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**Beech House, 10 Huyton Church Road,
Huyton**

Transport Statement

Final Report for:



March 2023

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CONTENTS

1.0	INTRODUCTION	3
1.1	Introduction	3
1.2	Scope	4
2.0	SITE DESCRIPTION AND EXISTING CONDITIONS	5
2.1	Site Description.....	5
2.2	Access by Bus.....	5
2.3	Access By Train	6
2.4	Access on Foot & Cycle	6
2.5	Accident Analysis	9
3.0	PROPOSED DEVELOPMENT	10
3.1	Overview	10
3.2	Site Layout	10
4.0	TRAFFIC IMPACT AND CAR PARKING	12
4.1	Travel Survey	12
4.2	Car Parking.....	12
4.3	Traffic Survey	12
4.4	Trip Generation.....	14
5.0	CONCLUSIONS	16
5.1	Summary.....	16
5.2	Conclusion	16

APPENDICES

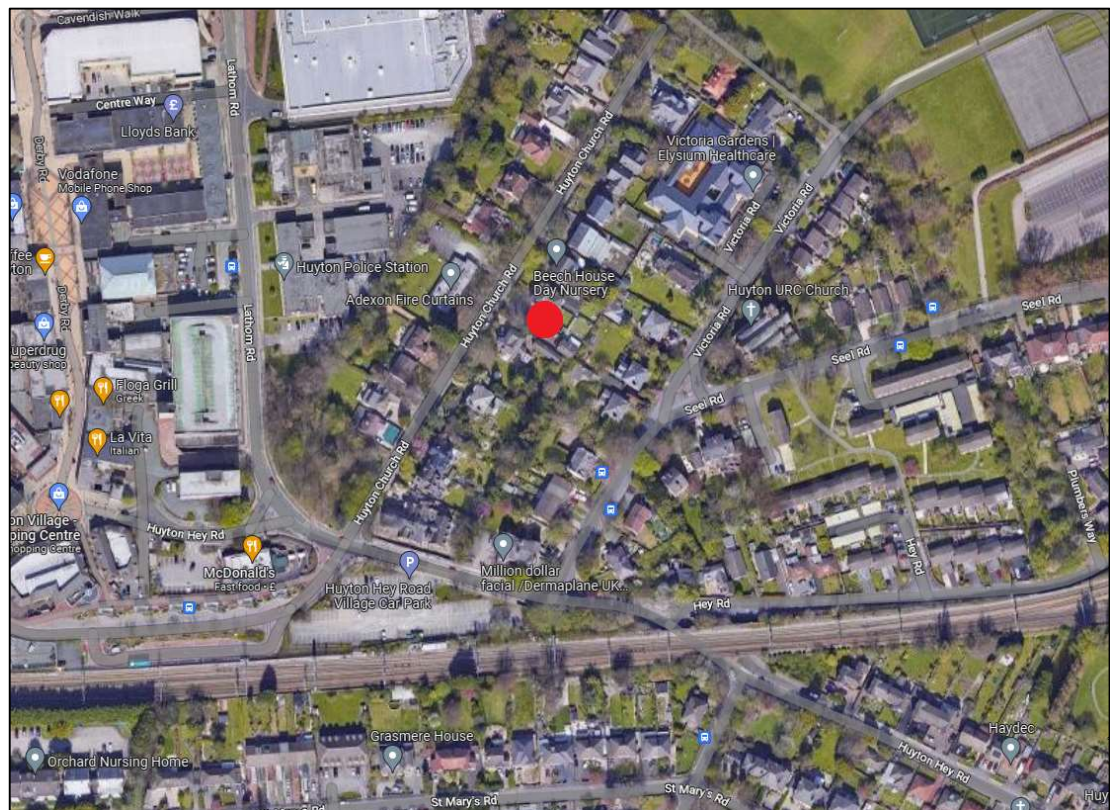
APPENDIX A – EXISTING AND PROPOSED SITE LAYOUT PLAN
APPENDIX B– TRICS OUTPUT

1.0 INTRODUCTION

1.1 Introduction

- 1.1.1 Cora IHT have been instructed by Honeypot Nurseries Ltd. to prepare a Transport Statement [TS] assessing the access and highway matters relating to an existing building (Beech House), for a proposed change of use of the upper floors to Beech House for use as a children's nursery.
- 1.1.2 The upper floors are currently partitioned into 3 flats. The ground floor of Beech House is currently used as an existing nursery. It is proposed to expand the existing Day Nursery into the first floor and to use the second floor as offices ancillary to the main use.
- 1.1.3 Beech House is located off Huyton Church Road, Huyton **Figure 1.1** illustrates the site location.

Figure 1.1: Site Location



- 1.1.4 This TS has been prepared in accordance with National Planning Policy Framework and Planning Policy Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking. It sets out the transport matters relating to the development site and provides details of the development proposals, including an assessment of the predicted traffic flows, the corresponding impact on the surrounding highway network and matters associated with accessibility and connectivity.

1.2 Scope

1.2.1 Following this brief introduction:

- Section 2 describes the site location and provides a review of the existing highway network;
- Section 3 then describes the development proposals;
- Section 4 provides an assessment of the traffic impact associated with the proposed development; and
- The summary and conclusion are set out in Section 5.

2.0 SITE DESCRIPTION AND EXISTING CONDITIONS

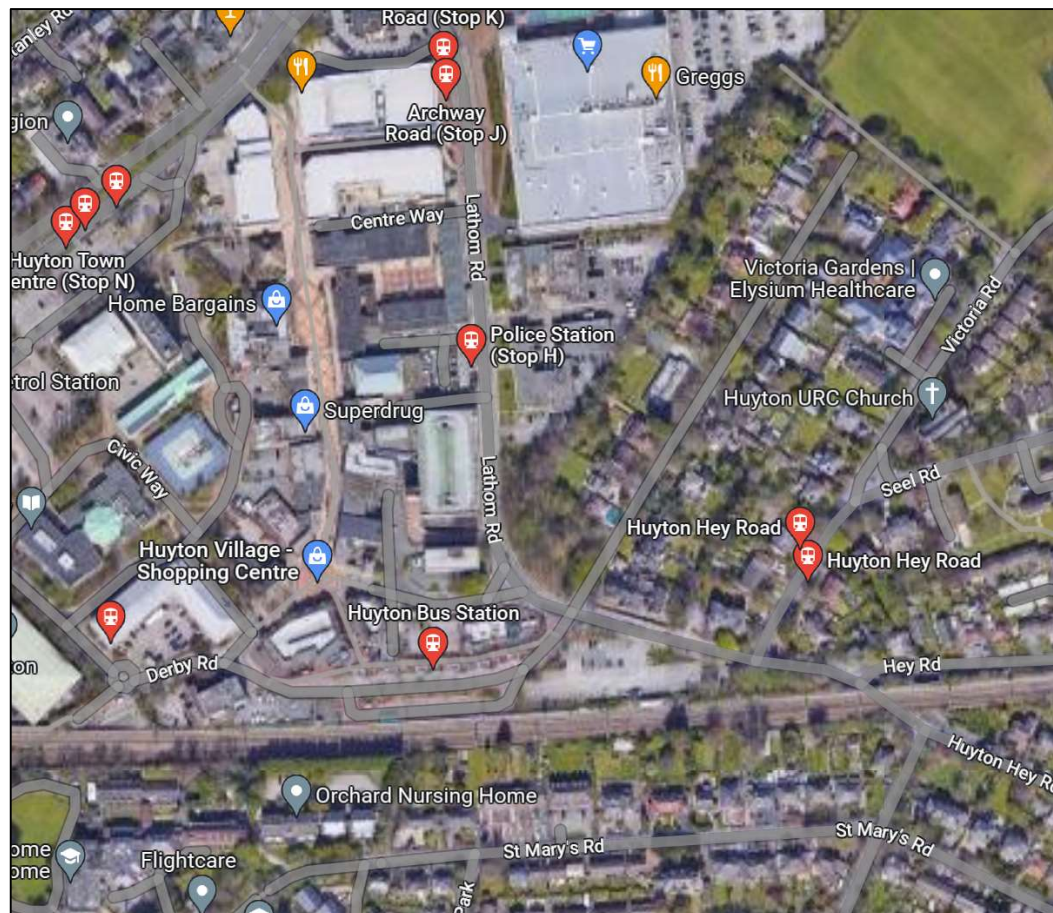
2.1 Site Description

- 2.1.1 Beech House is located to the east of Huyton Church Road. The ground floor of the building is currently used as a nursery and the upper floor of the building is divided into two apartments.
- 2.1.2 Huyton Church Road is a residential road and is circa 6m in width with street lighting and footways on both sides of the road.

2.2 Access by Bus

- 2.2.1 The ability to readily access wider major destinations by bus provides a key advantage in providing a real alternative to car travel (e.g. for journeys to work and consumer trips) and, as such, promotes the aim of reducing car travel.
- 2.2.2 Huyton Bus Station is located within walking distance of Beech House circa 400m away, providing frequent bus services to both local and more regional destinations such as Liverpool City Centre, Warrington and St. Helens.
- 2.2.3 **Figure 2.2** shows the locations of the nearby bus stops.

Figure 2.2 - Bus Stop Locations

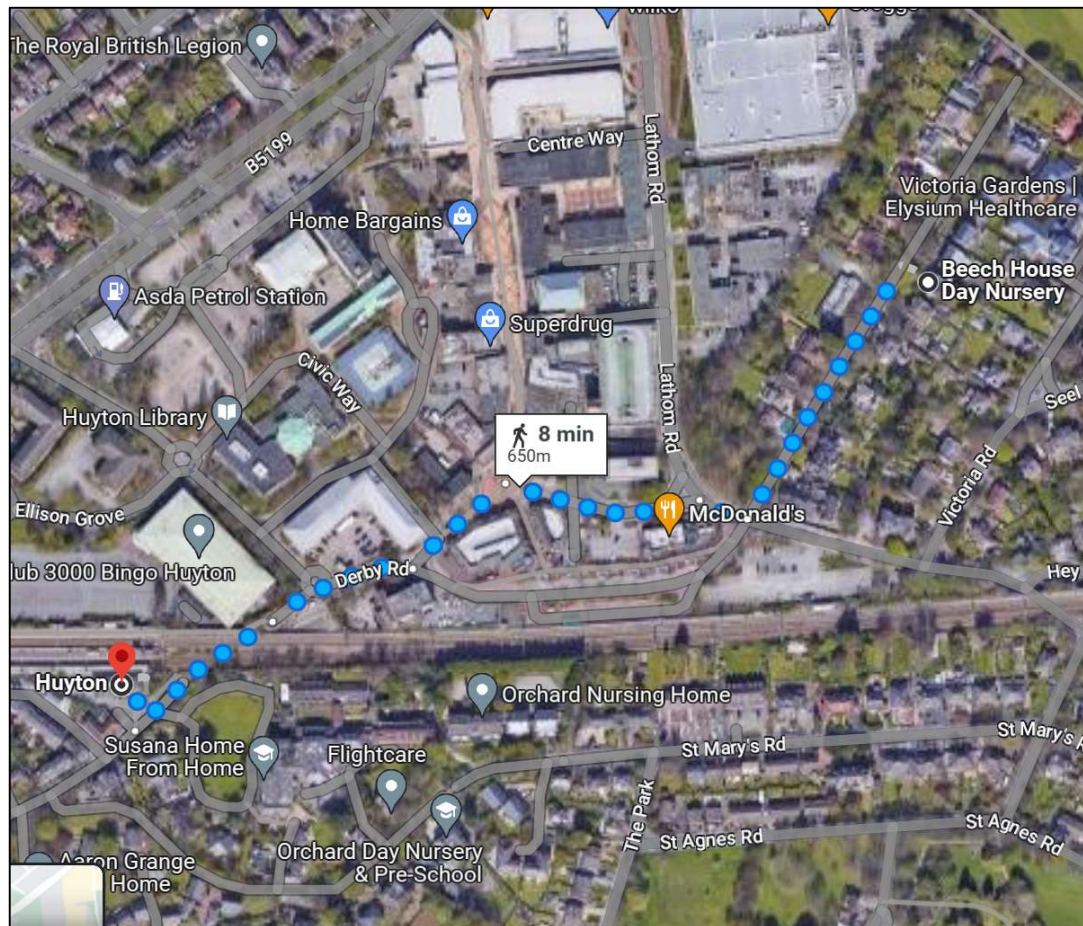


2.3 Access By Train

2.3.1 Huyton Railway Station is located circa 650m away from Beech House. Huyton Station is managed by Northern Trains, has 4 platforms and is located on the Liverpool to Wigan line and Liverpool to Manchester line.

