

Hawthorn Medical Centre

Transport Statement

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Client Name: NHS Property

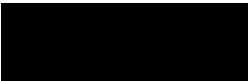
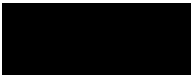
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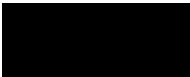
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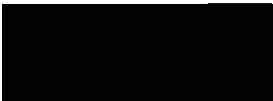
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Plans

Drawing 087546-CUR-XX-XX-G-TP-06001 – Patient Catchment
Drawing 087546-CUR-XX-XX-G-TP-06002 – Staff Catchment

Drawings

Drawing 087546-CUR-XX-XX-G-TP-05001 – (Swept Path Analysis) Ambulance
Drawing 087546-CUR-XX-XX-G-TP-05002 – (Swept Path Analysis) Box Van
Drawing 087546-CUR-XX-XX-G-TP-05003 – (Swept Path Analysis) Large Car
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Appendices

Appendix A – Proposed Site Layout
Appendix B – Parking Survey
Appendix C – Staff and Patient Postcodes
Appendix D – 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 Hawthorn Medical Centre to a nearby site.
- 1.1.2 The existing Medical Centre in Fallowfield Retail Park is due to be demolished (planning reference: 138593/DEM/2023), ahead of the redevelopment of the southern section of the Retail Park to provide a Lidl supermarket (planning reference: 139751/FO/2024).
- 1.1.3 This TS considers the provision of the new facility on land to the north of Moseley Road, which currently forms part of the University of Manchester's playing fields at the Armitage Sports Centre.
- 1.1.4 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 Manchester City Council (MCC) 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.
- 1.2.3 Additionally, the TS is supported by an Interim Travel Plan (Document Reference: **087546-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: **087546-CUR-XX-XX-T-TP-00003**) has also been prepared.

1.3 Policy Context

- 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.”
- 1.3.2 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.

- 1.3.3 The relevant adopted Development Plan Documents for MCC are the Manchester Core Strategy (adopted in July 2012) and Places for Everyone (adopted in March 2024).
- 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 Curtins held pre-application meeting with MCC Highways on 10th April and 25th June 2025.
- 1.4.3 MCC Highways also provided written advice in relation to the access, servicing, and parking in April 2025. They made the following comments in relation to the scope:
- *“A review of accident history, noting any patterns or trends.*
 - *Undertake a trip generation exercise using surveys of the existing premises and distribution based on catchment area of patients (as per your comments below). This will determine whether any further assessment work will be required.*
 - *Discuss the requirements for any mitigation as necessary to support the development.*
 - *Proposed access and servicing arrangements, including a detailed access plan drawing and accompanying swept paths. The access should be designed to ensure the provision of tactile paving and dropped kerbs, with sufficient sightline visibility in accordance with standards contained within Manual for Streets.*
 - *Proposed car parking arrangements.*
 - *A review of traffic regulation orders surrounding the site, with a view to covering whether any additional restrictions are required.*
 - *Site accessibility review with any improvements identified.*
 - *Details of cycle parking provision – secure internal shelter for staff for long stay parking and covered external shelters for patients.*
 - *Confirm if a Travel Plan already exists and note that this would need to be updated.”*
- 1.4.4 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 Hawthorn Medical Centre, including the usage, where staff and patients travel from and how, and the planning background.
- 1.5.3 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.
- 1.5.1 **Section 5** assesses the proposed development's compliance against BREEAM standards.
- 1.5.2 **Section 6** gives an overview of the development proposals including details on proposed access, parking provision, and a servicing and refuse strategy.
- 1.5.3 **Section 7** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals, and the highway impact.
- 1.5.4 **Section 8** provides a report summary and conclusion.

2.0 Existing Situation

2.1 Site Location

- 2.1.1 The site is located c. 100m to the west of the existing Hawthorn Medical Centre, located in Fallowfield Retail Park, which will be relocated to the site. **Figure 2.1** below shows the existing and proposed locations of Hawthorn Medical Centre.

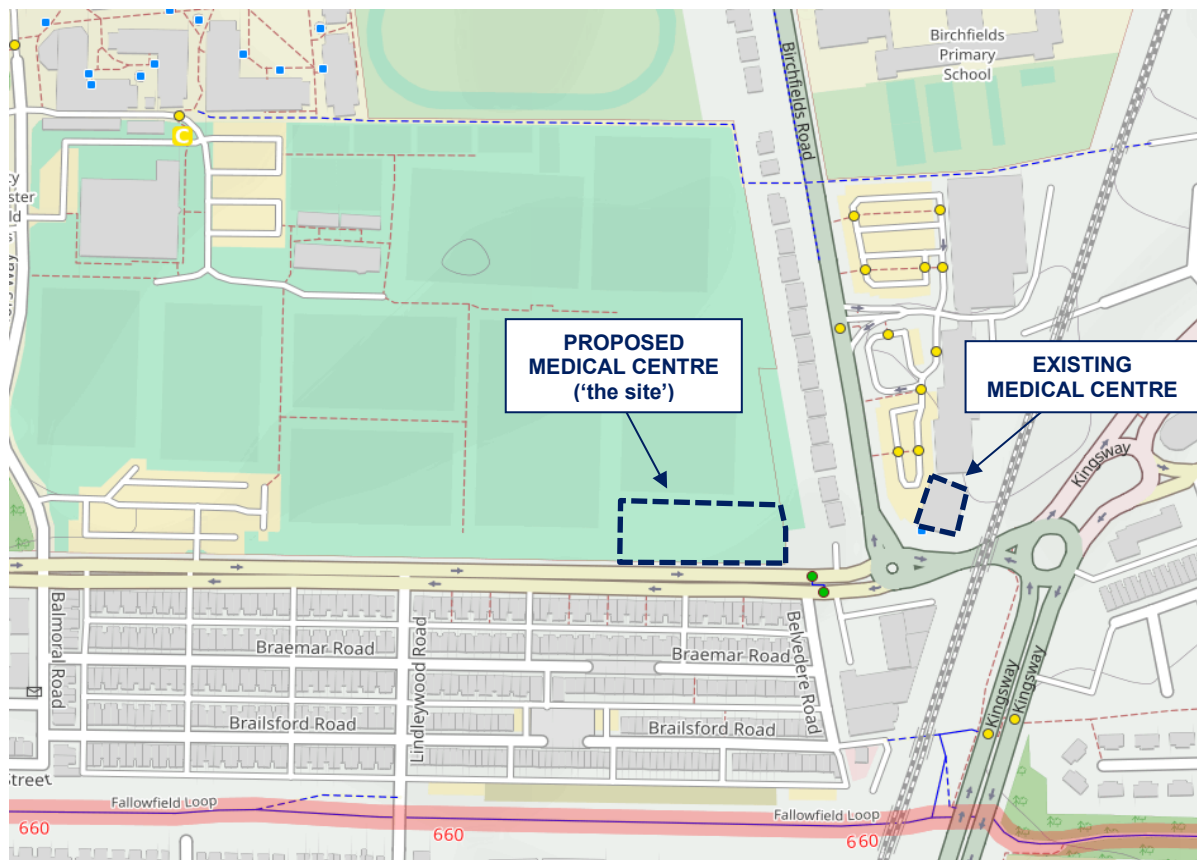


Figure 2.1 – Existing and Proposed Locations of Hawthorn Medical Centre

- 2.1.2 The site is bound by a car dealership to the east, the B5093 Moseley Road to the south, and playing fields within the University of Manchester Armitage Sports Centre to the west and north.

2.2 Existing Use and Access

- 2.2.1 The site has been acquired from the University of Manchester. It is currently greenspace at the edge of the Armitage Sports Centre. The site does not currently have access from the highway.

2.3 Surrounding Highway Network

Moseley Road (B5093)

- 2.3.1 Moseley Road is a dual carriageway: in the vicinity of the site, there are two eastbound lanes and one westbound lane, along with continuous marked on-street car park on the southern eastbound side.

Moseley Road has a typical carriageway width of c. 15m including a central reservation where there are intermittent gaps for u-turning traffic.

2.3.2 Double yellow lines are in place along parts of Moseley Road to prevent parking, including along the southern part of the site boundary. Despite the double yellow lines ending to the west of the site, Curtins did not observe vehicles parked along Moseley Road.

2.3.3 It is subject to a 30mph speed limit.

2.3.4 To the west of the Birchfields Road / Moseley Road roundabout, Moseley Road has shared use footway / cycleways along both sides of the road, and a painted westbound on-carriageway cycle lane.

2.3.5 There are bus stops on Moseley Road in the vicinity of the site, and a toucan crossing. This is further explored in **Section 4**.

Birchfields Road (A34)

2.3.6 Birchfields Road is situated to the east of the site, forming the northern arm of the roundabout with Moseley Road. Birchfields Road is a single carriageway road, with a typical carriageway width of 10m.

2.3.7 There are footways present on both sides of the carriageway, as well as streetlighting and bus stops. Double yellow lines are present along both sides of the carriageway.

2.3.8 To the north of the Retail Park access, there is a painted northbound on-carriageway cycle lane on Birchfields Road and a southbound bus lane (which can also be used by cyclists).

2.3.9 It is also subject to a 30mph speed limit.

2.4 Highway Safety

2.7.1 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 2.5** overleaf:

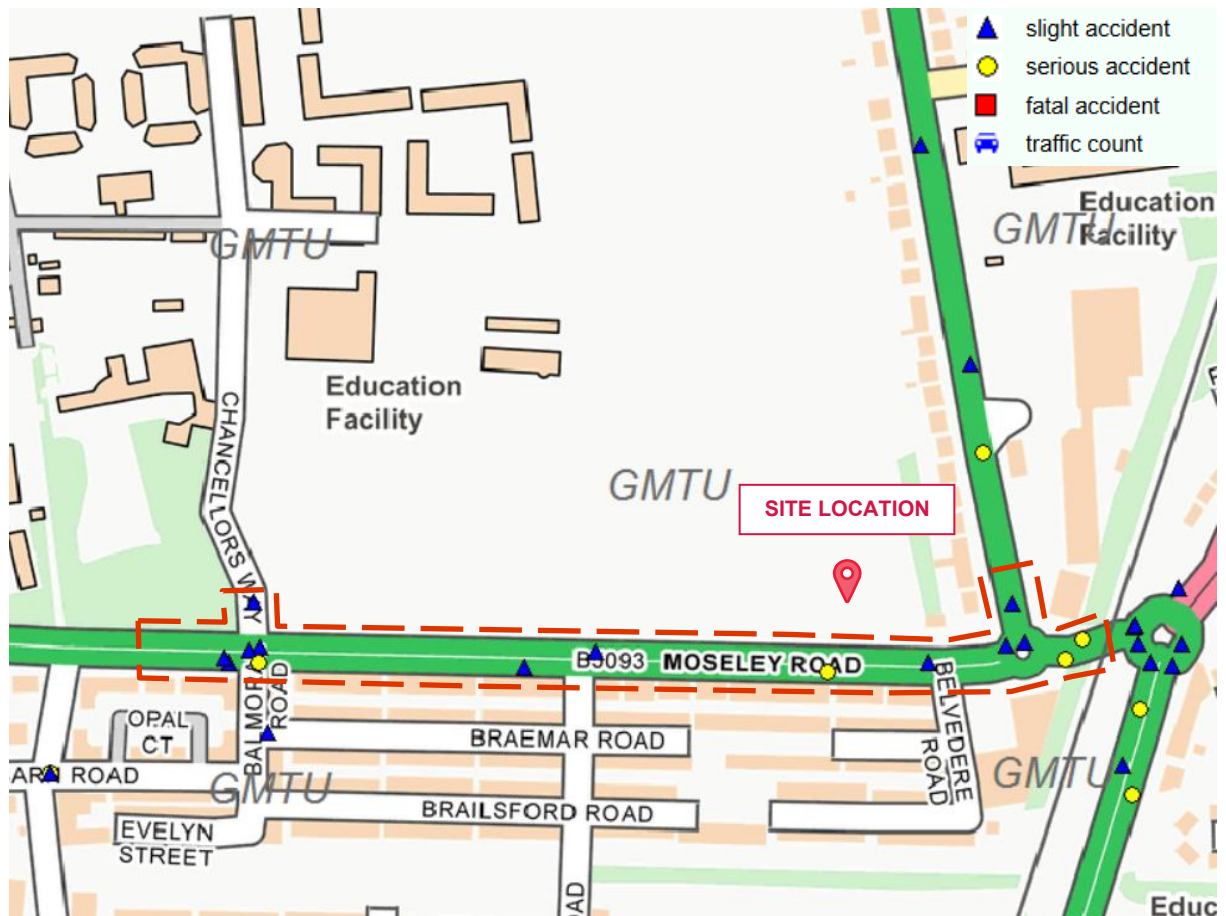


Figure 2.2 – Personal Injury Collision Data Plot
(Source: TfGM, 2025)

Junction/Link	Slight	Serious	Fatal	Totals
Moseley Road / Balmoral Road	5	1	0	6
Moseley Road / Lindley Wood Road	2	0	0	2
Moseley Road (in the vicinity of the westbound bus stop)	0	1	0	1
Moseley Road / Belvedere Road	1	0	0	1
Moseley Road / Birchfields Road	3	2	0	5
Total	11	4	0	15

Table 2.1 – Personal Injury Accident Data Summary

2.4.1 There has been a total of 15 collisions in the most recently available five-year period (2020-2024), comprising 11 'slight' and four 'serious' incidents. No fatal collisions were recorded. There is a cluster of five collisions at the Moseley Road / Birchfields Road junction, however this is not considered a particularly high number for a key junction on the local highway network.

2.4.2 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.

3.0 Existing Hawthorn Medical Centre

3.1 Introduction

- 3.1.1 This section details the planning background of the site and the existing usage of the Hawthorn Medical Centre, and the travel patterns of staff and patients.

3.2 Planning Background

2021 Lidl Planning Application

- 3.2.1 Lidl was granted planning permission in 2022 for the following planning application:

“130189/FO/2021 | Demolition of existing units 4, 5, 6, 7, 8, and 10 and erection of a single storey building to form new retail foodstore (Use Class E) and separate hot food delivery unit (sui generis) with associated car parking and landscaping. | Fallowfield Shopping Centre Birchfields Road Manchester M14 6FS”

- 3.2.2 As shown below, the proposals were to replace most units in the southern section of the Retail Park with a Lidl supermarket, whilst retaining the Medical Centre (unit 9).

