	1	930	10.323	1	930	24.086
15:00 - 16:00	1	930	6.774	1	930	10.538	1	930	17.312
16:00 - 17:00	1	930	4.516	1	930	6.559	1	930	11.075
17:00 - 18:00	1	930	4.839	1	930	4.839	1	930	9.678
18:00 - 19:00	1	930	1.720	1	930	3.978	1	930	5.698
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			77.741			78.172			155.913

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.

Calculation Reference: AUDIT-148301-250523-0537

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH

Category : G - GP SURGERIES

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	HG HARINGEY	1 days
	HK HACKNEY	1 days
03	SOUTH WEST	
	SD SWINDON	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS	
	DY DERBY	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
09	NORTH	
	CU CUMBERLAND	1 days
	TW TYNE & WEAR	2 days
10	WALES	
	CP CAERPHILLY	1 days
	WR WREXHAM	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 doctors

Actual Range: 2 to 17 (units:)

Range Selected by User: 2 to 20 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/06/24

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	2 days
Wednesday	2 days
Thursday	3 days
Friday	5 days

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

Selected survey types:

Manual count	13 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)	7

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	10
Built-Up Zone	1
High Street	1
No Sub Category	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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	14 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:**Use Class:**

E(e) 13 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:

10,001 to 15,000	1 days
15,001 to 20,000	2 days
20,001 to 25,000	2 days
25,001 to 50,000	5 days
50,001 to 100,000	3 days

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

Population within 5 miles:

50,001 to 75,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	3 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	8 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:

No	13 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	11 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	AC-05-G-04 KINGSMEAD SQUARE NORTHWICH KINGSMEAD Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of doctors: Survey date: FRIDAY	GP SURGERY 3 07/06/19	CHESHIRE WEST & CHESTER
2	CA-05-G-01 NUFFIELD ROAD CAMBRIDGE CHESTERTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of doctors: Survey date: FRIDAY	MEDICAL CENTRE 12 23/06/23	CAMBRIDGESHIRE
3	CP-05-G-01 HOEL BRO WEN CAERPHILLY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of doctors: Survey date: THURSDAY	GP SURGERY 5 13/10/22	CAERPHILLY
4	CU-05-G-03 FUSEHILL STREET CARLISLE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of doctors: Survey date: TUESDAY	GP SURGERY 7 18/06/24	CUMBERLAND
5	DR-05-G-01 GOODISON BOULEVARD DONCASTER CANTLEY Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of doctors: Survey date: THURSDAY	GP SURGERY 14 23/09/21	DONCASTER
6	DY-05-G-01 OSMASTON ROAD DERBY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of doctors: Survey date: WEDNESDAY	GP SURGERY 10 25/09/19	DERBY
7	DY-05-G-02 ST THOMAS ROAD DERBY Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of doctors: Survey date: WEDNESDAY	GP SURGERY 17 11/10/23	DERBY

LIST OF SITES relevant to selection parameters (Cont.)

8	HG-05-G-01 ARCADIAN GARDENS WOOD GREEN	GP SURGERY		HARINGEY
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of doctors: 2 Survey date: FRIDAY 10/06/22 Survey Type: MANUAL			
9	HK-05-G-01 ALBION ROAD STOKE NEWINGTON	GP SURGERY		HACKNEY
	Neighbourhood Centre (PPS6 Local Centre) Built-Up Zone Total Number of doctors: 13 Survey date: TUESDAY 05/11/19 Survey Type: MANUAL			
10	SD-05-G-01 CRICKDALE ROAD SWINDON	GP SURGERY		SWINDON
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of doctors: 4 Survey date: FRIDAY 23/09/16 Survey Type: MANUAL			
11	TW-05-G-03 CHURCH ROAD NEWCASTLE GOSFORTH	GP SURGERY		TYNE & WEAR
	Neighbourhood Centre (PPS6 Local Centre) High Street Total Number of doctors: 10 Survey date: MONDAY 29/04/19 Survey Type: MANUAL			
12	TW-05-G-04 MANOR WALK NEWCASTLE UPON TYNE BENTON	GP SURGERY		TYNE & WEAR
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of doctors: 7 Survey date: THURSDAY 18/10/18 Survey Type: MANUAL			
13	WR-05-G-03 CHESTER ROAD WREXHAM	GP SURGERY		WREXHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of doctors: 7 Survey date: FRIDAY 10/05/24 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
HI-05-G-02	Covid-19 restrictions