2.3.2 **Figure 2.3** shows the walking route from the site to the train station.

Figure 2.3: Train Station Walk Route



2.4 Access on Foot & Cycle

2.4.1 Walking is the most important mode of travel at a local level and offers the greatest potential to replace short car journeys. The IHT Guidelines for Providing Journeys on Foot (IHT 2000) suggests that the acceptable walking distance to town centres is given as a range, from a desirable 200m to a preferred maximum of 2,000m.

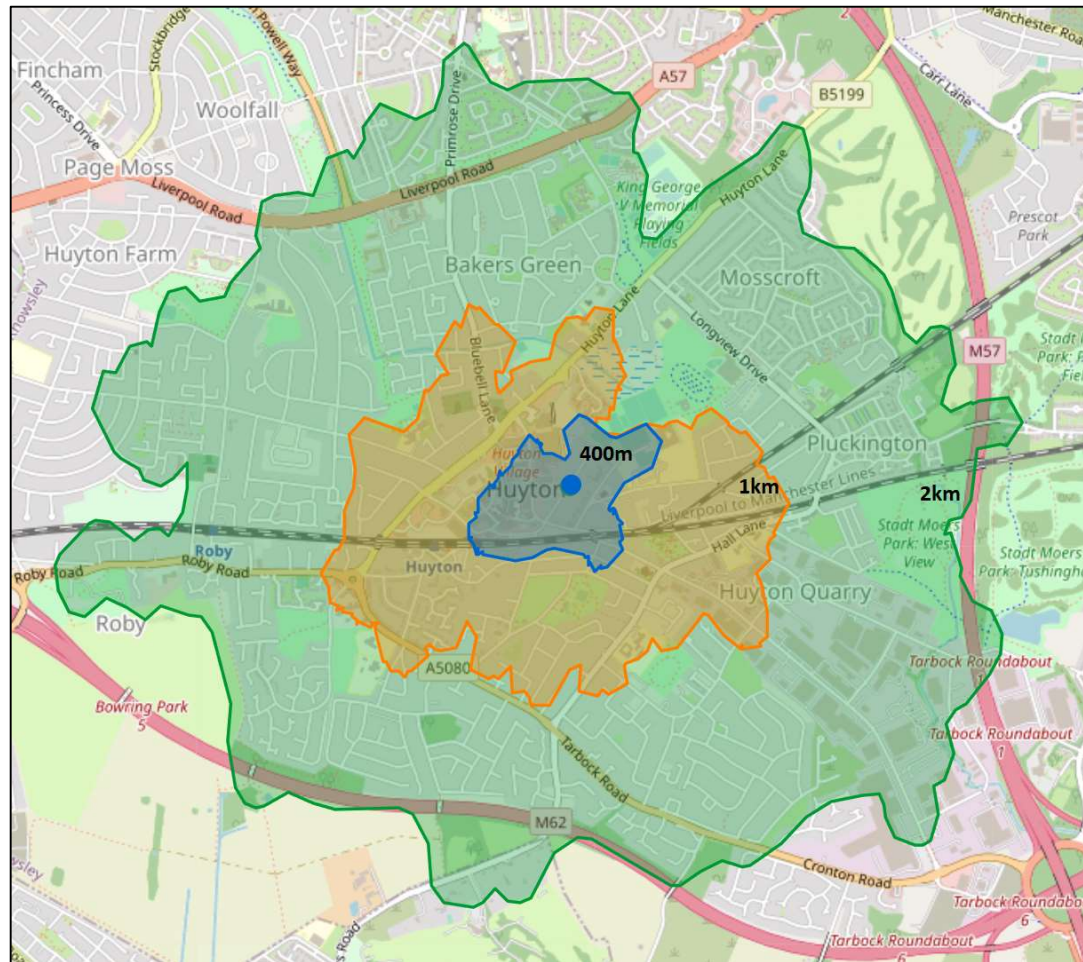
2.4.2 In terms of commuting journeys by foot, the desirable distance is 500m, the acceptable distance is 1,000m and the preferred maximum is 2,000m. However, the distance that people are prepared to walk depends upon many factors; there are obvious physical factors such as age, health and disabilities, along with factors concerning the quality of the route and the environment.

2.4.3 It is also widely recognised that cycling can act as a substitute for short car journeys, particularly those up to 5km in length. There are no official cycle routes adjacent to the site, however the

general topography of the area is relatively flat, which can assist in encouraging visitors of the proposed residential development to travel by cycle.

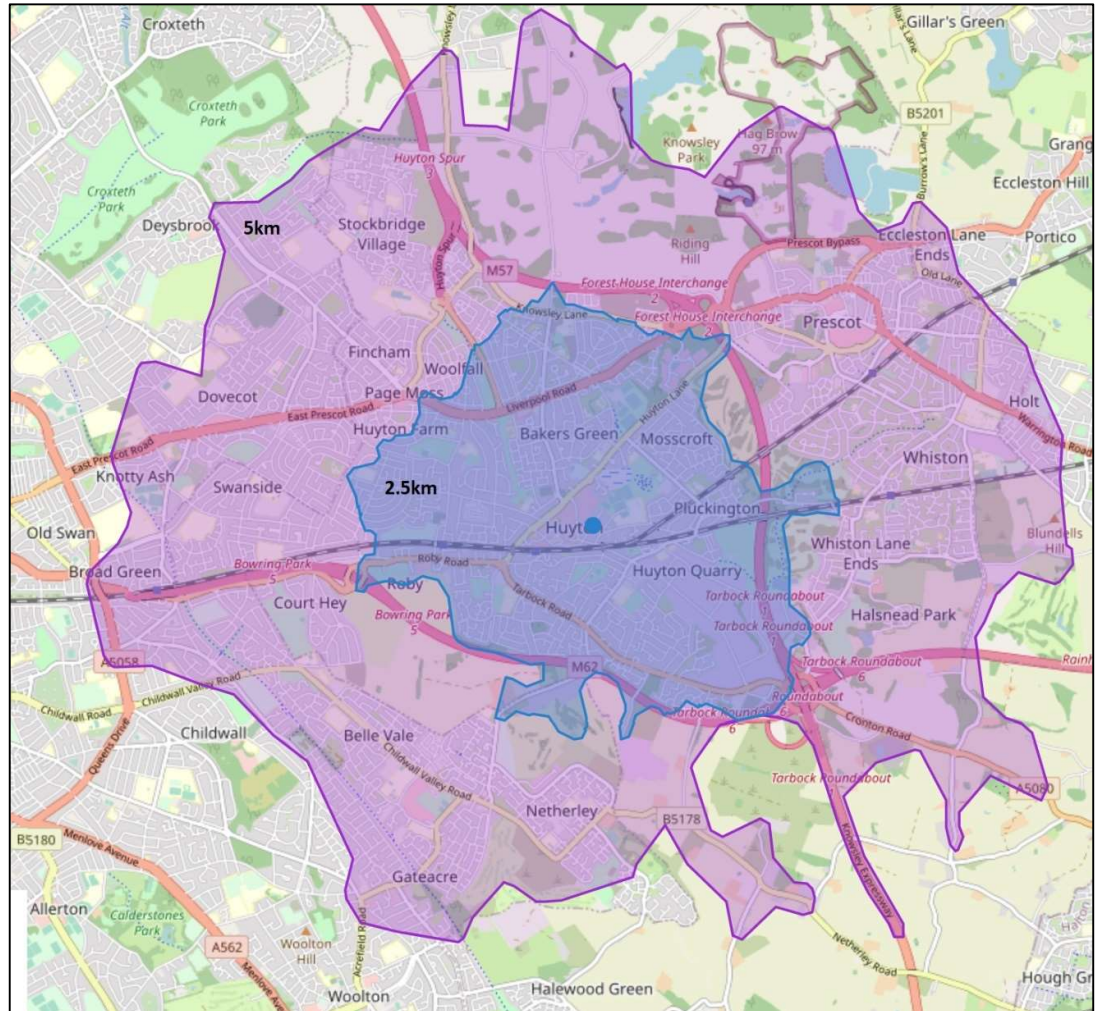
2.4.4 **Figures 2.4 and 2.5** shows the walk and cycle catchment plans.

Figure 2.4: 400m, 1km, and 2km walk Catchment



2.4.5 The development site is located close to good pedestrian routes, with signalised crossings serving the Huyton Church Road / Huyton Hey Road junction to the south. Lit footways are provided on both sides of all roads in the local area, including on both sides of Huyton Church Road and Huyton Hey Road nearby the vicinity of the site.