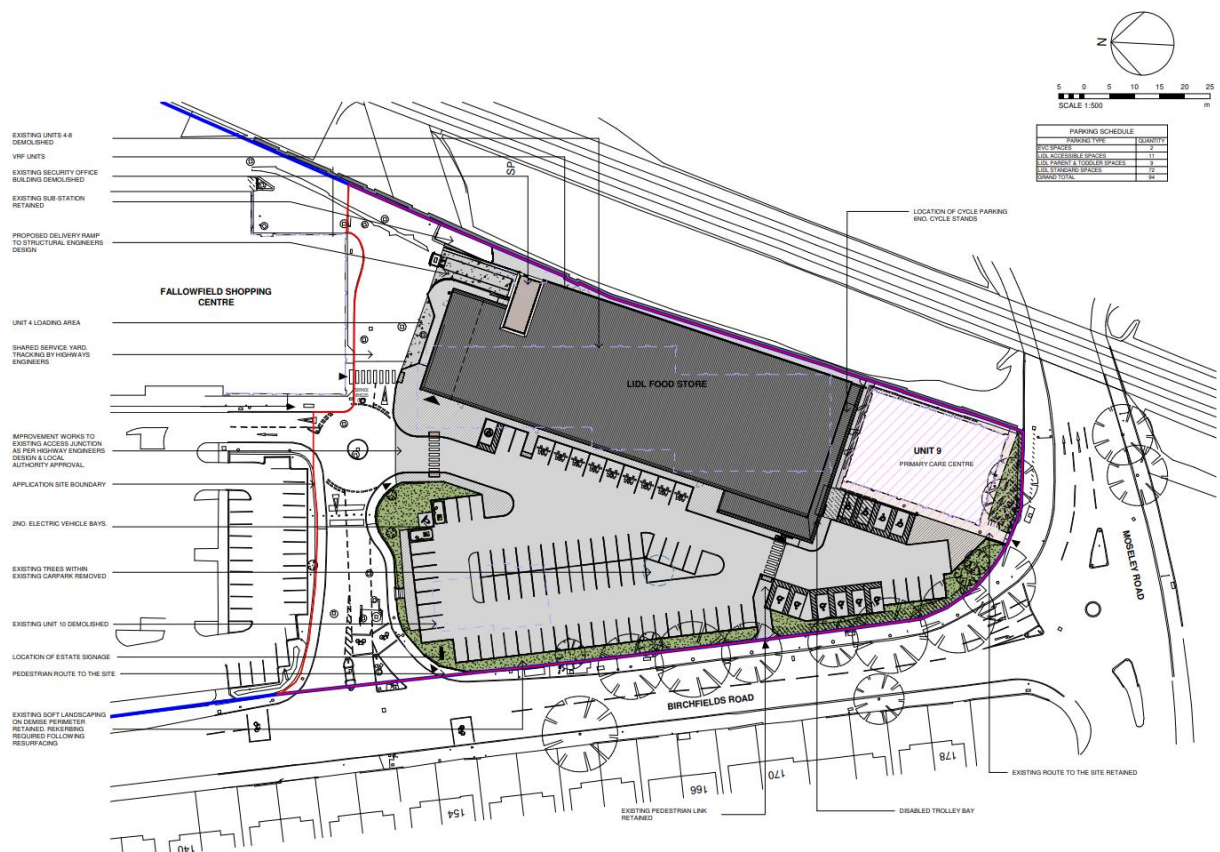


Figure 3.1 – Proposed Layout for App. 130189/FO/2021
(Source: SMR Architects via MCC planning portal, 2022)

- 3.2.3 Whilst the approved layout showed the retention of the medical centre, there was no requirement for the Medical Centre to continue operating or to be retained in the future.
- 3.2.4 The Transport Assessment prepared for app. 130189/FO/2021 detailed the existing and proposed uses of the Retail Park, with an extract provided below:

Table 6.1: Existing and Proposed Schedule of Accommodation

Unit	Existing Retail Park	Area (sq ft)	Proposed Redevelopment of Retail Park	Area (sq ft)
1	Home Bargains	14,026	Home Bargains	14,026
2	Iceland	8,493	Iceland	8,493
3	Vacant	5,989	Vacant	5,989
4	Yum! III UK Ltd (Pizza Hut)	697	Lidl (22,916 sqft) plus sublet (1,044 sqft)	23,960
5	Vacant	938		
6	Jolleys sub let (Iceland)	3,821		
7	Banardos	3,404		
8	Vacant	5,979		
9	NHS	5,318	NHS	5,318
10	Burger King Ltd	2,481	-	-
	Total	51,146	Total	57,786
			Uplift in floor area	13%

Figure 3.2 – Existing and Proposed Uses of the Retail Park, as per App. 130189/FO/2021
(Source: SCP via MCC planning portal, 2022)

2024 Demolition Planning Application

- 3.2.5 Subsequent to this, in January 2024 a ‘prior approval’ application (planning reference: 138593/DEM/2023) was granted consent for the demolition of the Medical Centre (Unit 9). The only matter which can be assessed for such applications is the method of demolition; the LPA could not take into account the loss of the existing use in its decision. Automatic approval was granted following the expiration of 56 days.

2024 Lidl Planning Application

- 3.2.6 Following a review by Lidl of their store operation model and specification, the scheme was revised to increase the floorspace and parking provision, to demolish the Medical Centre as per App. Ref: 138593/DEM/2023, and provide two smaller sub-let units, involving a small retail unit and a hot food delivery unit (both 95 sqm).
- 3.2.7 Lidl was granted permission for the revised planning application (planning reference: 139751/FO/2024) incorporating these changes in 2024. **Figure 3.3** below shows the revised Lidl proposals:

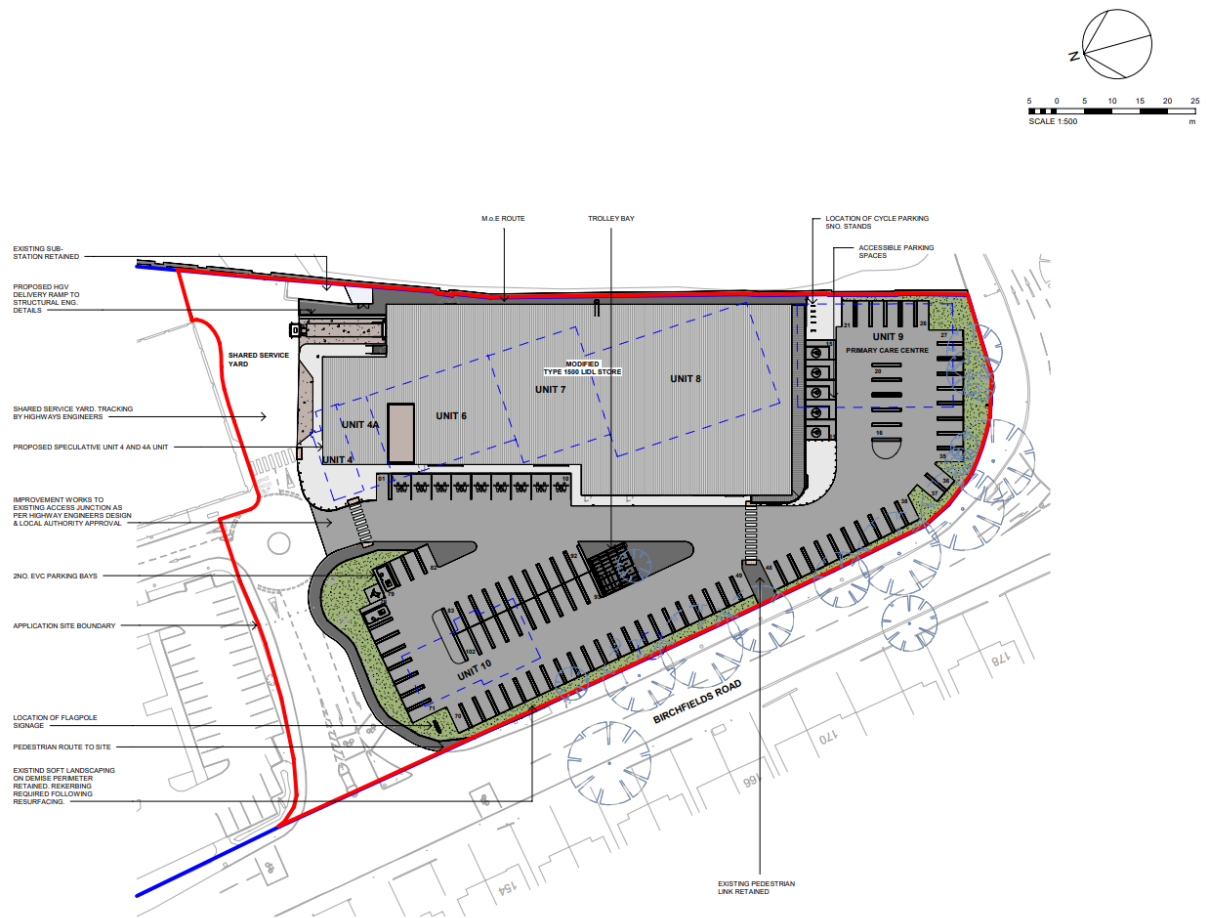


Figure 3.3 – Proposed Layout for App. 139751/FO/2024
(Source: SMR Architects via MCC planning portal, 2024)

3.2.8 The planning conditions include the following, which are also pertinent transport context to this application:

“35) Prior to occupation of the commercial units hereby approved, full details of all necessary off-site highway works, shall be submitted to and approved in writing by the City Council as Local Planning Authority and be implemented in accordance with a timescale to be agreed by the City Council as Local Planning Authority. Such works shall include:

- *The upgrade of pedestrian facilities at the Birchfield Road access junction to provide signalised pedestrian facilities across all arms of the junction and to run with a full pedestrian stage. This requires the removal of the existing triangular island.*
- *Bus stop improvements to the nearest bus stops to the site. Namely, seat provision;*
- *Improvements to pedestrian routes serving the development the north and east of the site, including the path along the boundary between the retail park and the neighbouring school, the route that leads to the halls of residence (Unsworth Park), the uncontrolled crossing at Kingsway/Moseley Road*

roundabout. The improvements shall entail new dropped kerbs and tactile pavement to crossing points and the resurfacing of the central crossing section across the central reserve adjacent to the Kingsway/Moseley Road roundabout.

The development shall not be occupied until all the necessary off-site highway works have an agreed timescale for implementation.”

3.3 Existing Medical Centre Operations

- 3.3.1 Hawthorn Medical Centre is an NHS GP Practice and an NHS Urgent Care Centre. The GP Practice is open from 08:00 to 18:30 for registered patients, while urgent treatment is available for patients of any GP practice between 08:00 and 20:00 on weekdays and weekends.
- 3.3.2 Patients can access the Urgent Care service via online form, walk-in (from 10:00), telephone or redirected from another service such as NHS 111.

3.4 Parking

- 3.4.1 As per the SCP TA for application 130189/FO/2021, there is a total of 72 car parking spaces, including six disabled, in the southern section of the Retail Park. The parking is shared between the units, which include the medical centre.
- 3.4.2 At the time of the application, c. 22,638sqft (2,103sqm) of floor area is provided in the southern section of Fallowfield Retail Park, of which 69% (15,721sqft / 1,461sqm) was occupied, including the c. 5318sqft (494sqm) NHS Medical Centre. As such, the Medical Centre equates to about 23% and 33% of the total and occupied southern retail park, respectively.
- 3.4.3 Road Data Services, an independent surveying company, was commissioned by SCP to undertake traffic and parking surveys between 15:30-18:30 on Wednesday 15th and 11:00-14:00 on Saturday 18th September 2021.
- 3.4.4 **Figures 3.4 and 3.5** below details the parking survey results for the southern section of the Retail Park.
- 3.4.5 Within the periods surveyed, there was a peak accumulation of 38 parked vehicles at 17:00-17:15 on the Wednesday and 38 at 13:30-14:00 on the Saturday.

087546 Hawthorn Medical Centre

Transport Statement

Curtins

Road Data Services Ltd

Fallowfield Southern Retail Park
Wednesday 15th September 2021

TIME	Inbound								Outbound							
	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
15:30 - 15:45	1	1	15	0	0	0	0	17	0	0	17	0	0	0	0	17
15:45 - 16:00	0	2	14	0	0	0	0	16	0	0	14	0	0	0	0	14
Hourly Total	1	3	29	0	0	0	0	33	0	0	31	0	0	0	0	31
16:00 - 16:15	0	2	16	1	0	0	0	19	0	2	19	1	0	0	0	22
16:15 - 16:30	1	1	15	1	0	0	0	18	0	1	16	0	0	0	0	17
16:30 - 16:45	1	0	9	0	0	0	0	10	0	0	13	0	0	0	0	13
16:45 - 17:00	0	1	15	0	0	0	0	16	0	1	11	1	0	0	0	13
Hourly Total	2	4	55	2	0	0	0	63	0	4	59	2	0	0	0	65
17:00 - 17:15	0	0	17	2	0	0	0	19	0	0	11	1	0	0	0	12
17:15 - 17:30	0	0	10	0	0	0	0	10	0	0	16	1	0	0	0	17
17:30 - 17:45	0	0	13	0	0	0	0	13	0	0	18	0	0	0	0	18
17:45 - 18:00	0	0	17	3	0	0	0	20	0	0	17	2	0	0	0	19
Hourly Total	0	0	57	5	0	0	0	62	0	0	62	4	0	0	0	66
18:00 - 18:15	0	0	16	0	0	0	0	16	0	0	12	1	0	0	0	13
18:15 - 18:30	0	0	17	0	0	0	0	17	0	0	16	0	0	0	0	16
Hourly Total	0	0	33	0	0	0	0	33	0	0	28	1	0	0	0	29
TOTAL	3	7	174	7	0	0	0	191	0	4	180	7	0	0	0	191

In at Start							
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0	0	31	0	0	0	0	31

Accumulation							
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
1	1	29	0	0	0	0	31
1	3	29	0	0	0	0	33
2	4	58	0	0	0	0	64
1	3	26	0	0	0	0	30
2	3	25	1	0	0	0	31
3	3	21	1	0	0	0	28
3	3	25	0	0	0	0	31
3	3	31	1	0	0	0	38
3	3	25	0	0	0	0	31
3	3	20	0	0	0	0	26
3	3	20	1	0	0	0	27
3	3	24	0	0	0	0	30
3	3	25	0	0	0	0	31