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DOCTOR

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.89

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	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	7	0.143	1	7	0.000	1	7	0.143
07:00 - 08:00	12	8	1.010	12	8	0.253	12	8	1.263
08:00 - 09:00	13	9	2.495	13	9	1.315	13	9	3.810
09:00 - 10:00	13	9	3.180	13	9	2.820	13	9	6.000
10:00 - 11:00	13	9	3.225	13	9	2.730	13	9	5.955
11:00 - 12:00	13	9	2.982	13	9	3.162	13	9	6.144
12:00 - 13:00	13	9	2.261	13	9	2.901	13	9	5.162
13:00 - 14:00	13	9	2.225	13	9	2.081	13	9	4.306
14:00 - 15:00	13	9	2.829	13	9	2.847	13	9	5.676
15:00 - 16:00	13	9	2.342	13	9	2.649	13	9	4.991
16:00 - 17:00	13	9	2.153	13	9	2.667	13	9	4.820
17:00 - 18:00	13	9	1.423	13	9	2.009	13	9	3.432
18:00 - 19:00	12	9	0.454	12	9	0.880	12	9	1.334
19:00 - 20:00	2	9	0.118	2	9	0.412	2	9	0.530
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			26.840			26.726			53.566

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: 2 - 17 (units:)
 Survey date range: 01/01/16 - 18/06/24
 Number of weekdays (Monday-Friday): 13
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 1

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: 1 DOCTOR

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	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	7	0.000	1	7	0.000	1	7	0.000
07:00 - 08:00	12	8	0.000	12	8	0.000	12	8	0.000
08:00 - 09:00	13	9	0.036	13	9	0.000	13	9	0.036
09:00 - 10:00	13	9	0.054	13	9	0.045	13	9	0.099
10:00 - 11:00	13	9	0.045	13	9	0.036	13	9	0.081
11:00 - 12:00	13	9	0.063	13	9	0.063	13	9	0.126
12:00 - 13:00	13	9	0.054	13	9	0.063	13	9	0.117
13:00 - 14:00	13	9	0.009	13	9	0.027	13	9	0.036
14:00 - 15:00	13	9	0.072	13	9	0.063	13	9	0.135
15:00 - 16:00	13	9	0.054	13	9	0.063	13	9	0.117
16:00 - 17:00	13	9	0.027	13	9	0.054	13	9	0.081
17:00 - 18:00	13	9	0.045	13	9	0.045	13	9	0.090
18:00 - 19:00	12	9	0.019	12	9	0.046	12	9	0.065
19:00 - 20:00	2	9	0.000	2	9	0.000	2	9	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.478			0.505			0.983

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: 1 DOCTOR

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	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	7	0.000	1	7	0.000	1	7	0.000
07:00 - 08:00	12	8	0.485	12	8	0.091	12	8	0.576
08:00 - 09:00	13	9	0.928	13	9	0.658	13	9	1.586
09:00 - 10:00	13	9	1.351	13	9	1.234	13	9	2.585
10:00 - 11:00	13	9	1.252	13	9	1.243	13	9	2.495
11:00 - 12:00	13	9	1.171	13	9	1.369	13	9	2.540
12:00 - 13:00	13	9	1.000	13	9	1.117	13	9	2.117
13:00 - 14:00	13	9	0.964	13	9	0.865	13	9	1.829
14:00 - 15:00	13	9	0.991	13	9	0.946	13	9	1.937
15:00 - 16:00	13	9	1.135	13	9	1.162	13	9	2.297
16:00 - 17:00	13	9	0.919	13	9	0.964	13	9	1.883
17:00 - 18:00	13	9	0.604	13	9	0.982	13	9	1.586
18:00 - 19:00	12	9	0.167	12	9	0.352	12	9	0.519
19:00 - 20:00	2	9	0.118	2	9	0.353	2	9	0.471
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.085			11.336			22.421