Figure 2.5: 2.5km and 5km Cycle Catchment

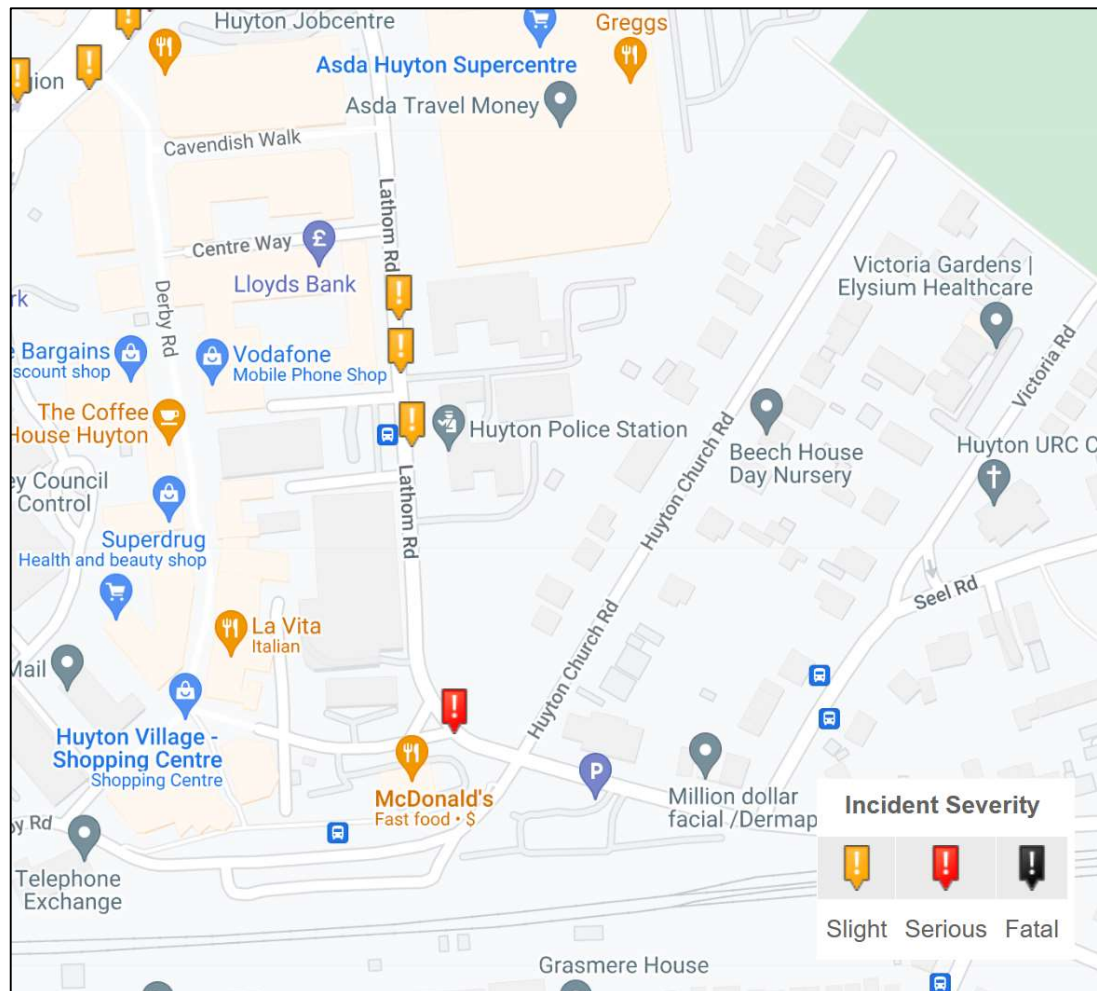


- 2.4.6 The whole of Huyton is located within 5km of the site. Huyton Village - Shopping Centre is located nearby providing access to further amenities and facilities.
- 2.4.7 The site is accessible by public transport, foot and cycle, which will reduce the requirement for staff and visitors to make car journeys to access local amenities.

2.5 Accident Analysis

2.5.1 Accident data has been obtained from the Crashmap website (<http://www.crashmap.co.uk>) for the period of 2017-2021. **Figure 2.6** shows an extract of the accident plot.

Figure 2.6: Crashmap Accident Plan



2.5.2 As shown in the plan above, there has been no accidents along Huyton Church Road within the recorded 5-year period. There have been 3 slight accidents along Lathom Road, and 1 serious accident recorded at the Lathom Road / Huyton Hey Road priority junction, however, these seem to be isolated incidences.

2.5.3 It is concluded that the recorded accident data within the vicinity of the site does not indicate any existing highway safety patterns or problems, therefore, further detailed accident analysis is not required.

3.0 PROPOSED DEVELOPMENT

3.1 Overview

- 3.1.1 The proposal is for the change of use of the upper floor to Beech House into a children's nursery
- 3.1.2 The existing nursery at Beech House is currently registered for 74 children and the subsequent change of use would increase this to 102 children.
- 3.1.3 The existing access off Huyton Church Road is to be retained.

3.2 Site Layout

- 3.2.1 The development will provide a site layout designed in accordance with current best practice to accommodate both pedestrians and cyclists. **Figures 3.1** and **3.2** illustrate the existing and proposed site layout respectively. **Appendix A** provides the full drawings.
- 3.2.2 The car park is currently unmarked. The proposal formalises the car parking to provide for 4 standard, 2 car share and 1 disabled car parking space.

Figure 3.1: Existing Site Layout

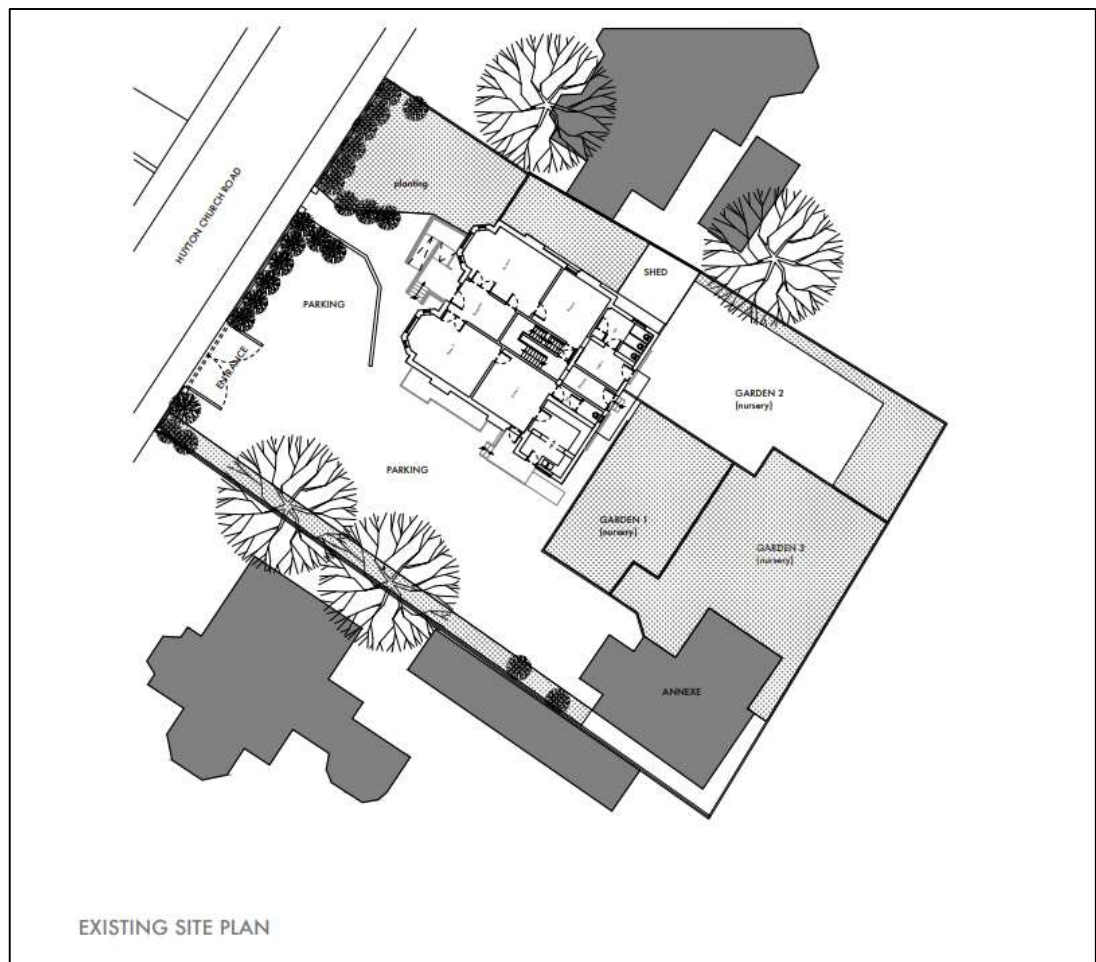
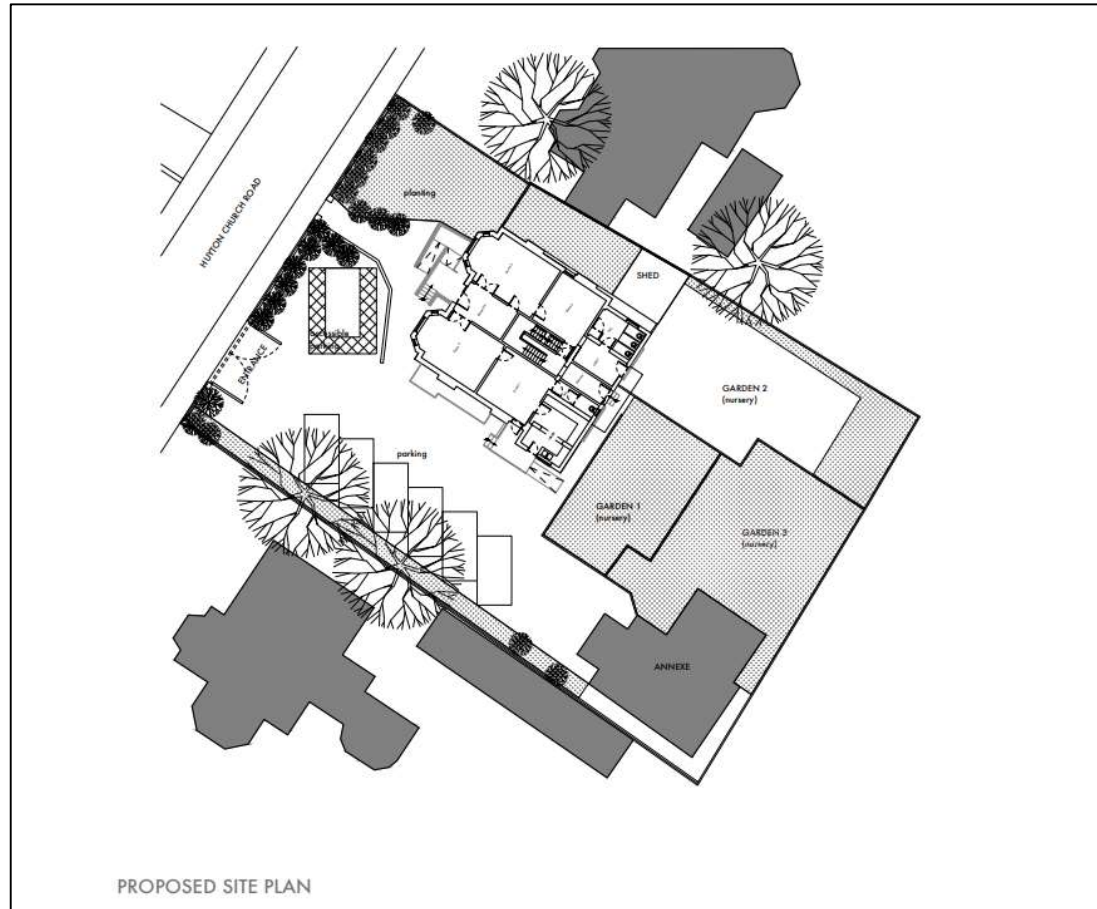


Figure 3.2: Proposed Site Layout



3.2.3 There will be a maximum of approximately 25 staff members employed at the nursery.

4.0 TRAFFIC IMPACT AND CAR PARKING

4.1 Travel Survey

- 4.1.1 A car parking surveys was carried out at the site on Wednesday 1st March 2023. At the time of the survey there was 10 on site and 40 children.
- 4.1.2 Of the 10 staff, 1 travelled by car and parked in the car park, 5 walked and 4 used public transport. This equates to 1 space for every staff.
- 4.1.3 It has been confirmed by the site management that the nursery sector is made up of young female staff and as such the majority of them rely on public transport and walk as the site is located within a highly accessible site for sustainable travel.