3	3	25	0	0	0	0	31
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
In at End							

Figure 3.4 – Car Park Weekday Survey, as per App. 130189/FO/2021
(Source: SCP via MCC planning portal, 2022)

Road Data Services Ltd

Fallowfield Southern Retail Park
Saturday 18th September 2021

	Inbound								Outbound							
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
11:00 - 11:15	0	1	10	1	0	0	0	12	0	1	15	0	0	0	0	16
11:15 - 11:30	0	1	10	0	0	0	0	11	0	0	11	0	0	0	0	11
11:30 - 11:45	0	1	18	0	0	0	0	19	0	1	16	1	0	0	0	18
11:45 - 12:00	0	1	22	0	1	0	0	24	0	2	18	0	0	0	0	20
Hourly Total	0	4	60	1	1	0	0	66	0	4	60	1	0	0	0	65
12:00 - 12:15	0	0	17	1	0	0	0	18	0	0	18	0	1	0	0	19
12:15 - 12:30	1	0	16	1	0	0	0	18	0	0	20	1	0	0	0	21
12:30 - 12:45	0	0	19	1	0	0	0	20	0	0	15	2	0	0	0	17
12:45 - 13:00	0	0	18	0	0	0	0	18	0	0	19	0	0	0	0	19
Hourly Total	1	0	70	3	0	0	0	74	0	0	72	3	1	0	0	76
13:00 - 13:15	0	0	14	3	0	0	0	17	0	0	18	2	0	0	0	20
13:15 - 13:30	0	0	21	0	0	0	0	21	0	0	11	0	0	0	0	11
13:30 - 13:45	1	0	24	1	0	0	0	26	0	0	18	1	0	0	0	19
13:45 - 14:00	0	1	19	1	0	0	0	21	0	1	20	0	0	0	0	21
Hourly Total	1	1	78	5	0	0	0	85	0	1	67	3	0	0	0	71
TOTAL	2	5	208	9	1	0	0	225	0	5	199	7	1	0	0	212

In at Start							
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0	0	25	0	0	0	0	25

Accumulation							
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
0	0	20	1	0	0	0	21
0	1	19	1	0	0	0	21
0	1	21	0	0	0	0	22
0	0	25	0	1	0	0	26
0	0	24	1	0	0	0	25
1	0	20	1	0	0	0	22
1	0	24	0	0	0	0	25
1	0	23	0	0	0	0	24
1	0	19	1	0	0	0	21
1	0	29	1	0	0	0	31
2	0	35	1	0	0	0	38
2	0	34	2	0	0	0	38

2	0	34	2	0	0	0	38
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL
In at End							

Figure 3.5 – Car Park Saturday Survey, as per App. 130189/FO/2021
(Source: SCP via MCC planning portal, 2022)

- 3.4.6 As can be seen above, the 2021 survey does not cover the morning or early afternoon.
- 3.4.7 It is also noted that all units in the southern section of Fallowfield Retail Park have now been demolished, with the exception of the medical centre. Barnardo's has relocated to the northern section.
- 3.4.8 On this basis, Curtins have undertaken a parking beat survey of the medical centre between 07:30 (ahead of its opening at 08:00) and 15:00 on Thursday 3rd July 2025 to infill the results of the SCP survey and to take account of the fact the medical centre is located in isolation. The full results are provided in **Appendix B**, with a summary of the accumulation provided below:

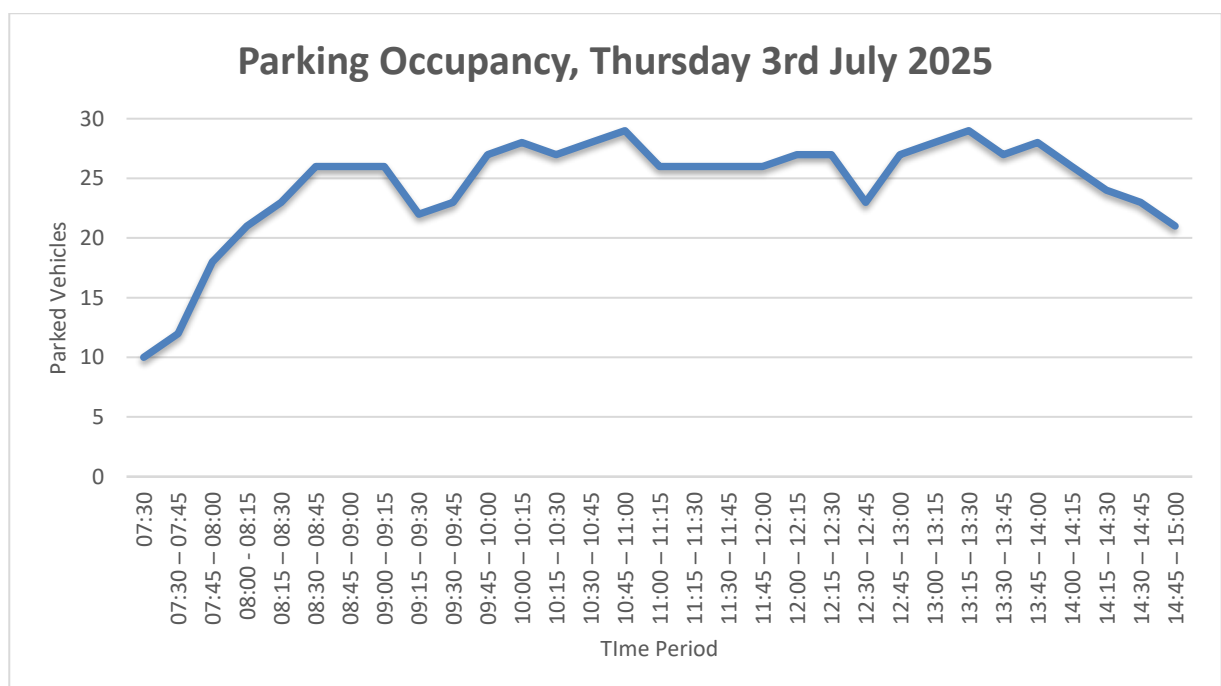


Figure 3.6 - Parking Occupancy on Thursday 3rd July 2025

- 3.4.9 There was a maximum accumulation of 29 vehicles. Throughout the day, there were some drop offs, including by taxis and private vehicles.
- 3.4.10 As shown below, there are four Sheffield stands located adjacent to the medical centre. Throughout the survey period, there was no usage of the cycle parking. One cyclist arrived at the medical centre and took their cycle inside the building.
- 3.4.11 No motorcycles were observed during the survey period.



Figure 3.7 - Cycle Parking at Medical Centre

3.5 Travel Patterns

- 3.5.1 Hope Citadel Healthcare has provided Curtins with travel information for staff and patients of the Medical Centre to inform the following analysis on patients and staff travel patterns.

GP Practice Patients

- 3.5.2 **Figure 3.8** below shows the approximate catchment area for the GP Practice, which has c. 6,700 registered patients.

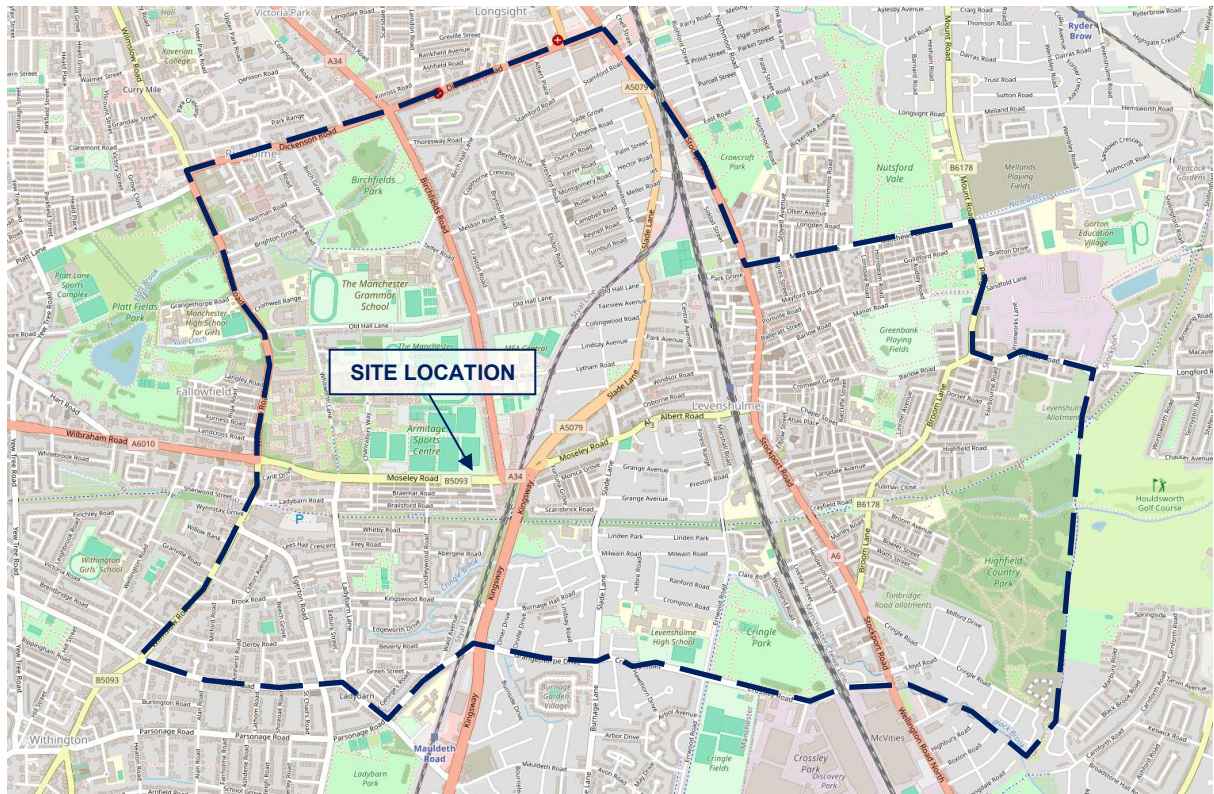


Figure 3.8 – Hawthorn Medical Centre Patient Catchment Area
(Source: OpenStreetMap, 2025)

- 3.5.3 The catchment area covers a large area of south Manchester, including parts of Longsight, Levenshulme, Fallowfield, and Ladybarn.

Urgent Care Centre Patients

- 3.5.4 An anonymous travel survey (with 127 respondents) was undertaken on Monday 14th to Wednesday 16th April 2025 for walk-in patients to establish where they had travelled from and how they travelled. The results are provided in **Appendix C** at the rear of this report.
- 3.5.5 A total of 84% of walk-in patients live within a Manchester (M) postcode. Over half (54%) live in the four most common postcode areas: M19 (22%), M20 (12%), M14 (11%) and SK8 (9%). It should also be noted that the site is located in M14.

Staff

- 3.5.6 There are currently 32 employees, including seven GPs.
- 3.5.7 A travel survey of staff on-site was also undertaken.
- 3.5.8 The most common areas among the 28 respondents were M19 (5 staff) and M20 (3 staff). The remaining postcode areas all had one or two members of staff. This suggests that 68% of staff live within a Manchester (M) postcode. The areas are summarised in **Appendix C**.

3.5.9 **Table 3.2** summarises how staff travel to work:

Mode	Number	Percent
Bus	3	10.7%
Cycle	4	14.3%
Cycle or Drive	1	3.6%
Drive	18	64.3%
Drive (Car Share)	2	7.1%
Total	28	100%

Table 3.1 – Staff Mode of Travel

3.5.10 As can be seen above, 75% of staff drive to work, with the remaining 25% cycling or taking the bus, with none walking.

Building Requirements

3.5.11 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

3.5.12

Figure 3.9 – Health Building Note Compliant Schedule

(Source: NHS Propoerty Services, 2024)

3.5.13 Based on the HBN guidance of 7,000 list size, the practice should have four notional doctors and six clinical rooms. There are currently seven doctors and nine clinical rooms, sufficient for a list size of 11,000.

3.5.14 The medical centre has a gross floor area of 600sqm.

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, an indicative pedestrian catchment plan has been produced. **Figure 4.1** shows distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips; which are considered a good approximation for trips associated with the development. The catchment area for patients of the GP Practice has been overlaid onto the plan (dashed navy line).