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: 1 DOCTOR
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	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	7	0.000	1	7	0.000	1	7	0.000
07:00 - 08:00	12	8	0.182	12	8	0.020	12	8	0.202
08:00 - 09:00	13	9	0.450	13	9	0.162	13	9	0.612
09:00 - 10:00	13	9	0.559	13	9	0.459	13	9	1.018
10:00 - 11:00	13	9	0.541	13	9	0.486	13	9	1.027
11:00 - 12:00	13	9	0.631	13	9	0.658	13	9	1.289
12:00 - 13:00	13	9	0.441	13	9	0.333	13	9	0.774
13:00 - 14:00	13	9	0.405	13	9	0.414	13	9	0.819
14:00 - 15:00	13	9	0.568	13	9	0.486	13	9	1.054
15:00 - 16:00	13	9	0.450	13	9	0.559	13	9	1.009
16:00 - 17:00	13	9	0.396	13	9	0.477	13	9	0.873
17:00 - 18:00	13	9	0.252	13	9	0.405	13	9	0.657
18:00 - 19:00	12	9	0.028	12	9	0.315	12	9	0.343
19:00 - 20:00	2	9	0.000	2	9	0.471	2	9	0.471
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.903			5.245			10.148

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DOCTOR

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.89

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	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	7	0.143	1	7	0.000	1	7	0.143
07:00 - 08:00	12	8	1.838	12	8	0.414	12	8	2.252
08:00 - 09:00	13	9	4.477	13	9	2.315	13	9	6.792
09:00 - 10:00	13	9	6.117	13	9	5.333	13	9	11.450
10:00 - 11:00	13	9	5.901	13	9	5.333	13	9	11.234
11:00 - 12:00	13	9	5.586	13	9	6.027	13	9	11.613
12:00 - 13:00	13	9	4.414	13	9	5.117	13	9	9.531
13:00 - 14:00	13	9	4.225	13	9	3.910	13	9	8.135
14:00 - 15:00	13	9	5.279	13	9	5.162	13	9	10.441
15:00 - 16:00	13	9	4.595	13	9	5.234	13	9	9.829
16:00 - 17:00	13	9	4.297	13	9	5.063	13	9	9.360
17:00 - 18:00	13	9	2.649	13	9	4.072	13	9	6.721
18:00 - 19:00	12	9	0.750	12	9	1.796	12	9	2.546
19:00 - 20:00	2	9	0.235	2	9	1.294	2	9	1.529
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			50.506			51.070			101.576

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 Servicing Vehicles

Calculation factor: 1 DOCTOR

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	Trip Rate	No. Days	Ave. DOCTOR	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	7	0.000	1	7	0.000	1	7	0.000
07:00 - 08:00	12	8	0.020	12	8	0.010	12	8	0.030
08:00 - 09:00	13	9	0.108	13	9	0.081	13	9	0.189
09:00 - 10:00	13	9	0.099	13	9	0.135	13	9	0.234
10:00 - 11:00	13	9	0.090	13	9	0.081	13	9	0.171
11:00 - 12:00	13	9	0.117	13	9	0.108	13	9	0.225
12:00 - 13:00	13	9	0.072	13	9	0.081	13	9	0.153
13:00 - 14:00	13	9	0.045	13	9	0.018	13	9	0.063
14:00 - 15:00	13	9	0.072	13	9	0.090	13	9	0.162
15:00 - 16:00	13	9	0.081	13	9	0.090	13	9	0.171
16:00 - 17:00	13	9	0.036	13	9	0.036	13	9	0.072
17:00 - 18:00	13	9	0.027	13	9	0.036	13	9	0.063
18:00 - 19:00	12	9	0.009	12	9	0.009	12	9	0.018
19:00 - 20:00	2	9	0.000	2	9	0.000	2	9	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.776			0.775			1.551

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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