4.2 Car Parking

- 4.2.1 The car parking area is mainly used for drop offs and pickups.
- 4.2.2 Based on the staff travel survey, once the full 25 staff are on site, there is a requirement for 3 car parking spaces. The proposed development provides a total of 7, therefore, it is considered that the parking is adequate for staff.
- 4.2.3 In order to promote sustainable travel further a Travel Plan has been prepared for the site. It is proposed that as part of the travel plan, car sharing is promoted to staff that travel in by car along with the promoting of non-car travel.

4.3 Traffic Survey

- 4.3.1 A traffic survey was carried out between 0730-0930 and 1600-1800 hours at the site. **Table 4.1** summarises the results.

Table 4.1: Daily Trip Generation Summary

Wednesday 1 st March 2023	Trip Generations	
	ARRIVALS	DEPARTURES
Time Range		
07:30-08:00	5	4
08:00-08:30	6	6
08:30-09:00	5	5
09:00-09:30	5	5
16:00-16:30	6	6
16:30-17:00	5	5
17:00-17:30	6	6
17:30-18:00	6	6

- 4.3.2 On site observations showed that drop offs and pickups were mainly done within the car park, whilst there were only 1 or 2 cars that parked along Huyton Church Road (See photo 1).
- 4.3.3 It was also observed that there were trips made on foot to the site.

Photo 1: Huyton Church Road between 0800-0900 hours



4.4 Trip Generation

- 4.4.1 Based on the traffic surveys, Table 4.2 shows a prorata trip estimate once the nursery is at full capacity.

Table 4.2: Estimated 102 Children Capacity Trip Generation Summary

	Trip Generations	
	ARRIVALS	DEPARTURES
Time Range		
07:30-08:00	13	10
08:00-08:30	15	15
08:30-09:00	13	13
09:00-09:30	13	13
	0	0
16:00-16:30	15	15
16:30-17:00	13	13
17:00-17:30	15	15
17:30-18:00	15	15

- 4.4.2 A secondary trip estimate has also been carried out using the TRICS database based on the “Land Use 04 - EDUCATION/D - NURSERY” category (**Appendix B** provides the full TRICS output). **Table 4.3** shows an estimate of the daily trip generations for the proposed nursery, based on a maximum of 102 registered children.

Table 4.3: Daily Trip Generation Summary (TRICS)

Nursery - 102 Children	Trip Rates		Trip Generations	
	ARRIVALS	DEPARTURES	ARRIVALS	DEPARTURES
Weekday				
Time Range				
00:00-01:00	0	0	0	0
01:00-02:00	0	0	0	0
02:00-03:00	0	0	0	0
03:00-04:00	0	0	0	0
04:00-05:00	0	0	0	0
05:00-06:00	0	0	0	0
06:00-07:00	0.017	0	2	0
07:00-08:00	0.151	0.072	15	7
08:00-09:00	0.189	0.154	19	16
09:00-10:00	0.068	0.059	7	6
10:00-11:00	0.031	0.021	3	2
11:00-12:00	0.032	0.022	3	2
12:00-13:00	0.064	0.079	7	8
13:00-14:00	0.056	0.076	6	8
14:00-15:00	0.024	0.03	2	3
15:00-16:00	0.054	0.06	6	6
16:00-17:00	0.072	0.078	7	8
17:00-18:00	0.135	0.178	14	18
18:00-19:00	0.013	0.048	1	5
19:00-20:00	0.008	0.083	1	8
20:00-21:00	0	0	0	0
21:00-22:00	0	0	0	0
22:00-23:00	0	0	0	0
23:00-24:00	0	0	0	0
Total	0.914	0.96	93	98

- 4.4.3 The above tables shows that the proposed change of use would generate marginal traffic increases during the AM and PM peak periods.
- 4.4.4 The National Planning Policy Framework [NPPF] (paragraph 111) 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 would be severe.”
- 4.4.5 Huyton Church Road has minimal traffic as it is a cul-de-sac, therefore, any off-spill parking would not have a detrimental impact on the road.
- 4.4.6 It can be deduced from the above, that the proposed change of use would not have a severe impact on the observed highway network.

5.0 CONCLUSIONS

5.1 Summary

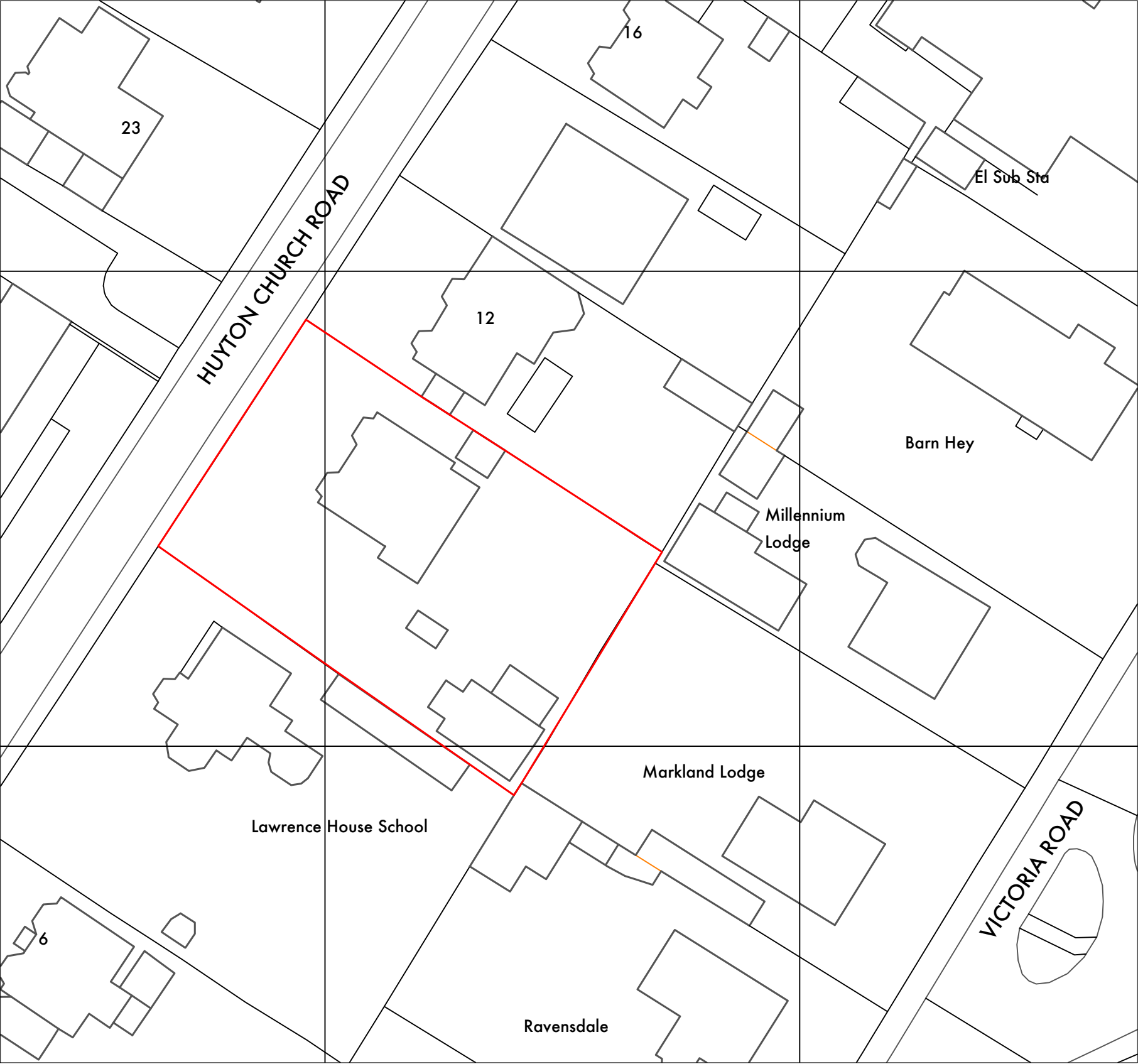
- 5.1.1 Cora IHT have been instructed by Honeypot Nurseries Ltd. to prepare a Transport Statement assessing the access and highway matters relating to an existing building (Beech House), for a proposed change of use of the upper floors to Beech House for use as a children's nursery.
- 5.1.2 The upper floors are currently partitioned into 3 flats. It is proposed to expand the existing Day Nursery into the first floor and to use the second floor as offices ancillary to the main use.
- 5.1.3 The existing nursery is currently registered for 74 children and the subsequent change of use of plans to increase this to 102 children.
- 5.1.4 The site is highly accessible by public transport, foot and cycle, which will reduce the requirement for staff and visitors to make car journeys.
- 5.1.5 The car park is currently unmarked. The proposal formalises the car parking to provide for 4 standard, 2 car share and 1 disabled car parking space.
- 5.1.6 In order to promote sustainable travel further a Travel Plan has been prepared for the site. It is proposed that as part of the travel plan, car sharing is promoted to staff that travel in by car along with the promoting of non-car travel.
- 5.1.7 The existing access off Huyton Church Road is to be retained.
- 5.1.8 The recorded accident data within the vicinity of the site does not indicate any existing highway safety patterns or problems.
- 5.1.9 The proposed change of use would generate marginal traffic increases during the AM and PM peak periods.
- 5.1.10 The National Planning Policy Framework [NPPF] (paragraph 111) 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 would be severe."
- 5.1.11 Huyton Church Road has minimal traffic as it is a cul-de-sac, therefore, any off-spill parking would not have a detrimental impact on the road.
- 5.1.12 It can be deduced that the proposed change of use would not have a severe impact on the observed highway network.