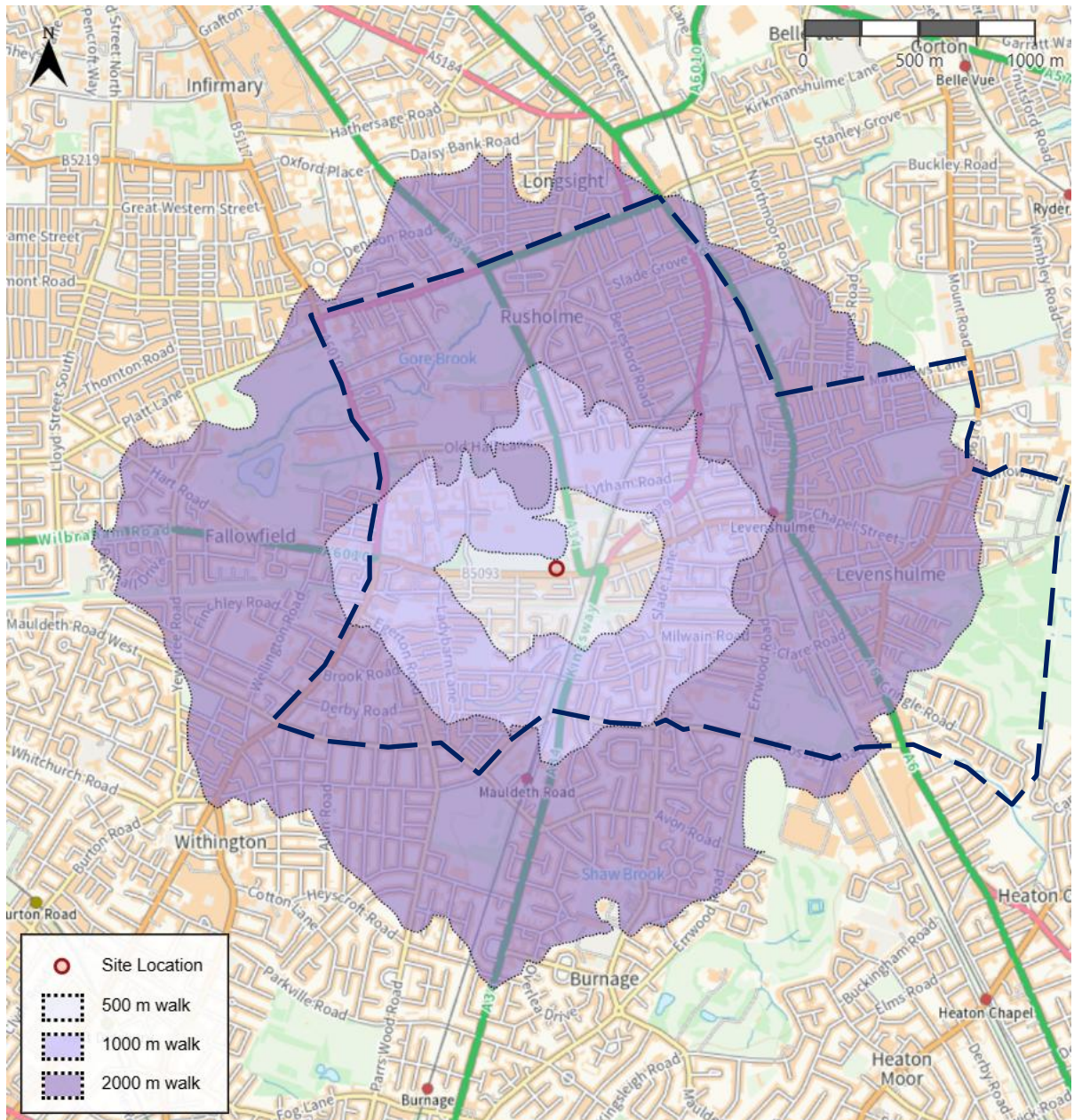


Figure 4.1 – Walking Catchment

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

4.2.6 As can be seen above, the site is in a largely residential area, particularly to the east and south, providing a large population of prospective patients and staff who could walk there. Slightly beyond the 1,000m catchment, Levenshulme and Mauldeth Road railway stations can be reached.

- 4.2.7 Most of the GP Practice's catchment area is within a 2,000m walk of the site.
- 4.2.8 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. Furthermore, there is a toucan crossing situated to the east of the site. Additionally, there is a shared footway and cycle path along Birchfield Road.
- 4.2.9 As detailed in **Section 3**, the Lidl development will provide improved pedestrian connections, including signalised crossings on all arms of the Birchfields Road / Fallowfield Retail Park junction, enabling pedestrians to travel between the site and Lidl, and undertake linked trips.
- 4.2.10 It is considered that the site is situated within a highly accessible area.

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 In order to assist in assessing the accessibility of the site by cycle, **Figure 4.2** presents 5.5km and 8km cycle catchments for the site.

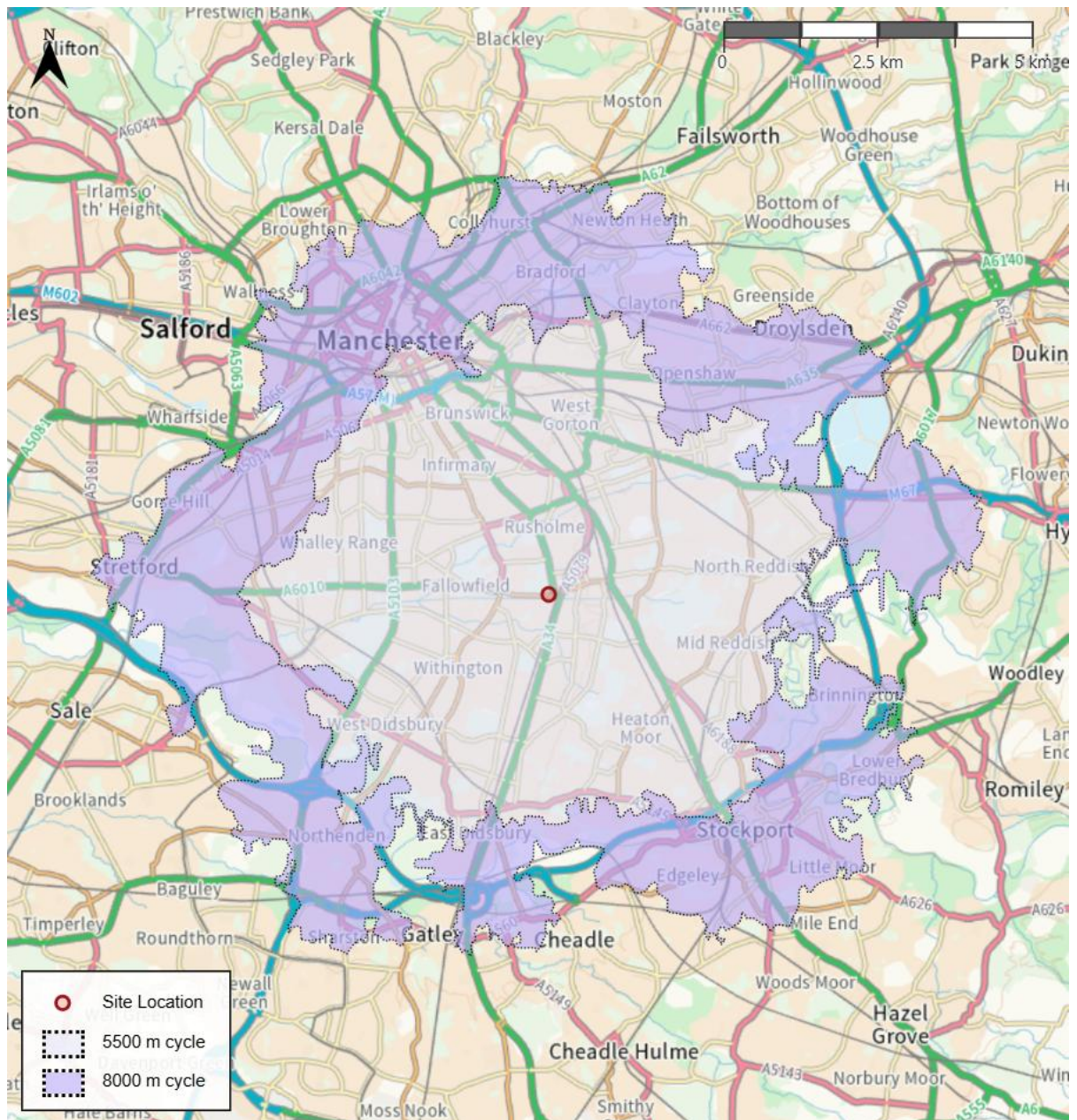


Figure 4.2 – Cycle Catchment

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

- 4.3.3 The 5.5km catchment encompasses the entirety of Fallowfield, West Didsbury and Gorton, including key transport links. The catchment also extends as far as Brunswick to the north, North Reddish to the east, Heaton Moor to the south, and Whalley Range to the west.
- 4.3.4 The 8km catchment extends further to Bradford to the north, Stockport to the east, Cheadle to the south and Stretford to the west.
- 4.3.5 TfGM local mapping for the cycle network in the immediate vicinity of the site is shown in **Figure 4.3** below:

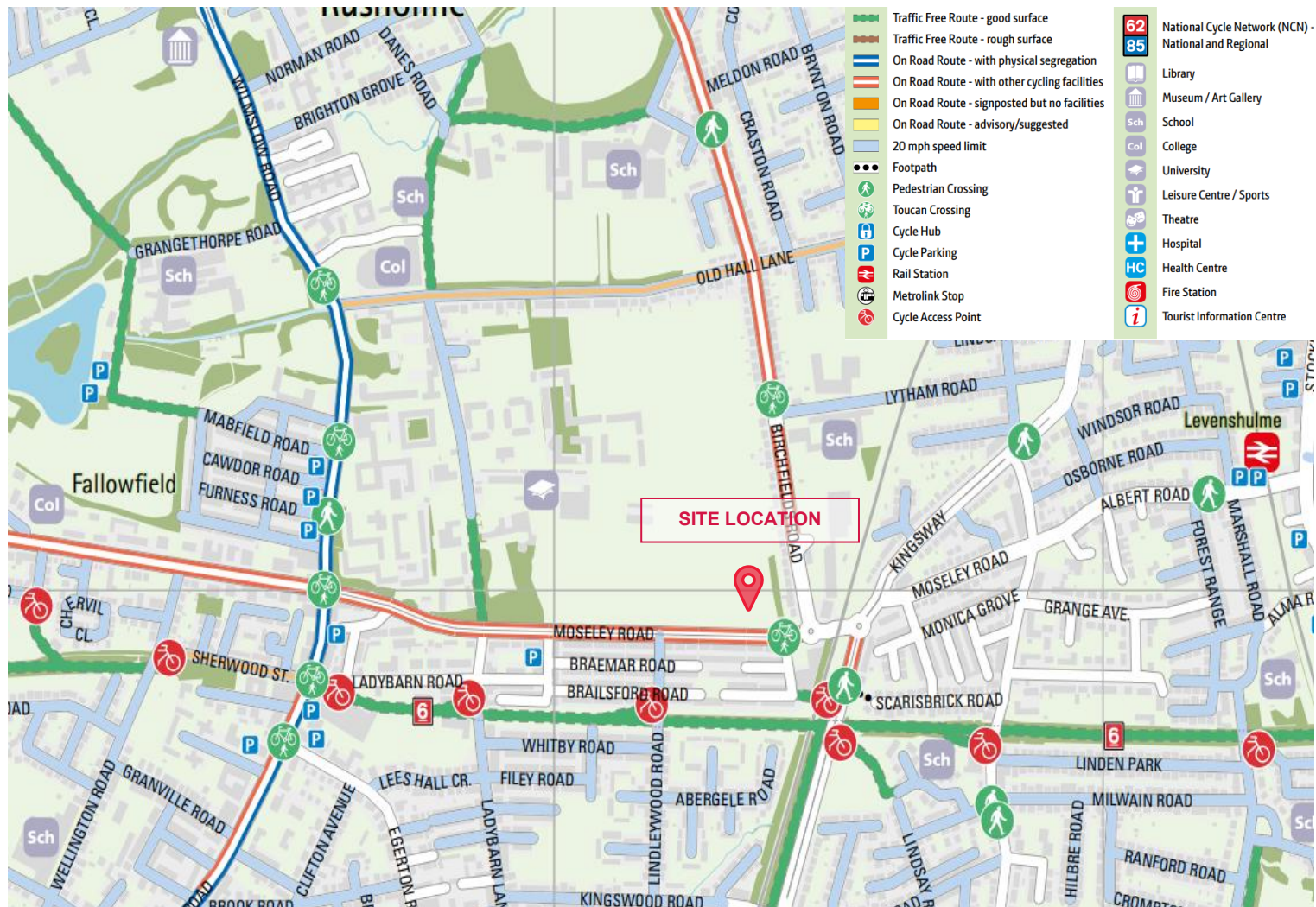


Figure 4.3 – Local Cycle Network
(Source: TfGM, 2024)

- 4.3.6 To the west of the Birchfields Road / Moseley Road roundabout, Moseley Road has shared use footway / cycleways along both sides of the road, and a painted westbound on-carriageway cycle lane. To the north of the Retail Park access, there is a painted northbound on-carriageway cycle lane on Birchfields Road and a southbound bus lane (which can also be used by cyclists).
- 4.3.7 Most major junctions within the vicinity of the site benefit from toucan crossings, including at the junctions of Moseley Road with Birchfields Road to the east and Wilmslow Road to the west, enabling cyclists to easily and safely cross the road.
- 4.3.8 The Fallowfield Loop, which forms part of National Cycle Network Route 6, can be reached within a c. 500m cycle from the site along the cyclist provision on Moseley Road and the 20mph Lindleywood Road.

- 4.3.9 The site is well placed to take advantage of the cycle connections, and it is considered that cycling is a realistic mode of travel to and from the site for staff and patients who live in the surrounding areas.

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).
- 4.4.4 Accessibility by bus and rail are considered further below, with a local public transport network map included in **Figure 4.4** below:

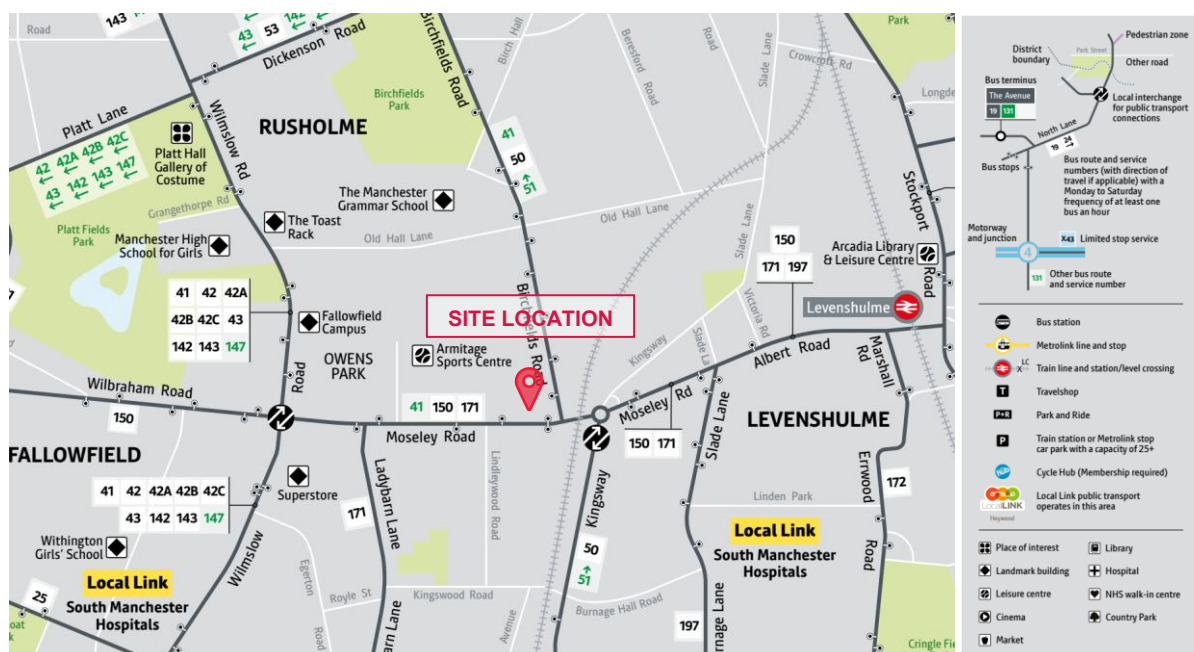


Figure 4.4 – Public Transport Network in Vicinity of Site
(Source: TfGM, 2025)

Bus Accessibility

4.4.5 The nearest pair of bus stops to the site are located on Moseley Road which is located c.30m to the south of the site. These bus stops include shelters with seating, and notice boards displayed.