5.2 Conclusion

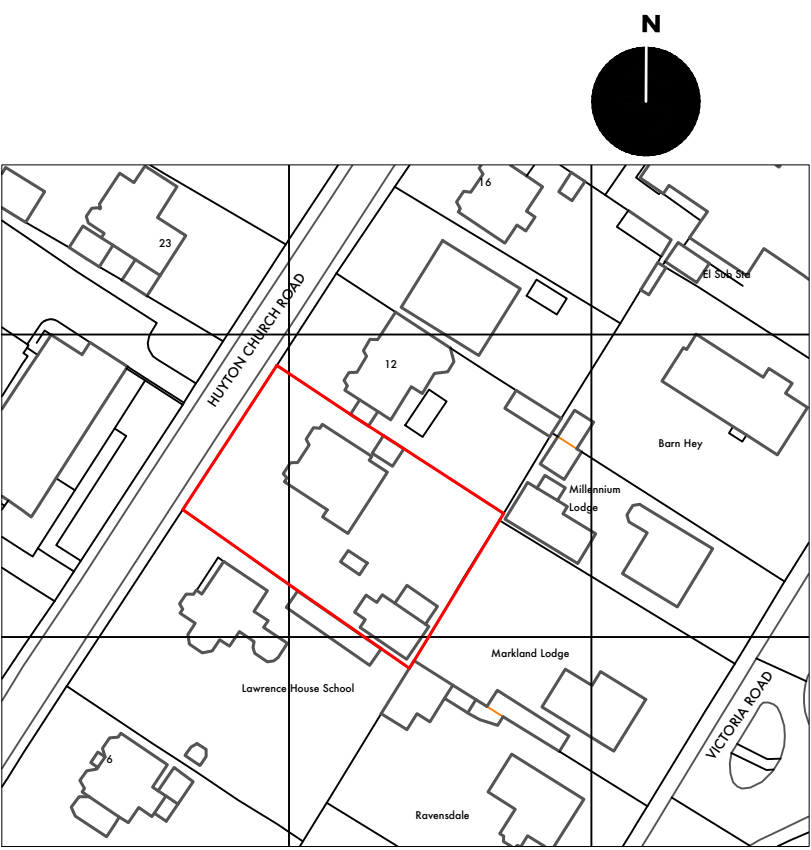
- 5.2.1 It is concluded that the development proposals are acceptable in highways and transportation terms. There are no highways or transportation related reasons upon which a refusal of the planning application for the proposals would be justified.

APPENDICES

APPENDIX A – EXISTING AND PROPOSED SITE LAYOUT

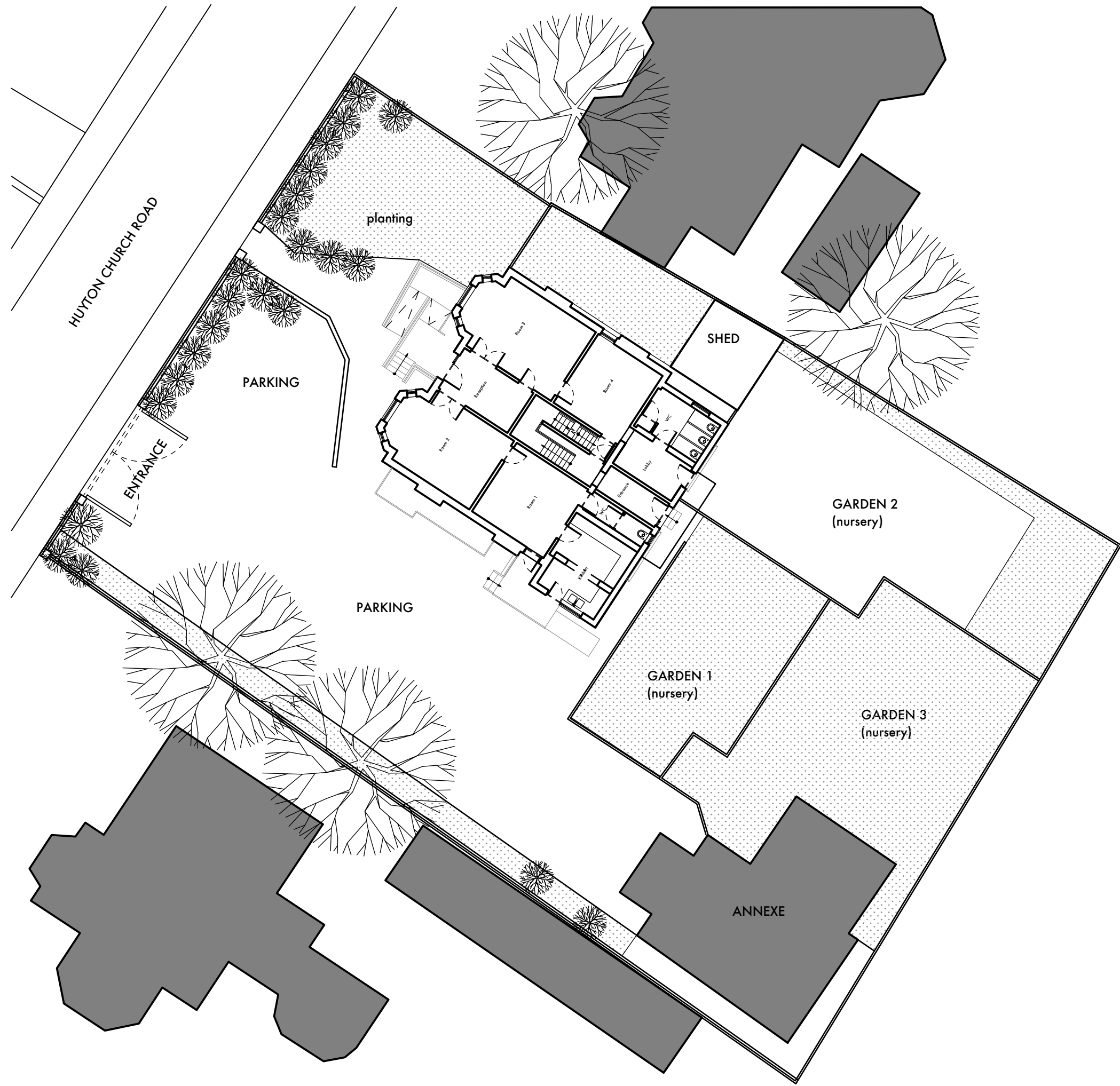


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Site Plan @ 1:200

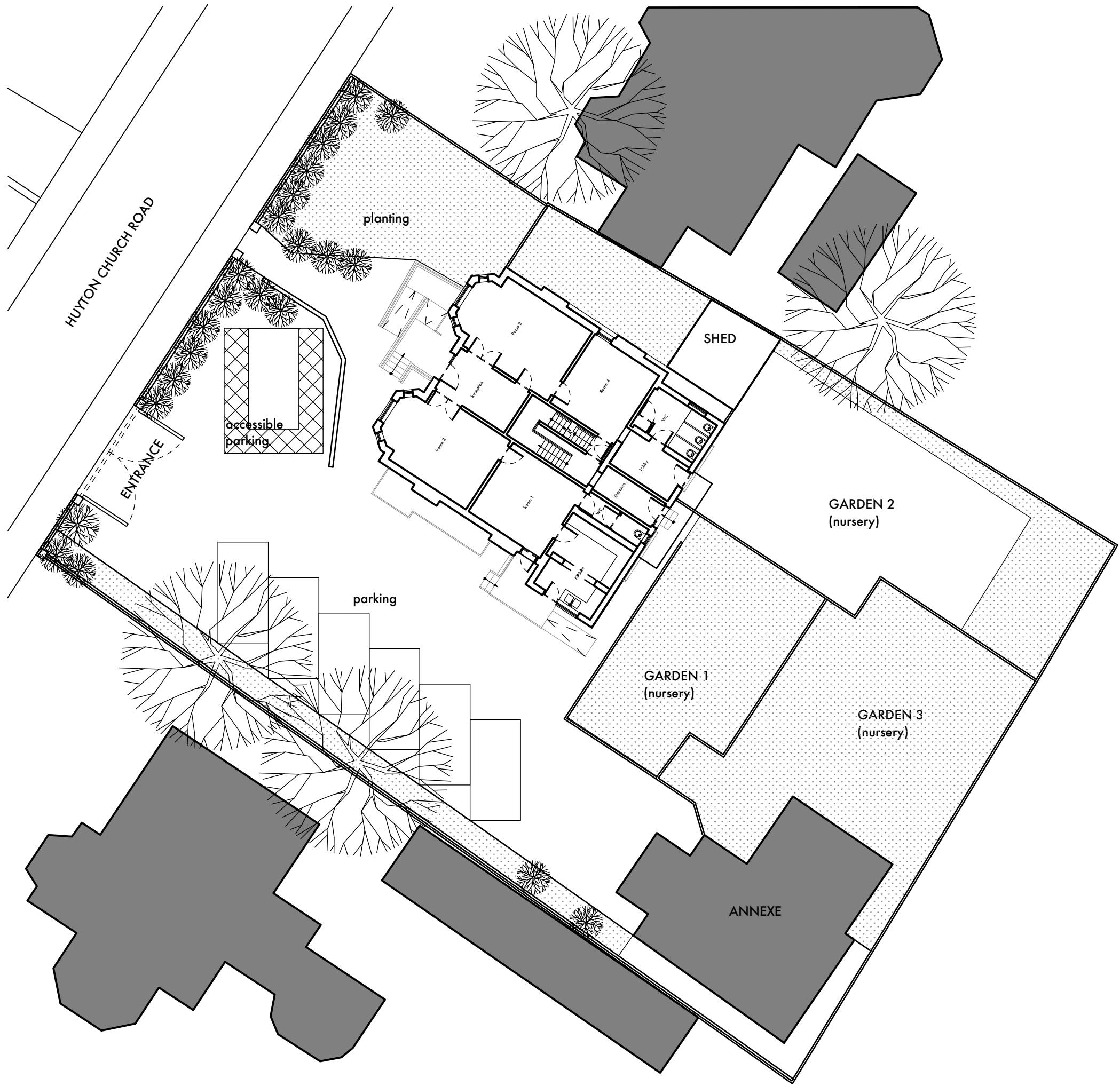


06.2512.5 25 37.5 50 62.5 125m
scale 1:1250
Location Plan @ 1:1250

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DWG TITLE : SITE AND LOCATION	SCALE : 1:500 / 1:1250 (@A3)
REVISION NOTES : first issue	DATE : 01.03.23



EXISTING SITE PLAN

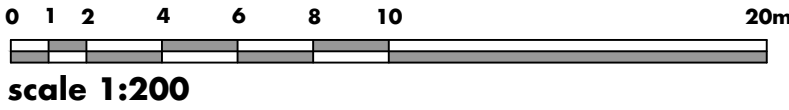


PROPOSED SITE PLAN

Do not scale from this drawing
All dimensions are to be checked on site prior to commencing works on site. Discrepancy found between information given on this drawing and that given elsewhere or recorded on site shall be notified immediately to the project architect in writing

PLANNING ISSUE

all details and dimensions tbc with contractor



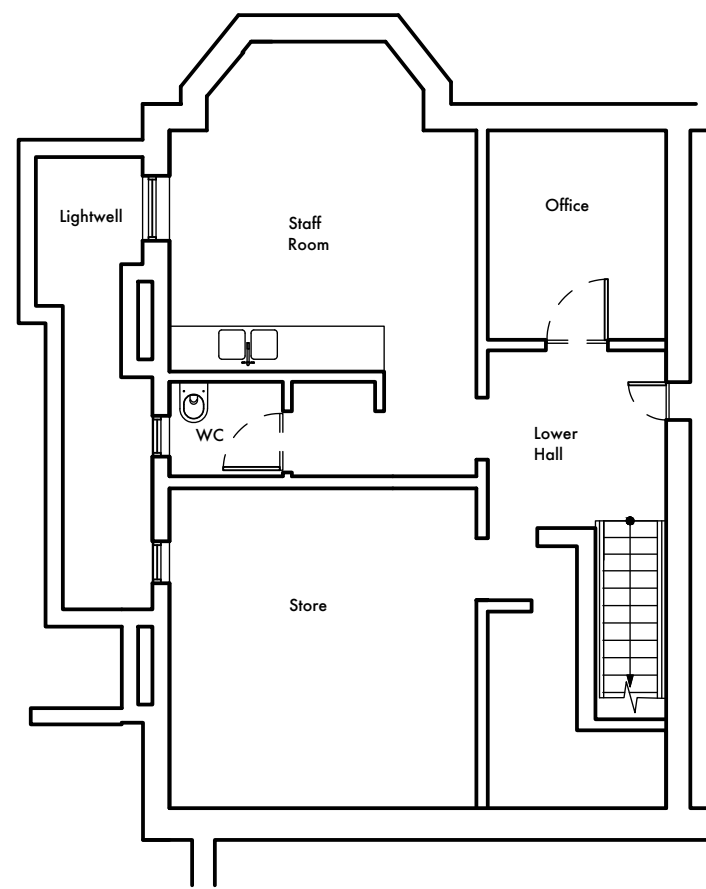
SITE BOUNDARY:



- Site boundary assumed and indicated as shown based OSMAF only
- Should exact clarification of boundary be required then a third party boundary professional must be appointed
- All Existing structure, eaves, gutters etc. to be within assumed boundary at all times

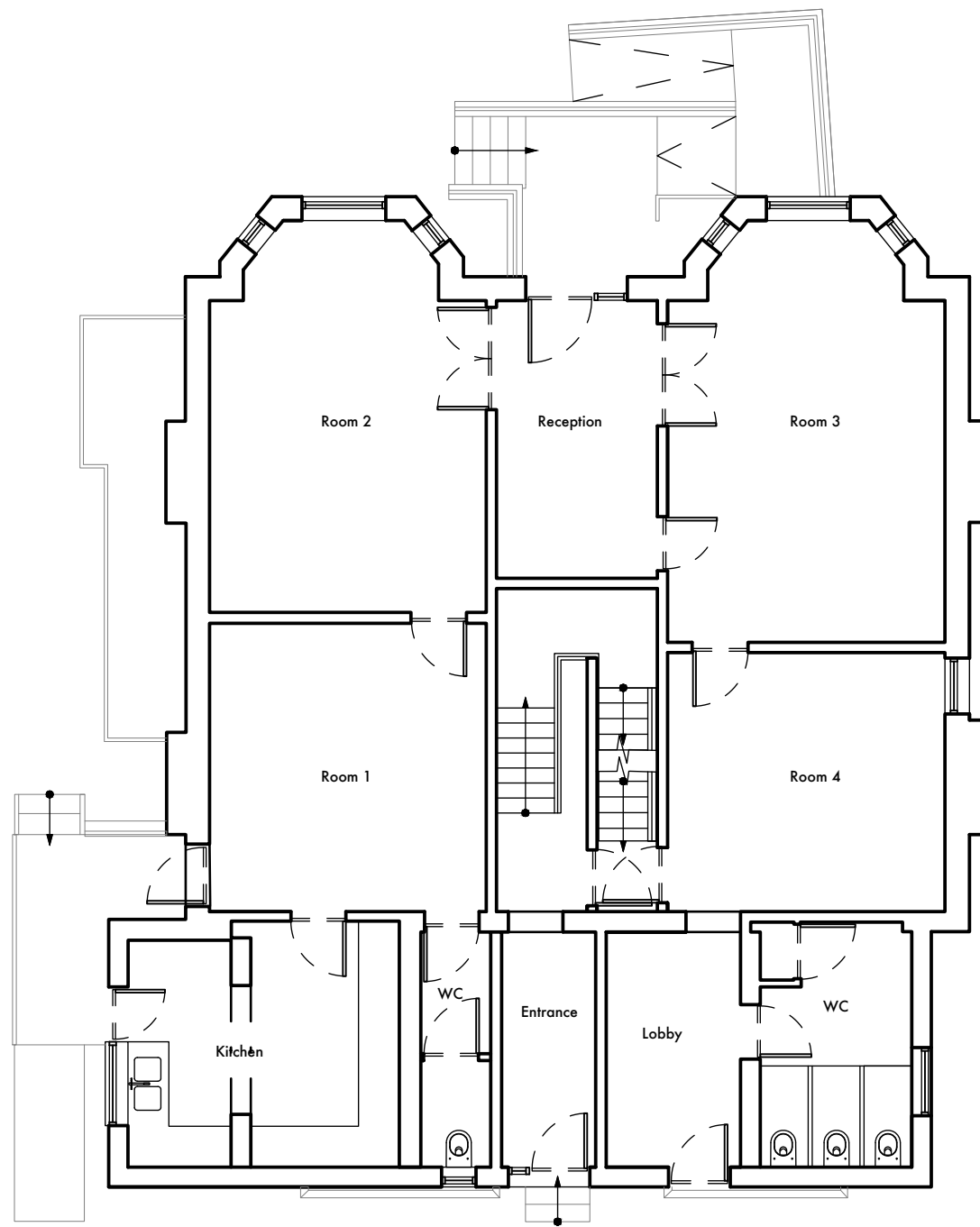
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10 Huyton Church Road,
Huyton,
L36 5SJ
DWG TITLE :
Site Plans
REVISION NOTES :
first issue