4.4.6 **Table 4.2** details the services that call at the nearest stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun
150	Abbey Hey - Stretford - Trafford Park - The Trafford Centre	30 minutes	30 minutes	Hourly
171	East Didsbury - Newton Heath	Hourly	Hourly	Hourly
41	Sale - Sale Moor - Cheetham Hill - Bowker Vale - Middleton	Every 30 minutes (Evening only service)	Every 30 minutes (Evening only service)	Every 30 minutes (Evening only service)
750	Altrincham Schools	Daily at 07:11	No Service	No Service
763	St Ambrose College (School Bus)	Daily at 07:51	No Service	No Service

Table 4.2 – Summary of Bus Service Frequencies in Vicinity of Site

4.4.7 Slightly further afield, the 'Fallowfield Shopping Centre (Stop A / B)' stops can be reached on Birchfields Road, a c. 200-250m walk from the site. These are served by route 50 which runs five times per hour between MediaCityUK and East Didsbury.

4.4.8 As noted in **Section 3**, the Lidl development will improve the nearest bus stops (i.e. Fallowfield Shopping Centre) and provide signalised pedestrian crossings on all arms of the Birchfields Road / Fallowfield Retail Park junction, improving access to these stops.

4.4.9 These stops provide frequent access to residential areas, facilities, as well as larger public transport interchanges. It is therefore considered that the site is accessible by bus.

Rail Accessibility

4.4.10 There are two railway stations located near the site: Levenshulme station is a c. 1,100m (14-minute) walk to the east of the site, or a c. 5-minute bus journey on route 150 or 171, while Mauldeth Road station is a c. 1,300m (17-minute) walk to the south of the site, or a c. 11-minute bus journey on route 50.

4.4.11 A summary of rail services from the station is outlined in **Table 4.3** below:

Route	Frequency		
	Weekdays	Saturdays	Sundays
Levenshulme station			
Manchester Piccadilly – Crewe	Hourly	Hourly	–
Manchester Piccadilly – Alderley Edge	Hourly	Hourly	–
Manchester Piccadilly – Buxton	Hourly	Hourly	Hourly
Manchester Piccadilly – Hazel Grove	Hourly	Hourly	–
Mauldeth Road station			
Manchester Piccadilly – Crewe	Hourly	Hourly	–
Deansgate / Manchester Oxford Road – Wilmslow	–	–	Hourly
Deansgate – Manchester Airport	Hourly	Hourly	Hourly
Manchester Piccadilly – Manchester Airport	Hourly	Hourly	–

Table 4.3 – Summary of Rail Services

4.4.12 Across the two stations, there are seven services per hour between the site and Manchester city centre Monday to Saturday and four per hour on Sundays.

4.4.13 The trains that stop at Levenshulme and Mauldeth Road run regularly throughout the week to a number of different locations and residential areas across Greater Manchester, Cheshire and Derbyshire; this provides frequent access for staff and patients of the site and is a viable alternative to private car use.

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;	Information on existing travel patterns provided in Section 4 As per Section 9, following occupation, travel surveys will be undertaken
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 087546-CUR-XX-XX-T-TP-00002
4. If the occupier is known, involve them in the development of the travel plan.	ITP has been shared with ICB and occupiers
5. Demonstrate that the travel plan will be implemented and supported by the building's management in operation.	Section 8 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 section	
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; not achieved	0
- 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; not achieved	0
The above has been achieved; provide at least two compliant cyclists' facilities for the building users (showers, changing facilities, lockers, drying spaces);	As above, 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 8 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	3
	Accessibility Index	11.92
	Credits	3
Transport Total	Credits	5

Table 5.3 – Compliance Summary

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

- Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas** – Bus stop available adjacent to 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 as part of proposed development;

- **Provision of suitable taxi drop-off or waiting areas** – Taxis can use the proposed parking; 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 is in an urban area.

5.1.8 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 Access for Mobility and Visually Impaired Users

5.2.1 The site benefits from its city centre location and the existing infrastructure afforded by its strategic position. There are a number of existing features which ensure safe, convenient, and aided access for those site users who are disabled and / or visually impaired. Blue badge holders can also park free of charge without any time limits at any pay and display bay.

5.2.2 Dropped kerbs, tactile paving and colour coded crossings are present at the signalised pedestrian crossing point at Moseley Road in the vicinity of the site.

5.3 Accessible Amenities

5.3.1 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	TKO Gym Manchester	Access to a recreation or leisure facility for sports or fitness	150m
2	Kingsway Shop	Appropriate food outlet Access to cash	200-250m
3	Home and Bargains	Appropriate food outlet	360m
5	One Stop Shop	Appropriate food outlet	370m

No.	Amenity	BREEAM Criteria / Type	Proximity to Site (m)
6	Rodney Fields	Access to an outdoor open space	430m

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

5.4 Accessibility Index

- 5.4.1 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.
- 5.4.2 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.
- 5.4.3 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.
- 5.4.4 The site is located in an area with a GMAL rating of 5 as mentioned earlier, with a further GMAL index score of 11.99. This is understood to be the AI of the site.
- 5.4.5 It can be observed that the site's AI of 11.92 suggests that the site has a good level of public transport accessibility in relation to BREEAM. In addition, as illustrated in **Table 6.1**, a range of measures are being implemented to encourage sustainable travel.

5.5 Cycle Parking

- 5.5.1 Cycle parking needs to be determined against BREEAM requirements.
- 5.5.2 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, 25 spaces would be necessary for the proposed development (28 staff and 11 consulting rooms) to gain the BREEAM point. 12 spaces are proposed.

6.0 Development Proposals

6.1 Overview of Proposals

- 6.1.1 The proposed development would provide a new Medical Centre with associated parking and access to replace the existing Hawthorn Medical Centre, located c. 100m to the east of the site.
- 6.1.2 The proposed medical centre will have a gross floor area (not including internal partitions) of 801sqm, an increase from the existing c. 600sqm facility.
- 6.1.3 The practice is proposed to operate seven days a week between 08:00 – 20:00.
- 6.1.4 The new GP surgery will provide 11 consult/exam rooms and three treatment rooms (an increase of two rooms from the existing practice to respond to current patient number growth and to meet future demand) as well as supporting staff and patient facilities.
- 6.1.5 There are no plans to increase staffing at the practice.
- 6.1.6 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 The site would be accessed from Moseley Road, via a new priority T-junction left in/left out arrangement. Throughout the proposed access and car park, 6m carriageways will be provided. There would be an uncontrolled crossing with dropped kerbs and tactile paving across the proposed access. This access arrangement is shown in **Drawing 087546-CUR-XX-00-D-TP-75001** at the rear of this report.
- 6.2.2 The drawing also shows that visibility splays of 2.4m x 120m can be achieved along the access road. These splays are commensurate with Manual for the Streets (MfS) standards for roads with a 40mph speed limit.
- 6.2.3 **Drawings 087546-CUR-XX-00-D-TP-05001, 087546-CUR-XX-00-D-TP-05002, and 087546-CUR-XX-00-D-TP-05003** at the rear of this report demonstrated that ambulances, box vans, and large cars, respectively, can safely enter and exit the site and traverse through it.

Pedestrian and Cycle Access

- 6.2.4 Separate to the vehicular access, pedestrian access would be provided from Moseley Road, located further east, closer to the main entrance and the eastbound bus stop. The staff entrance would be to the east of the existing bus stop and a patient entrance to the west (directly to the south of the main building entrance).

6.3 Proposed Parking

- 6.3.1 As detailed in **Section 3**, Hawthorn Medical Centre is currently situated in the southern section of Fallowfield Retail Park, where it shares 72 car parking spaces with the other units.
- 6.3.2 Surveys in September 2021 (when the Medical Centre accounted for 33% of the occupied floor area) found a maximum accumulation of 38 parked vehicles in this car park. As such, the peak parking demand for the Medical Centre was likely for fewer than 38 spaces, but, due to the shared nature of the existing parking, it is not possible to determine exactly how many of the vehicles were associated with the Medical Centre. This survey did not cover the morning or early afternoon.
- 6.3.3 A subsequent survey was undertaken in July 2025, once the remaining units had been demolished, covering the morning and early afternoon. There was a maximum accumulation of 29 vehicles. Throughout the day, there were some drop offs, including by taxis and private vehicles.
- 6.3.4 As detailed in **Section 7.2**, TRICS estimates that the Medical Centre could have a maximum accumulation of 21 vehicles.

6.3.5 MCC's adopted parking standards are provided in Appendix B of the Core Strategy (adopted July 2012).

Table 6.1 below summarises the standards for 'Medical and Health Facilities', how these apply to the proposed development, and the proposed provision:

	Total Cars (Maximum)	Disabled Cars (Minimum)	Cycles (Minimum)
Standard	Areas not within the City Centre or District Centres: 1 space per 2 staff plus 4 per consulting room	Up to 200 bays in total: 3 bays or 6% of total capacity, whichever is greater	2 spaces per consulting room
Applied to Proposed Development (28 staff and 11 consulting rooms)	Up to 58 spaces	At least 4 spaces	At least 22 spaces

Table 6.1 – Parking Standards

6.3.6 The proposed development would provide 36 car parking spaces, including three EV charging spaces and three disabled bays (8% of the total). There would also be an ambulance / loading bay.

6.3.7 This is above the level of parking demand indicated by both parking surveys of the existing use. Given there will be no change in staffing, the proposed parking is considered sufficient.

6.3.8 There would be a covered cycle store in secure staff outdoor area to the east of the building, providing 12 spaces, and a short stay covered cycle store beneath the canopy adjacent to the main entrance, providing 10 spaces for patients and visitors. This is in line with the adopted standard.

6.3.9 Curtins' parking survey also demonstrated that no motorcycle parking is necessary.

6.4 Proposed Servicing Arrangements

6.4.1 Refuse collection will take place from Moseley Road, similar to existing servicing operations for residential properties to the south.

6.4.2 Small deliveries and collections will take place within the car park with a dedicated servicing bay.

6.4.3 Further details are provided in the Servicing Management Plan (Curtins Document Reference: **087546-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 healthcare 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 Forecasted Trip Generation

- 7.2.1 The level of trips generated by Hawthorn Medical Centre have been estimated using multi-modal peak hour 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 D**, 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
- 7.2.2 There are currently seven GPs, and there are no plans to increase staffing. As such, no change is expected to the number of patients seen, or the trip generation.
- 7.2.3 **Table 5.1** below summarises the weekday vehicular trip rates per doctor, and resultant trip generation and parking accumulation:

Time Period	Trip Rates			Trip Generation			Accumulation
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way	
At start							0
06:00-07:00	0.143	0	0.143	1	0	1	1
07:00-08:00	1.01	0.253	1.263	7	2	9	6
08:00-09:00	2.495	1.315	3.81	17	9	27	15
09:00-10:00	3.18	2.82	6	22	20	42	17

Time Period	Trip Rates			Trip Generation			Accumulation
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way	
10:00-11:00	3.225	2.73	5.955	23	19	42	21
11:00-12:00	2.982	3.162	6.144	21	22	43	19
12:00-13:00	2.261	2.901	5.162	16	20	36	15
13:00-14:00	2.225	2.081	4.306	16	15	30	16
14:00-15:00	2.829	2.847	5.676	20	20	40	16
15:00-16:00	2.342	2.649	4.991	16	19	35	14
16:00-17:00	2.153	2.667	4.82	15	19	34	10
17:00-18:00	1.423	2.009	3.432	10	14	24	6
18:00-19:00	0.454	0.88	1.334	3	6	9	3
19:00-20:00	0.118	0.412	0.53	1	3	4	1
20:00-21:00	0	0	0	0	0	0	1
Daily	26.84	26.726	53.566	188	187	375	–

Table 7.1 – TRICS Trip Rates, Generation and Parking Accumulation

7.2.4 As can be seen above, TRICS indicates that the Medical Centre could generate c. 27 and 24 two-way vehicle trips in the AM and PM peak hours, respectively.

7.2.5 For reference, **Table 5.2** provides a summary of the traffic movements associated with the whole southern section of Fallowfield Retail Park on Wednesday 15th September 2021, where Hawthorn Medical Centre is currently located. As noted in **Section 3.3**, the Medical Centre accounted for one-third of the occupied floor area of the southern section.

Time Period	Arrive	Depart	Two-Way
16:00-17:00	63	65	128
17:00-18:00	62	66	128

Table 7.2 – Surveyed Fallowfield Retail Park South Trips (2021)

7.2.6 The trips recorded for the southern section of Fallowfield Retail Park are significantly higher than TRICS; if it is assumed one-third of trips were associated with the Medical Centre, this would equate to 43 two-way trips in the weekday PM peak hour.

7.2.7 **Table 7.3** provides a summary of the traffic movements associated with Hawthorn Medical Centre on Thursday 3rd July 2025 (see **Section 3.3** and **Appendix B** for further details).

Time Period	Arrive	Depart	Two-Way
08:00-09:00	17	9	26
09:00-10:00	15	14	29
10:00-11:00	15	13	28
11:00-12:00	13	16	29
12:00-13:00	21	20	41
13:00-14:00	18	17	35
14:00-15:00	17	24	41

Table 7.3 – Surveyed Fallowfield Retail Park South Trips (2025)

- 7.2.8 The medical centre generated 26 two-way vehicle trips in the typical AM peak hour, equivalent to the level indicated by TRICS (27). Throughout the survey period (08:00-15:00), the level of trips (229) was lower than that provided by TRICS (375).
- 7.2.9 Regardless of the actual level of trips associated with the Medical Centre, these trips are existing on the network and will not increase as a result of the proposed development. There would be a slight reassignment of these trips from the Birchfields Road arm of the Birchfields Road / Moseley Road roundabout to the Moseley Road (west) arm.