DWG. NO. :
129-01-
SCALE :
1:200(@A1)
DATE :
01.02.23



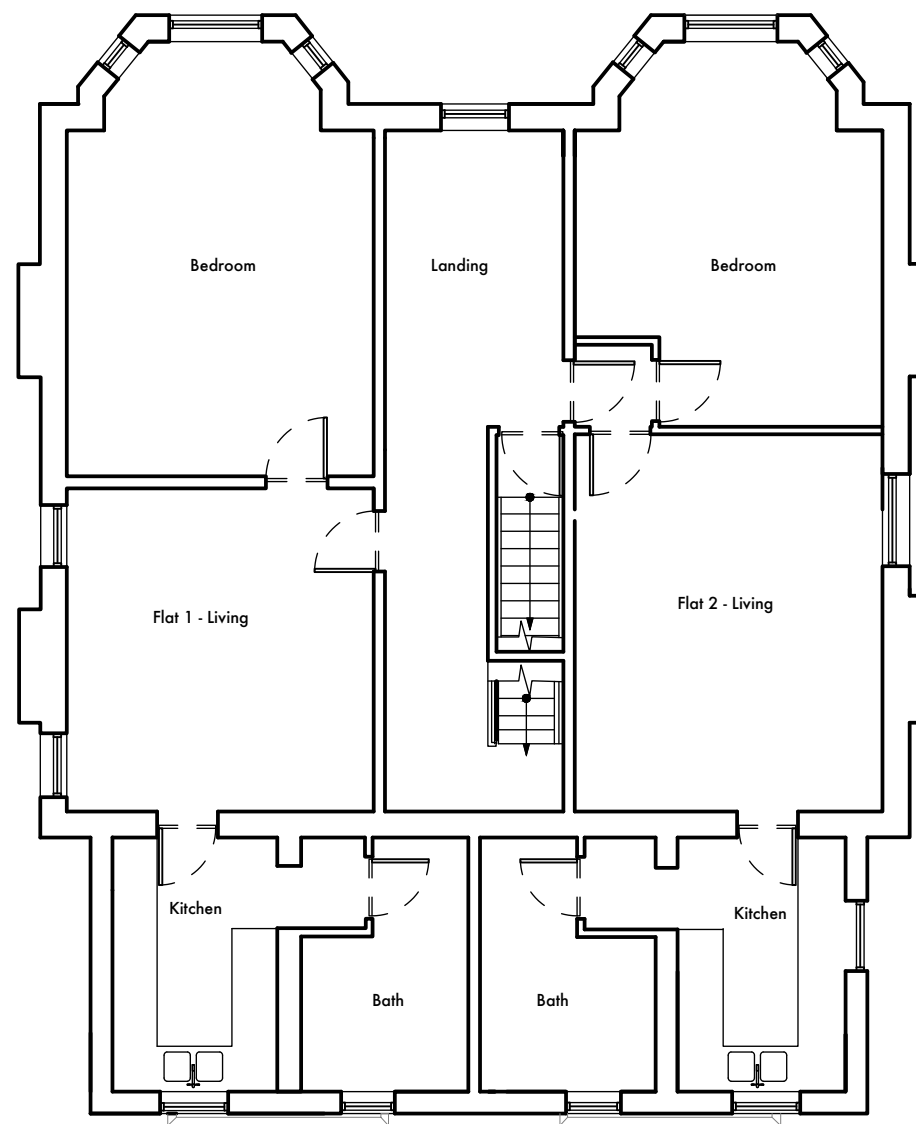
EXISTING BASEMENT PLAN

GIA: 61.9m²



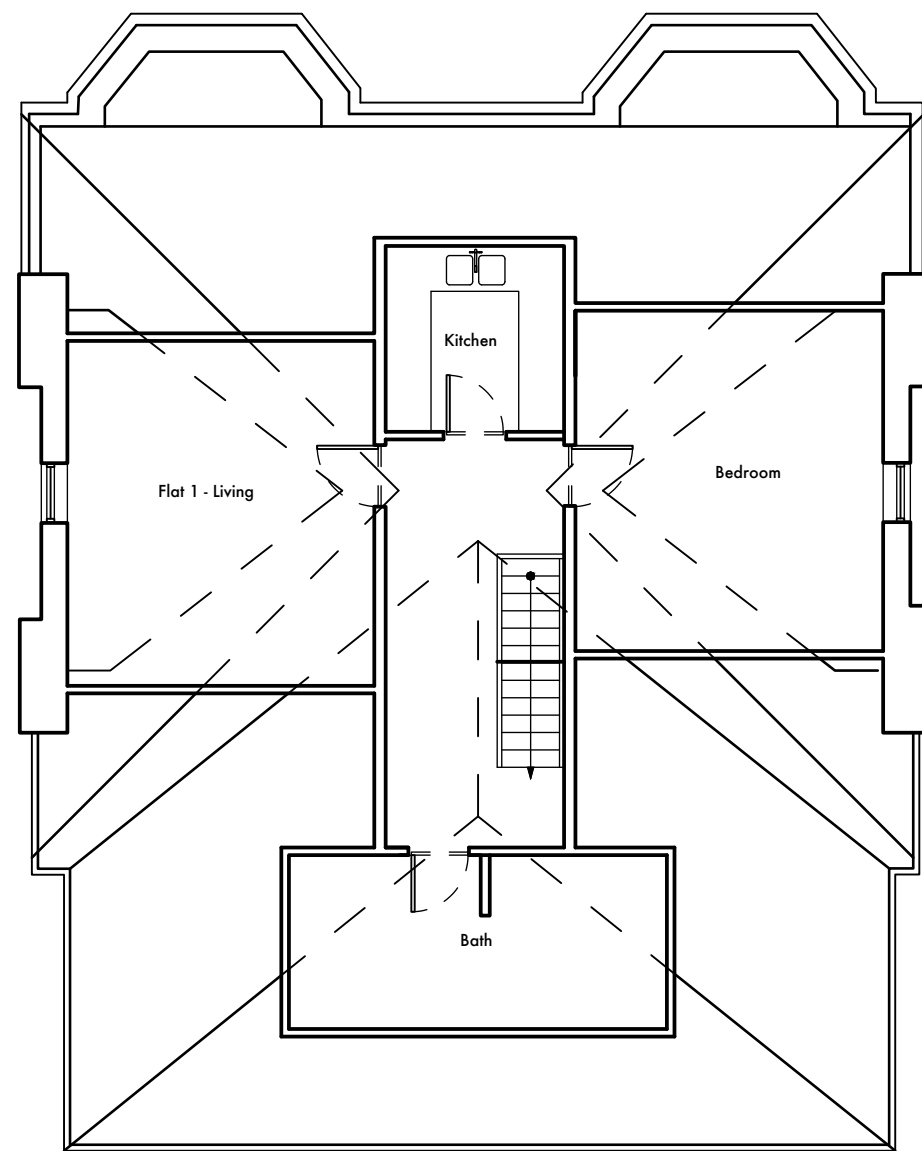
EXISTING GROUND FLOOR PLAN

GIA: 145.3m²



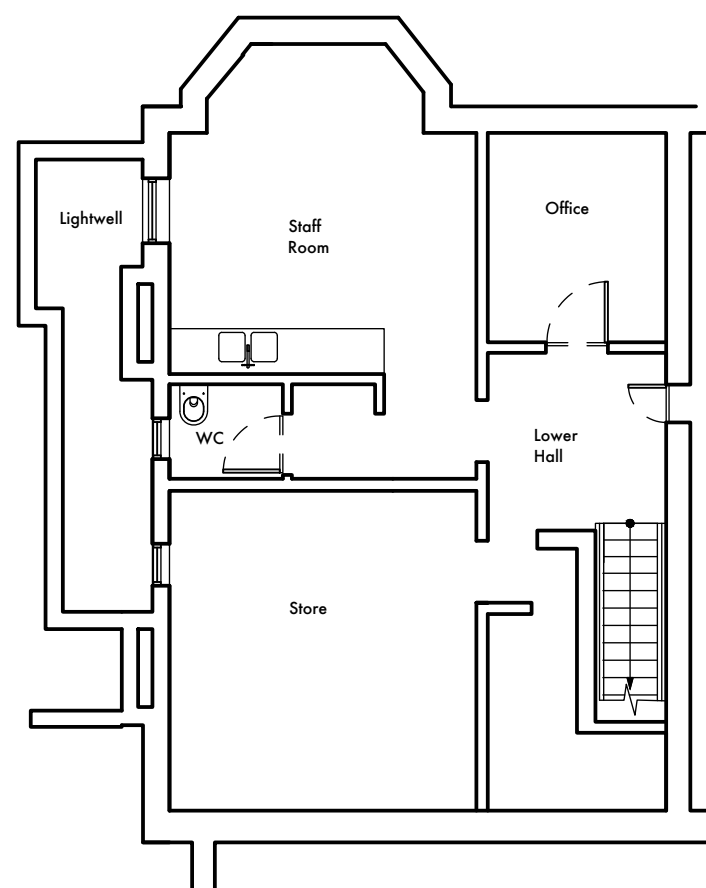
EXISTING FIRST FLOOR PLAN

GIA: 139.1m²

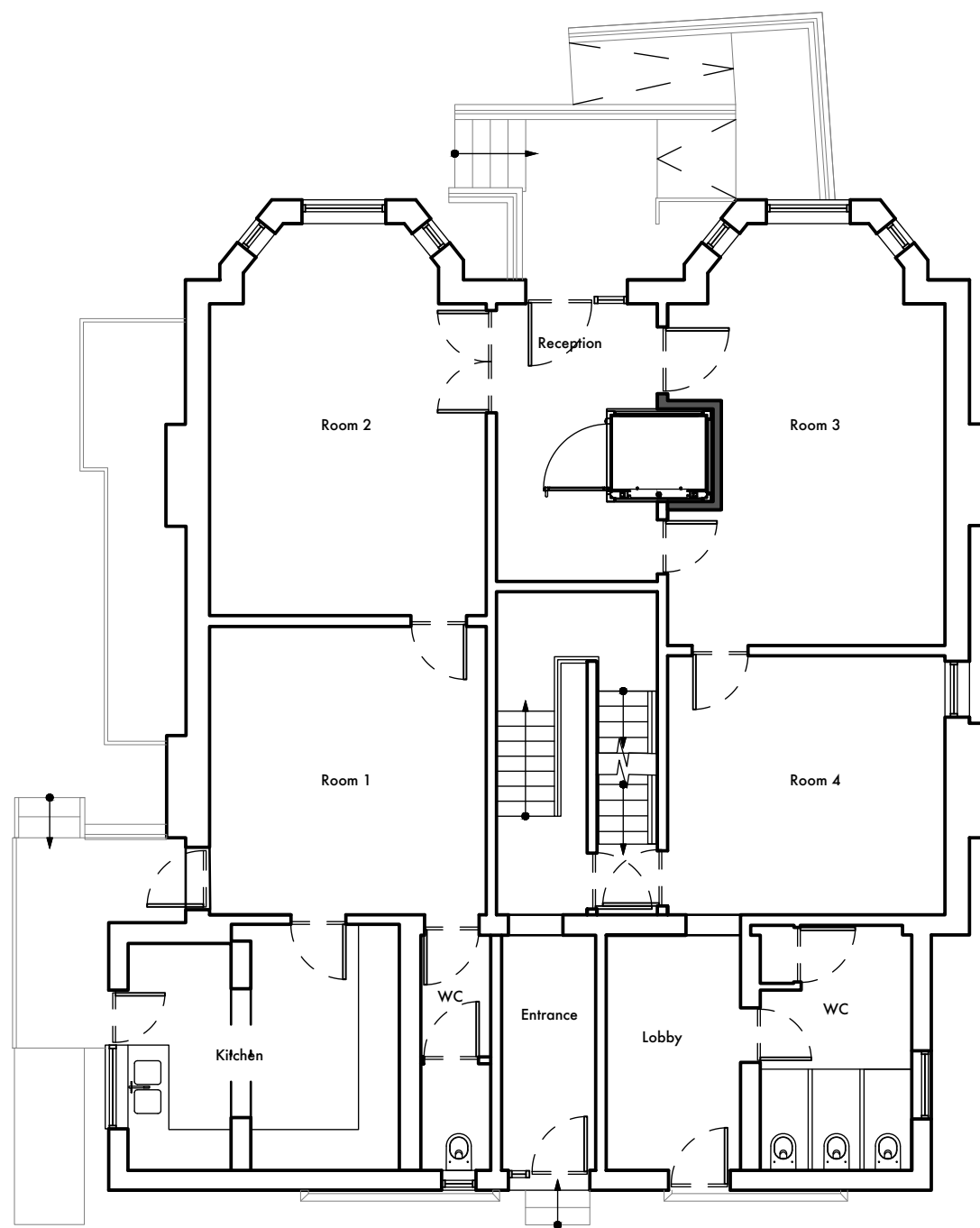


EXISTING SECOND FLOOR PLAN

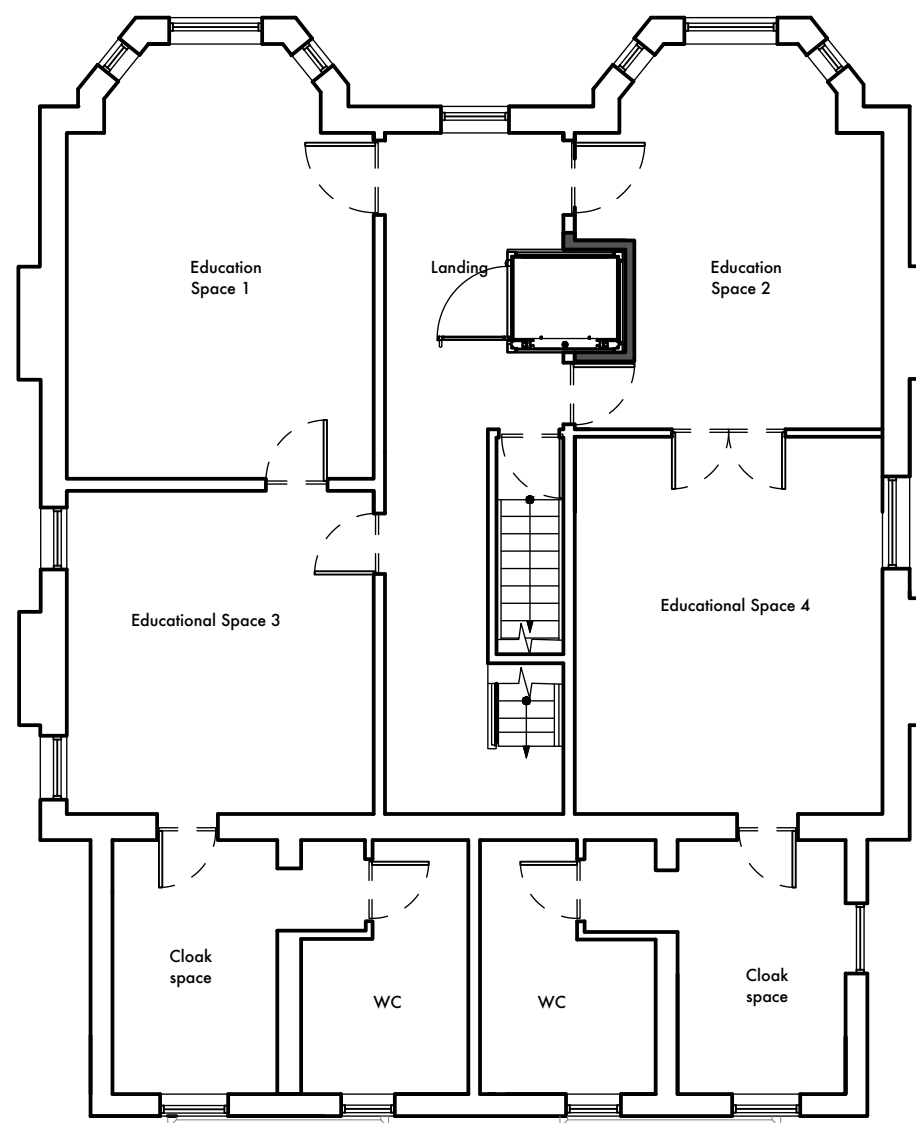
GIA: 68.7m²



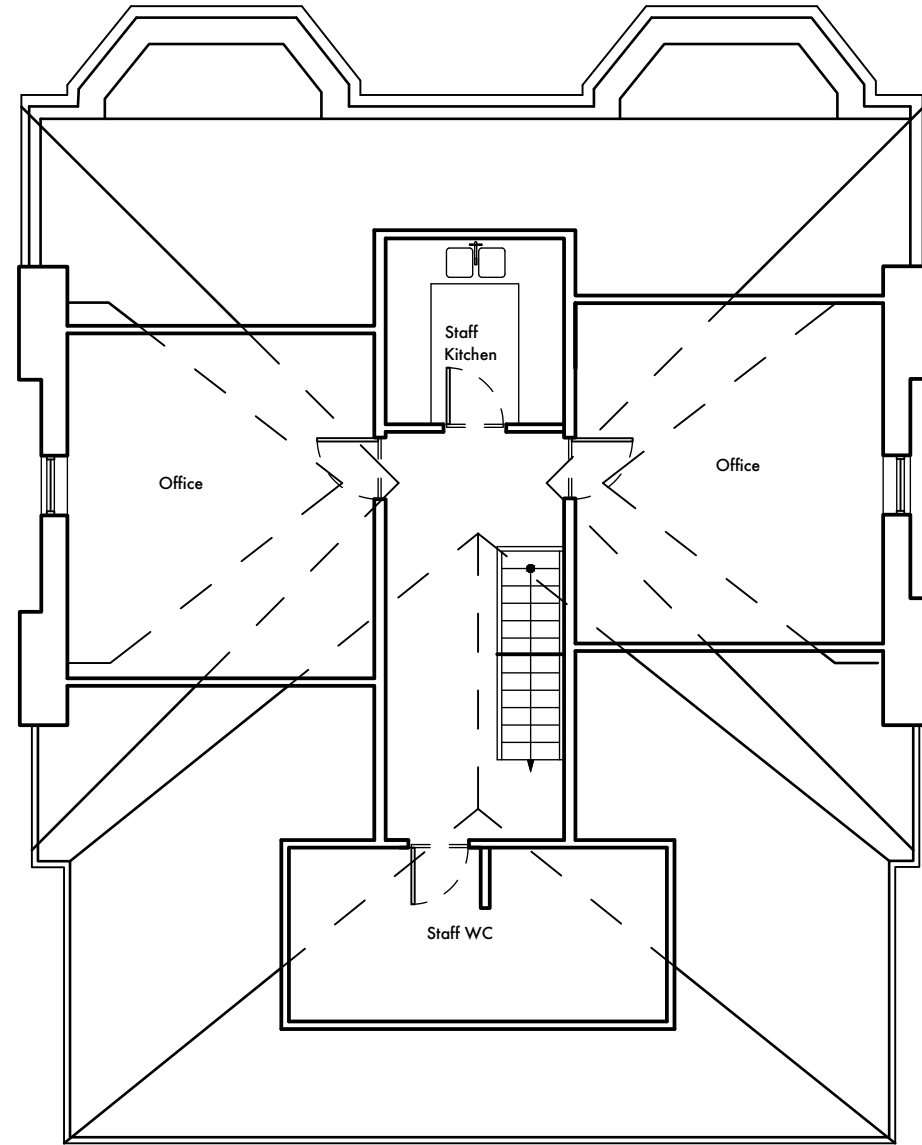
PROPOSED BASEMENT PLAN



PROPOSED GROUND FLOOR PLAN



PROPOSED FIRST FLOOR PLAN



PROPOSED SECOND FLOOR PLAN

Do not scale from this drawing

All dimensions are to be checked on site prior to commencing works on site. Discrepancy found between information given on this drawing and that given elsewhere or recorded on site shall be notified immediately to the project architect in writing

PLANNING ISSUE

all details and dimensions tbc with contractor

0 0.5 1 2 3 4 5 10m
scale 1:100

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JOB TITLE :
Beech House,
10 Huyton Church Road,
Huyton,
L36 5SJ
DWG TITLE :
Floor Plans
REVISION NOTES :
first issue

DWG. NO. :
129-02-
SCALE :
1:100(8A1)
DATE :
01.02.23

APPENDIX B – TRICS OUTPUT

Calculation Reference: AUDIT-662801-230303-0333

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : D - NURSERY

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BH BRIGHTON & HOVE	1 days
	WS WEST SUSSEX	1 days
03	SOUTH WEST	
	SD SWINDON	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	SY SOUTH YORKSHIRE	1 days
08	NORTH WEST	
	EC CHESHIRE EAST	1 days
09	NORTH	
	TV TEES VALLEY	1 days
	TW TYNE & WEAR	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 pupils
 Actual Range: 25 to 111 (units:)
 Range Selected by User: 21 to 450 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 07/06/22

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	5 days
Wednesday	2 days
Thursday	3 days
Friday	6 days

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

Selected survey types:

Manual count	17 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:

Edge of Town Centre	4
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	5

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

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	15
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	6 days - Selected
Servicing vehicles Excluded	11 days - Selected

Secondary Filtering selection:

Use Class:

E(f)	17 days
------	---------

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	5 days
20,001 to 25,000	2 days
25,001 to 50,000	7 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	5 days
125,001 to 250,000	4 days
250,001 to 500,000	4 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	5 days
1.1 to 1.5	10 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	17 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	17 days
-----------------	---------

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

1	BH-04-D-01 CONNAUGHT ROAD BRIGHTON HOVE Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of pupils: Survey date: FRIDAY	NURSERY 45 22/09/17	BRIGHTON & HOVE
2	DY-04-D-02 MAXWELL AVENUE DERBY DARLEY ABBEY Edge of Town Residential Zone Total Number of pupils: Survey date: THURSDAY	NURSERY 54 12/07/18	DERBY Survey Type: MANUAL
3	EC-04-D-01 CHESTER ROAD MACCLESFIELD Edge of Town Centre No Sub Category Total Number of pupils: Survey date: MONDAY	NURSERY 70 24/11/14	CHESHIRE EAST Survey Type: MANUAL
4	LE-04-D-01 WIGSTON ROAD LEICESTER OADBY Edge of Town Residential Zone Total Number of pupils: Survey date: THURSDAY	NURSERY 80 30/10/14	LEICESTERSHIRE Survey Type: MANUAL
5	LN-04-D-01 NEWARK ROAD LINCOLN SWALLOW BECK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: Survey date: TUESDAY	NURSERY 49 31/10/17	LINCOLNSHIRE Survey Type: MANUAL
6	NN-04-D-01 ROCKINGHAM ROAD KETTERING Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: Survey date: TUESDAY	NURSERY 90 07/06/22	NORTH NORTHAMPTONSHIRE Survey Type: MANUAL
7	NY-04-D-02 OAKNEY WOOD ROAD SELBY Edge of Town Industrial Zone Total Number of pupils: Survey date: TUESDAY	NURSERY 70 10/05/22	NORTH YORKSHIRE Survey Type: MANUAL
8	PB-04-D-01 EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: Survey date: TUESDAY	NURSERY 50 18/10/16	PETERBOROUGH Survey Type: MANUAL

CORA IHT WILMSLOW ROAD MANCHESTER

Licence No: 662801

LIST OF SITES relevant to selection parameters (Cont.)

9	SD-04-D-01	NURSERY		SWINDON
	SHREWSBURY ROAD			
	SWINDON			
	WALCOT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:	75		
	Survey date: THURSDAY	22/09/16	Survey Type: MANUAL	
10	SF-04-D-03	NURSERY		SUFFOLK
	CAMP ROAD			
	LOWESTOFT			
	Edge of Town Centre			
	Residential Zone			
	Total Number of pupils:	110		
	Survey date: WEDNESDAY	10/12/14	Survey Type: MANUAL	
11	SH-04-D-01	NURSERY		SHROPSHIRE
	OLD COLEHAM			
	SHREWSBURY			
	Edge of Town Centre			
	Residential Zone			
	Total Number of pupils:	56		
	Survey date: WEDNESDAY	28/05/14	Survey Type: MANUAL	
12	SY-04-D-01	NURSERY		SOUTH YORKSHIRE
	BAWTRY ROAD			
	DONCASTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:	111		
	Survey date: FRIDAY	13/05/22	Survey Type: MANUAL	
13	TV-04-D-01	NURSERY		TEES VALLEY
	COTSWOLD DRIVE			
	REDCAR			
	Edge of Town			
	Residential Zone			
	Total Number of pupils:	25		
	Survey date: FRIDAY	19/05/17	Survey Type: MANUAL	
14	TW-04-D-03	NURSERY		TYNE & WEAR
	JUBILEE ROAD			
	NEWCASTLE UPON TYNE			
	GOSFORTH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:	108		
	Survey date: TUESDAY	21/05/19	Survey Type: MANUAL	
15	WK-04-D-01	NURSERY		WARWICKSHIRE
	THE RIDGEWAY			
	STRATFORD UPON AVON			
	Edge of Town			
	Residential Zone			
	Total Number of pupils:	61		
	Survey date: FRIDAY	29/06/18	Survey Type: MANUAL	
16	WM-04-D-02	NURSERY		WEST MIDLANDS
	BERTRAM ROAD			
	BIRMINGHAM			
	SMALL HEATH			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of pupils:	30		
	Survey date: FRIDAY	19/11/21	Survey Type: MANUAL	

CORA IHT WILMSLOW ROAD MANCHESTER

Licence No: 662801

LIST OF SITES relevant to selection parameters (Cont.)

17 WS-04-D-01 NURSERY WEST SUSSEX
FARNCOMBE ROAD
WORTHING

Edge of Town Centre

Residential Zone

Total Number of pupils: 75

Survey date: FRIDAY

13/05/22

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.

CORA IHT WILMSLOW ROAD MANCHESTER

Licence No: 662801

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY

TOTAL VEHICLES

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	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	2	60	0.017	2	60	0.000	2	60	0.017
07:00 - 08:00	17	68	0.151	17	68	0.072	17	68	0.223
08:00 - 09:00	17	68	0.189	17	68	0.154	17	68	0.343
09:00 - 10:00	17	68	0.068	17	68	0.059	17	68	0.127
10:00 - 11:00	17	68	0.031	17	68	0.021	17	68	0.052
11:00 - 12:00	17	68	0.032	17	68	0.022	17	68	0.054
12:00 - 13:00	17	68	0.064	17	68	0.079	17	68	0.143
13:00 - 14:00	17	68	0.056	17	68	0.076	17	68	0.132
14:00 - 15:00	17	68	0.024	17	68	0.030	17	68	0.054
15:00 - 16:00	17	68	0.054	17	68	0.060	17	68	0.114
16:00 - 17:00	17	68	0.072	17	68	0.078	17	68	0.150
17:00 - 18:00	17	68	0.135	17	68	0.178	17	68	0.313
18:00 - 19:00	16	71	0.013	16	71	0.048	16	71	0.061
19:00 - 20:00	2	60	0.008	2	60	0.083	2	60	0.091
20:00 - 21:00	1	70	0.000	1	70	0.000	1	70	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.914			0.960			1.874

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: 25 - 111 (units:)
 Survey date range: 01/01/14 - 07/06/22
 Number of weekdays (Monday-Friday): 17
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