7.3 Trip Routing

- 7.3.1 MCC Highways has previously raised concerns that a left-in, left-out access could lead to drivers having to U-turn at adjacent junctions.
- 7.3.2 Whilst some users may U-turn at the roundabout (which is a permitted manoeuvre), there are other routing options. Drivers will be able to adjust their routing earlier in their journey to account for the road layout in the vicinity of the site, particularly as most will be driving from further afield whilst those living closest to the site are likely to walk.
- 7.3.3 As such, it is not considered that there are any issues with the proposed left-in-left-out access.

7.4 Highway Impact Summary

- 7.4.1 On the above basis, Curtins do not believe that capacity assessments would be required, and that 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 Hawthorn Medical Centre 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 Relevant details of the proposed site layout, access, parking facilities, and servicing arrangements have been provided.
- 8.1.4 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.
- 8.1.5 The trips associated with the Medical Centre are existing on the network and will not increase as a result of the proposed development.
- 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 transport planning 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.

Plans



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Project:
HAWTHORN MEDICAL CENTRE

Drg Title:
ACCESSIBILITY
INDICATIVE STAFF CATCHMENTS

Status:
PRELIMINARY

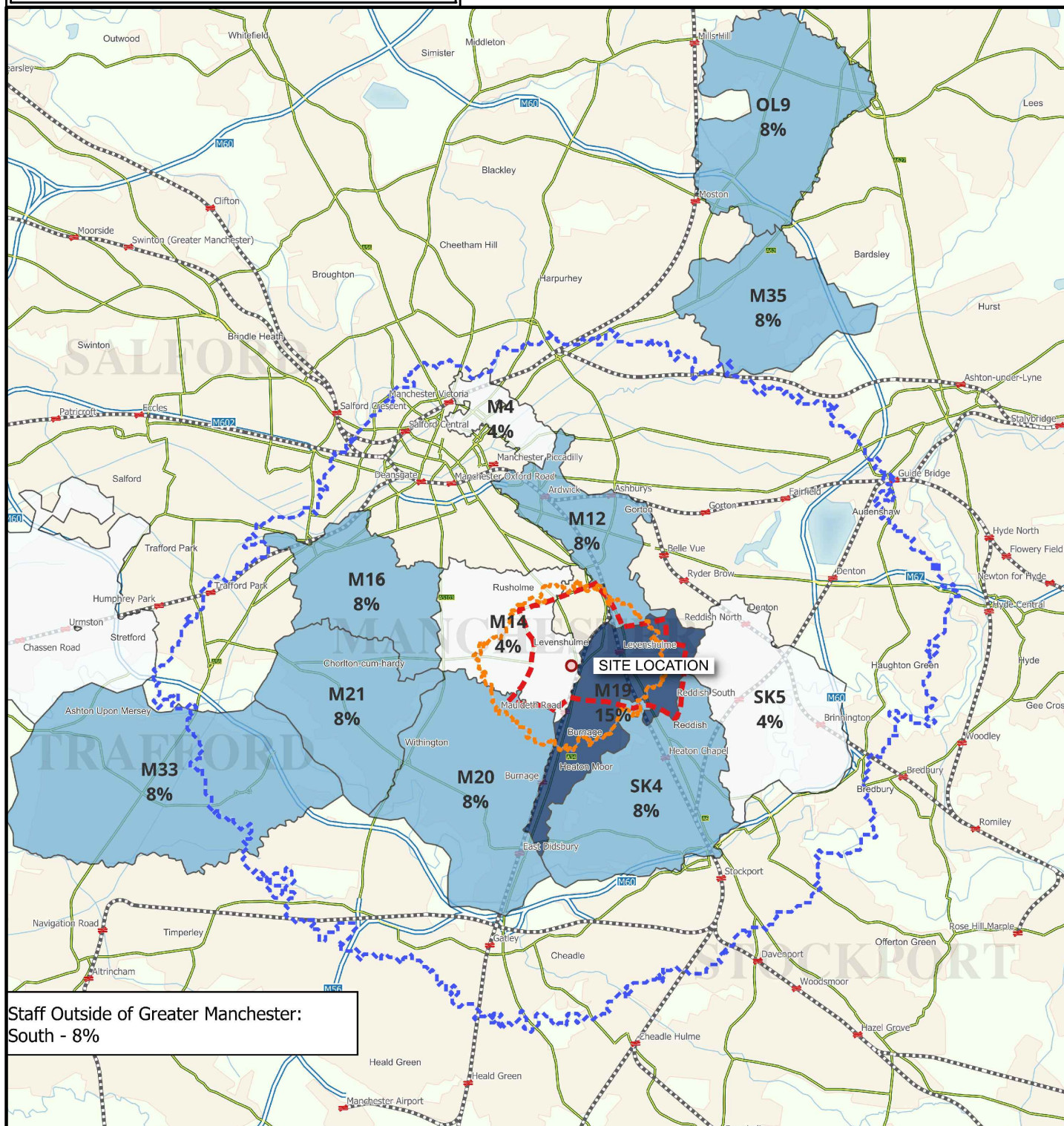
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Designed By: MR Date: 14/08/25

Scale: NTS

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

087546 - CUR - XX - XX - G - TP - 06002 - P01



Site Location
GP Catchment



2km Walking Catchment
8km Cycle Catchment

Postcode Districts Staff Count
1





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Project: HAWTHORN MEDICAL CENTRE

Drg Title: ACCESSIBILITY
INDICATIVE PATIENT CATCHMENTS

Status: PRELIMINARY

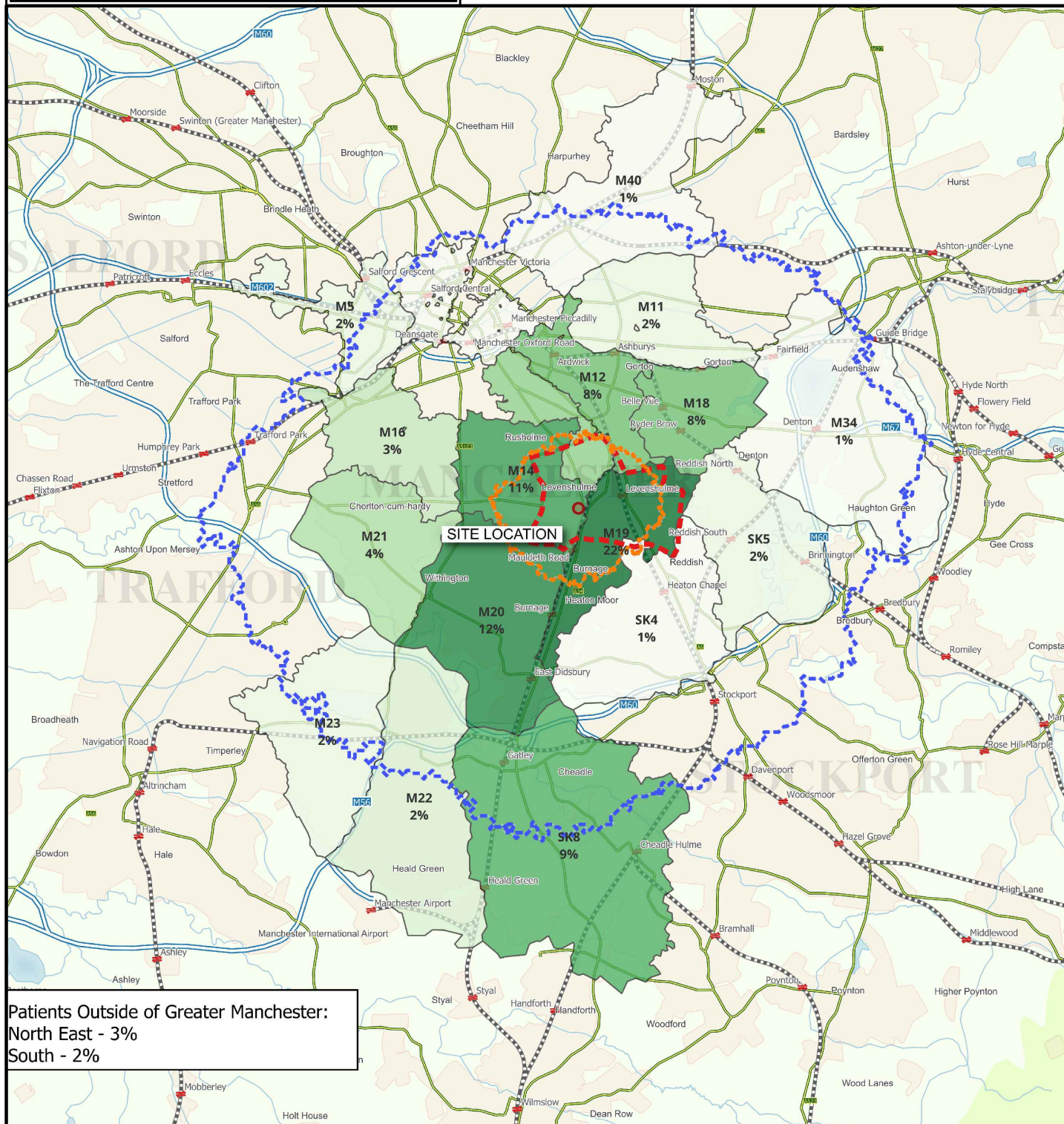
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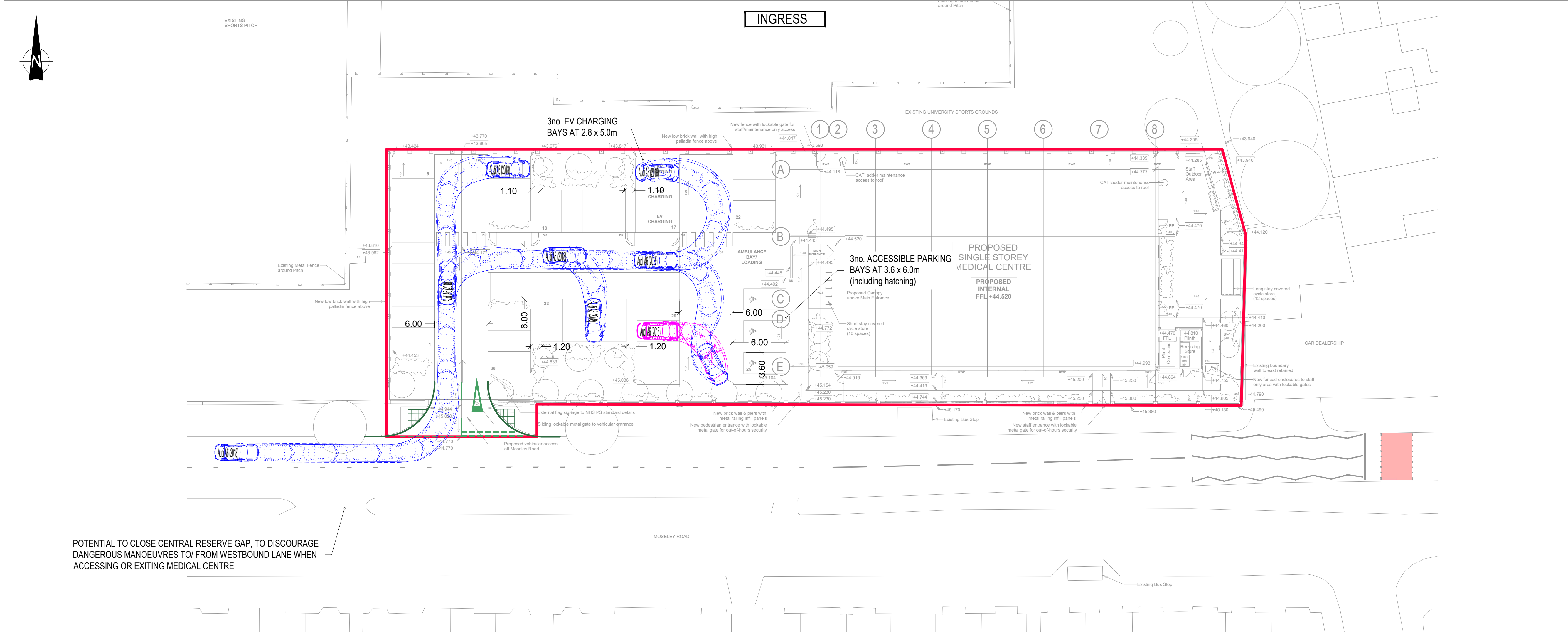
Site Location
GP Catchment
2km Walking Catchment
8km Cycle Catchment

Postcode Districts Patients Count

1
2
3

4
5
7
10
11
14
15
28

Drawings



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6.

PROPOSALS BASED ON GILLING DOD'S LAYOUT:
"HMCNMC-GDA-V1-S1-DR-A-9901_P02_Proposed Site Plan"

KEY:

INDICATIVE SITE BOUNDARY AS SUPPLIED BY GD

PROPOSED RAISED KERB

PROPOSED ROAD MARKINGS

EXISTING ROAD MARKINGS

VEHICLE PROFILE:

4.939m

2.114m

1.457m

0.44m

1.875m

4.906

5.950m

Audi A6 (2018)

Overall Length

Overall Width

Overall Body Height

Max Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

P04 Layout updated

03/10/25

JM

AH

P03 Layout updated

11/06/25

JM

AH

P02 Layout updated

21/05/25

JM

AH

Rev:

Description:

Date:

By:

Chkd:

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Status:

PLANNING

Project:

HAWTHORN MEDICAL CENTRE - MANCHESTER

Orig Title:

SWEPT PATH ANALYSIS
LARGE CAR

Drawn By

JM

Designed By

JM

Checked By

AH

Date

08/04/25

Scales @ A1

1:250

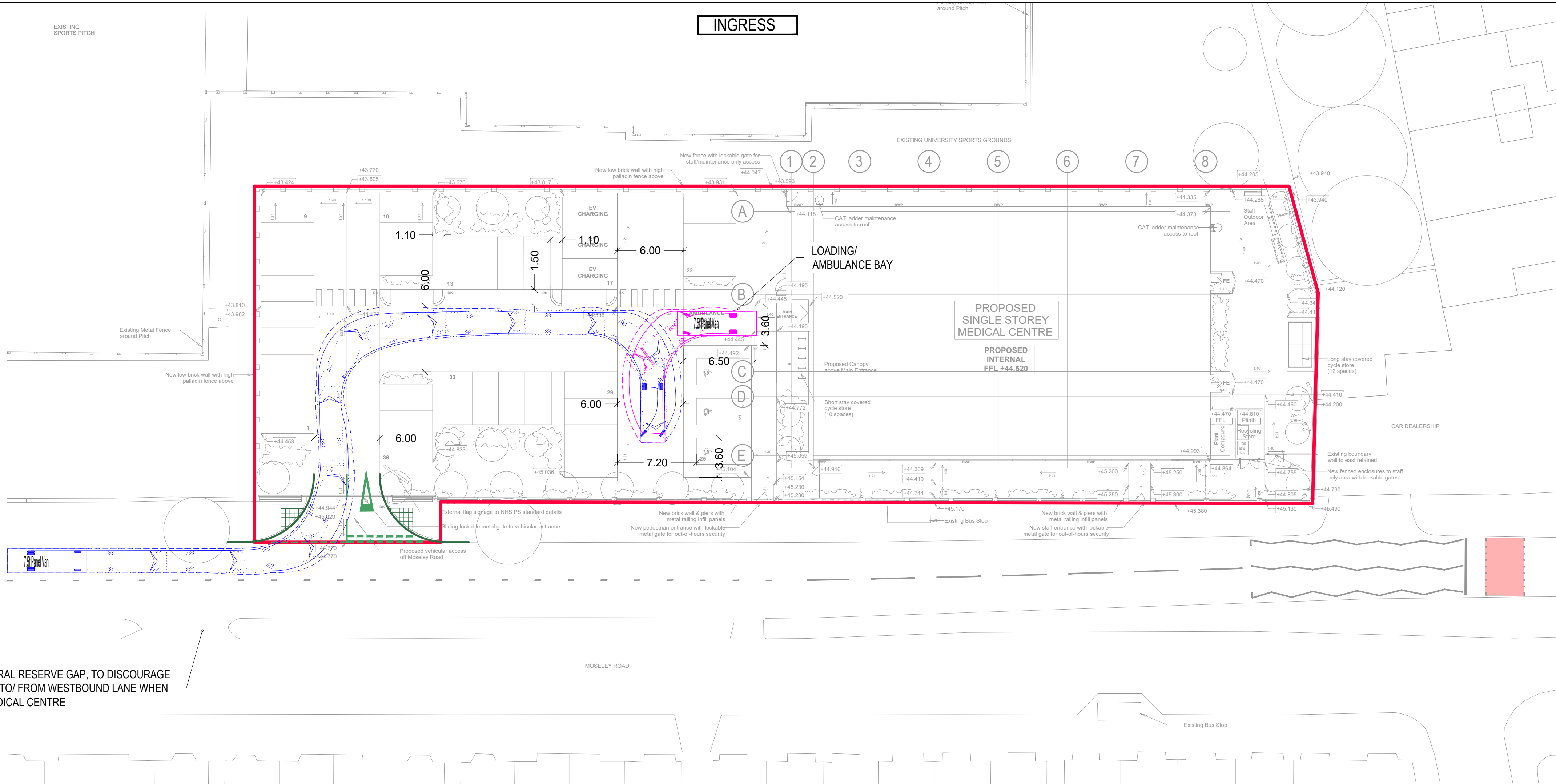
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87456 - CUR - XX - 00 - D - TP- 05003

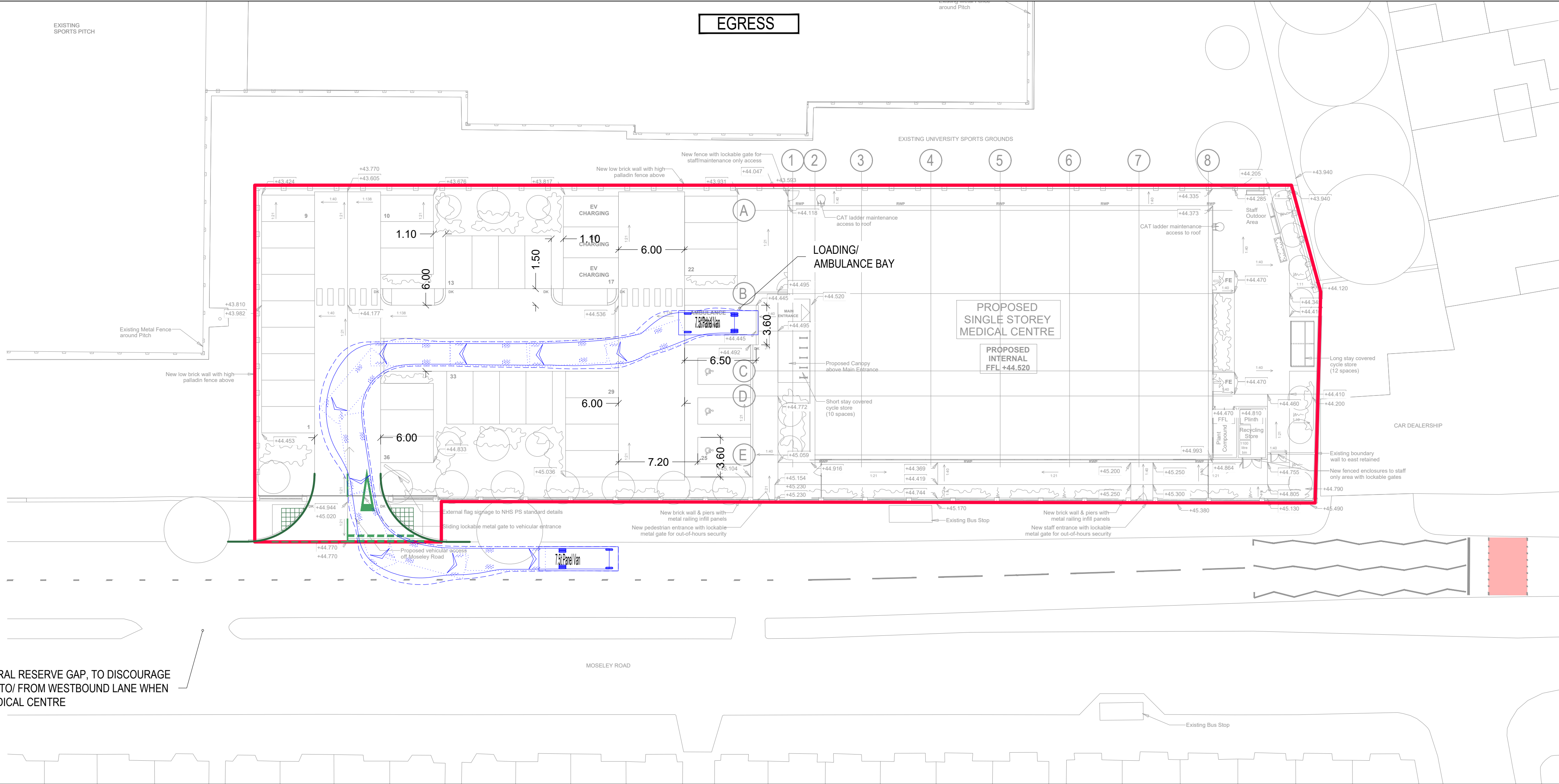
Revision

P04

\\ms-b-1\Projects\807001 - 08000087546 - Hawthorn Medical Centre\QA-Production\4A-Models Drawings\TP CAD\075



POTENTIAL TO CLOSE CENTRAL RESERVE GAP, TO DISCOURAGE DANGEROUS MANOEUVRES TO/ FROM WESTBOUND LANE WHEN ACCESSING OR EXITING MEDICAL CENTRE



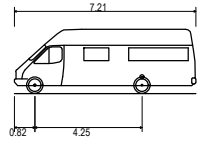
POTENTIAL TO CLOSE CENTRAL RESERVE GAP, TO DISCOURAGE DANGEROUS MANOEUVRES TO/ FROM WESTBOUND LANE WHEN ACCESSING OR EXITING MEDICAL CENTRE

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KEY:
INDICATIVE SITE BOUNDARY AS SUPPLIED BY GD
PROPOSED RAISED KERB
PROPOSED ROAD MARKINGS
EXISTING ROAD MARKINGS

VEHICLE PROFILE:



7.5t Panel Van
Overall Length 7.21m
Overall Width 2.35m
Overall Body Height 2.54m
Min Body Ground Clearance 0.31m
Track Width 1.80m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.40m

P05	Layout updated	03/10/25	JM	AH
P04	Layout updated	11/06/25	JM	AH
P03	Layout updated	21/05/25	JM	AH
P02	Layout updated	14/05/25	JM	AH
Rev:	Description:	Date:	By:	Chkd:

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Status:

PLANNING

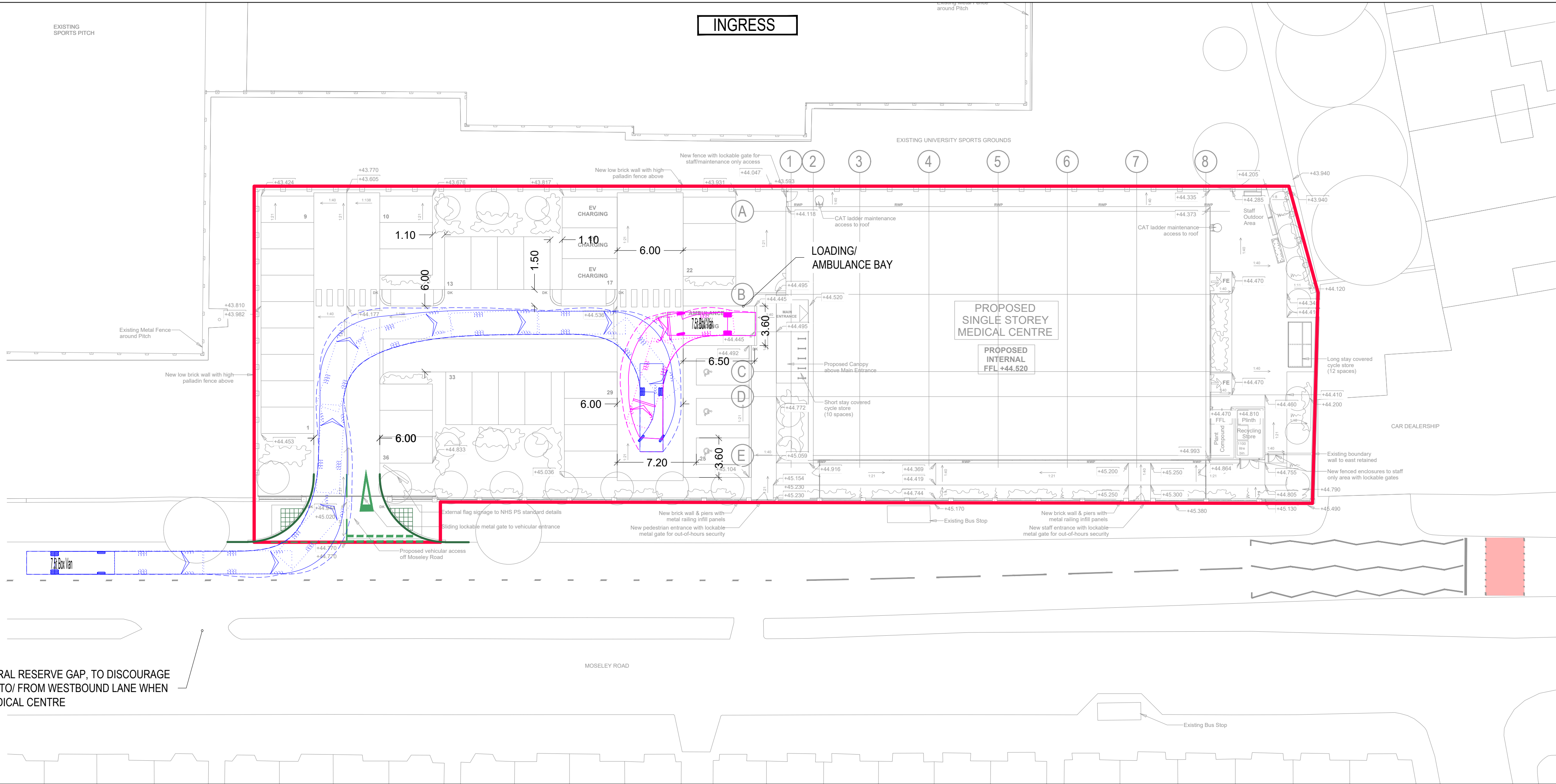
Project: **HAWTHORN MEDICAL CENTRE - MANCHESTER**

Orig Title: **SWEPT PATH ANALYSIS AMBULANCE (Based on 7.5t PANEL VAN)**

Drawn By	JM	Designed By	JM	Checked By	AH
Date	08/04/25	Scales	@ A1 1:250		

Project No - Originator - Function - Spatial - Form - Discipline - Number	Revision
87456 - CUR - XX - 00 - D - TP- 05001	P05

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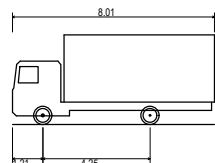


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"HMCNMC-GDA-V1-S1-DR-A-9901_P02_Proposed Site Plan"

KEY:

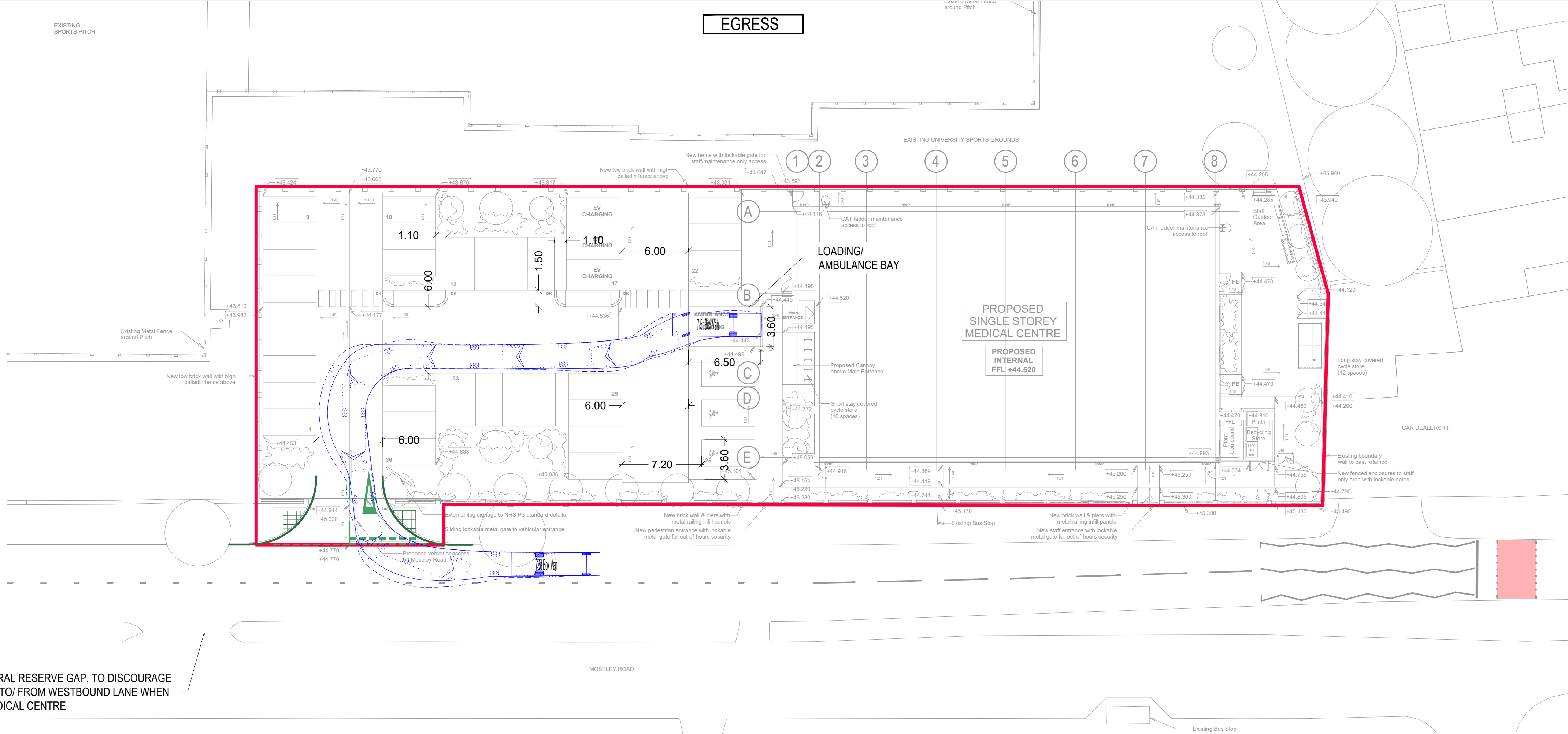
- INDICATIVE SITE BOUNDARY AS SUPPLIED BY GD
- PROPOSED RAISED KERB
- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS

VEHICLE PROFILE:



7.5t Box Van
Overall Length 8.010m
Overall Width 2.190m
Overall Body Height 3.550m
Min Body Ground Clearance 0.321m
Track Width 2.040m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

8.010m
2.190m
3.550m
0.321m
2.040m
4.00s
7.400m



P05	Layout updated	03/10/25	JM	AH
P04	Layout updated	11/06/25	JM	AH
P03	Layout updated	21/05/25	JM	AH
P02	Layout updated	14/05/25	JM	AH
Rev:	Description:	Date:	By:	Chkd:

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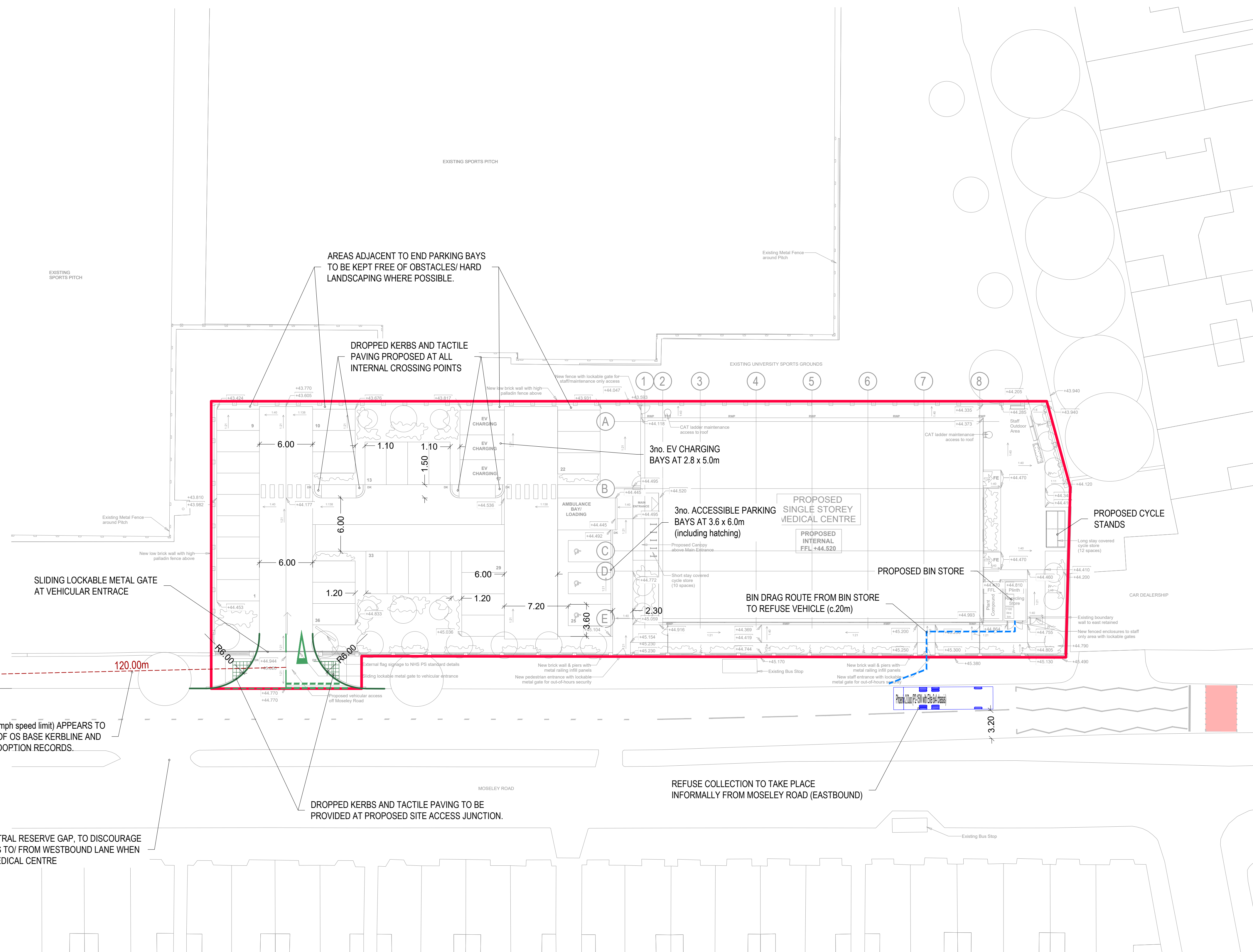
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PLANNING

Project: **HAWTHORN MEDICAL CENTRE - MANCHESTER**

Orig Title: **SWEPT PATH ANALYSIS
7.5t BOX VAN
DELIVERY/ COLLECTION STRATEGY**

Drawn By JM	Designed By JM	Checked By AH
Date 08/04/25	Scale @ A1 1:250	
Project No - Originator - Function - Spatial - Form - Discipline - Number		
87456 - CUR - XX - 00 - D -TP- 05002		
Revision P05		



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'HMCNMC-GDA-V1-S1-DR-A-9901 P02 Proposed Site Plan'

KEY: INDICATIVE SITE BOUNDARY AS SUPPLIED BY GD
 PROPOSED RAISED KERB
 PROPOSED ROAD MARKINGS
 EXISTING ROAD MARKINGS
2.40 x 120.0m PROPOSED VISIBILITY SPLAYS (for 40mph speed limit)

P04	Layout updated	03/10/25	JM	AH
P03	Layout updated	11/06/25	JM	AH
P02	Layout updated	21/05/25	JM	AH
Rev:	Description:	Date:	By:	Chkd:

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Status:	
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Status:	PLANNING
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Project: **HAWTHORN MEDICAL CENTRE -
MANCHESTER**

Drug Title:

ACCESS ARRANGEMENT &
GENERAL ARRANGEMENT

Drawn By JM	Designed By JM	Checked By AH
	Date 08/04/25	Scales @ A1 1:250

Project No - Originator - Function - Spatial - Form - Discipline - Number	Revision
87456 - CUR - XX - 00 - D -TP- 75001	P04

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Appendix A – Proposed Site Layout



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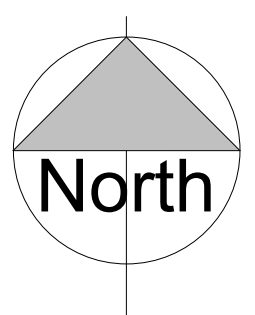
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NOTES:

Levels based on Topographical Survey Ref: 74193MCLS-01 dated 21.03.2025 by Survey Solutions.

All relevant specialist details & reports to be referred to where relevant.

Drawing to be read in conjunction with Planning drawing pack & details.

All details are to be referred to for Planning Approval purposes only and should at no point be considered as construction information.

- KEY:**
- Site Boundary
 - Existing Building/Wall
 - Proposed Building/Wall
 - Proposed Tarmac Road/Parking
 - Proposed Tarmac Footpath
 - Proposed Concrete Paving
Tobemore Braemar 'Islay Rose', 300x200 Blocks
 - Proposed Dropped Kerb
 - Proposed Tactile Paving
 - Proposed Soft Landscaping/Planting
 - Existing Sports Pitches
 - Proposed Tree
 - Existing Tree Retained (subject to Highways comments)
 - Existing Tree Removed (13No subject to tree survey results)
 - Proposed Gradient
 - Proposed New Level
 - Existing Site Level

P02	MB	Updated to reflect comments received	23/09/2025
P01	SM	First Issue - Planning	16/09/2025
Rev	By	Description	Date



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Client Name:
NHS Property Services

Site Name:
Moseley Road, Fallowfield,
Manchester, M14 6PD

Project Name:
Hawthorn Medical Centre

Drawing Title:
Proposed Site Plan

Project No:	Sheet Size:	Scale:	
HMCNMC	A1	1 : 200	
Drawn by:	Checked by:	Approved by:	Revision:
SM	MB	CLS	P02

Drawing Number:
Project Code / Originator / Volume / Level / Type / Discipline / System-Number
HMCNMC-GDA-V1-S1-DR-A-9901

Appendix B – Parking Survey

Time	Vehicles In (inc. drop-offs/ pick-up)	Vehicles Out (inc. drop-offs/ pick-up)	Net in/ out	Occupancy (64-spaces total)	Occupancy %	Additional comments/ drop-off details
07:30				10	15.9%	
07:30 – 07:45	2		2	12	19.0%	
07:45 – 08:00	7	1	6	18	28.6%	1 taxi drop-off at centre - included in count
08:00 - 08:15	4	1	3	21	33.3%	1 bicycle arrival. Bike pulled in to main building - not included in count
08:15 – 08:30	4	2	2	23	36.5%	1 taxi drop-off at centre - included in count
08:30 – 08:45	4	1	3	26	41.3%	
08:45 – 09:00	5	5	0	26	41.3%	1 personal drop off - included in count
09:00 – 09:15	2	2	0	26	41.3%	
09:15 – 09:30	2	6	-4	22	34.9%	
09:30 – 09:45	4	3	1	23	36.5%	1 taxi drop-off at centre - included in count
09:45 – 10:00	7	3	4	27	42.9%	1 car stationary for 5 minutes - included in count
10:00 – 10:15	4	3	1	28	44.4%	2 idle vehicles (5mins) - included in count
10:15 – 10:30	2	3	-1	27	42.9%	
10:30 – 10:45	4	3	1	28	44.4%	
10:45 – 11:00	5	4	1	29	46.0%	1 taxi drop-off at centre - included in count
11:00 – 11:15	2	5	-3	26	41.3%	
11:15 – 11:30	5	5	0	26	41.3%	2 personal drop-offs at centre - included in count
11:30 – 11:45	3	3	0	26	41.3%	
11:45 – 12:00	3	3	0	26	41.3%	
12:00 – 12:15	3	2	1	27	42.9%	
12:15 – 12:30	4	4	0	27	42.9%	2 taxi drop-off at centre - included in count
12:30 – 12:45	2	6	-4	23	36.5%	1 taxi drop-off at centre - included in count
12:45 – 13:00	12	8	4	27	42.9%	2 taxi drop-off at centre - included in count
13:00 – 13:15	3	2	1	28	44.4%	1 taxi drop-off at centre - included in count
13:15 – 13:30	6	5	1	29	46.0%	1 taxi drop-off at centre - included in count
13:30 – 13:45	4	6	-2	27	42.9%	2 taxi drop-off at centre - included in count
13:45 – 14:00	5	4	1	28	44.4%	
14:00 – 14:15	4	6	-2	26	41.3%	1 personal drop-off at centre - included in count
14:15 – 14:30	3	5	-2	24	38.1%	
14:30 – 14:45	4	5	-1	23	36.5%	2 personal drop-offs at centre - included in count
14:45 – 15:00	6	8	-2	21	33.3%	

Appendix C – Staff and Patient Postcodes

Postcode	Number of Patients	Percent of Patients	Number of Staff	Percent of Staff
M19	28	22.0%	5	17.9%
M20	15	11.8%	3	10.7%
M14	14	11.0%	1	3.6%
SK8	11	8.7%		
M12	10	7.9%	2	7.1%
M18	10	7.9%		
M13	7	5.5%		
M21	5	3.9%	2	7.1%
M16	4	3.1%	2	7.1%
M22	3	2.4%		
SK5	2	1.6%	1	3.6%
M11	2	1.6%		
M23	2	1.6%		
M5	2	1.6%		
M33	1	0.8%	2	7.1%
SK4	1	0.8%	2	7.1%
B28	1	0.8%		
BN11	1	0.8%		
DL3	1	0.8%		
M1	1	0.8%		
M3	1	0.8%		
M34	1	0.8%		
M40	1	0.8%		
NE2	1	0.8%		
NW9	1	0.8%		
YO24	1	0.8%		
M35			2	7.1%
OL9			2	7.1%
M4			1	3.6%
M41			1	3.6%
MK6			1	3.6%
SK11			1	3.6%
Total	127	100.0%	28	100.0%

Appendix D – TRICS Output

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

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.

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 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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