



# THE ORCHARD, HORSHAM

## TRANSPORT STATEMENT

18 December 2025



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## TRANSPORT STATEMENT

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# 1. Introduction

## 1.1. Context

Evoke Transport Planning Consultants Ltd (Evoke) has been commissioned by Little Barn Owls to produce a Transport Statement to support a planning application for the proposed conversion of the first floor at The Orchard in Cowfold, West Sussex, RH13 8LY to accommodate an expansion to the existing nursery on the ground floor. The local planning authority (LPA) are Horsham District Council (HDC) and the local highway authority (LHA) are West Sussex County Council (WSCC).

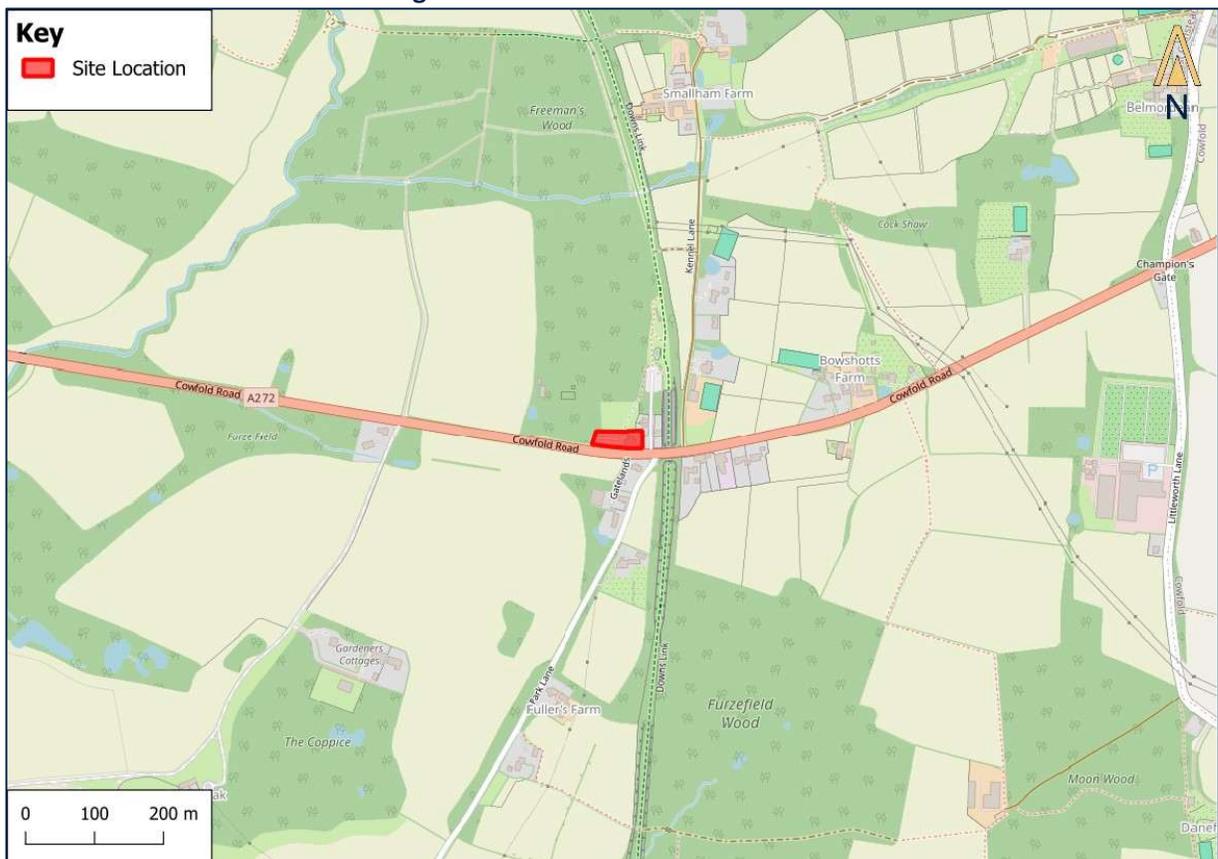
## 1.2. Site Location and Context

1.2.1. The site comprises The Orchard, which currently operates as a nursery on the ground floor under Use Class E(f), and is occupied by Little Barn Owls Nursery. The first floor is currently classed as Use Class C3 Residential, comprising one residential dwelling.

1.2.2. The site is located off the northern side of the A272 Cowfold Road, approximately 3.2km to the west of the village of Cowfold and an equal distance north of the village of Partridge Green. Slightly further afield, the site is approximately 8km south of Horsham and approximately 15km south-west of Crawley. The site is bordered by the A272 to the south, woodland to the east and north and a residential dwelling to the east.

1.2.3. The location of the site is outlined in Figure 1 below.

**Figure 1 – Site Location Plan**



Source: QGIS

### 1.3. Proposed Development

- 1.3.1. The proposed development comprises the conversion of the first floor of the building from residential use to Use Class E(f) to create additional nursery space. The conversion would increase the pupil numbers by 43, taking the nursery places from 64 to 107. The proposals involve improvements to the car parking layout, including increasing the number of parking bays.
- 1.3.2. The proposed layout plans are attached at **Appendix A**.

### 1.4. Policy Considerations

- 1.4.1. The key transport policy documents at a national and local level have been considered when assessing the development proposals. These include the key policy documents outlined below:
- National Planning Policy Framework (December 2024);
  - Planning Practice Guidance - Travel Plans, Transport Assessments and Statements in Decision-Taking' (March 2014);
  - National Design Guide (October 2019) and National Model Design Guide (2021);
  - Manual for Streets (March 2007) and Manual for Streets 2 (2010);
  - West Sussex Transport Plan (2022);
  - West Sussex Country Council – Guidance on Parking at New Developments (2020);
  - Horsham District Planning Framework (2015);
  - Horsham District Draft Local Plan (2023).
- 1.4.2. The key policy documents promote development where there is a choice of sustainable transport modes such as walking, cycling and public transport. Developments that minimise the impact on the highway and rights of way network and do not have an adverse impact on the function, safety and character of the local and strategic highway will be permitted.
- 1.4.3. Paragraph 112 of the NPPF states that if LPAs set parking standards, they should take account of the following:
- a) the accessibility of the development;
  - b) the type, mix and use of development;
  - c) the availability of and opportunities for public transport;
  - d) local car ownership levels; and
  - e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
- 1.4.4. The WSCC 'Guidance on Parking at New Developments' states in paragraph 4.5 that *"Calculation of demand for parking at non-residential developments should normally be based on the land-use; the trip rate associated with the development (including base and forecast mode share); and, the user group of staff/visitors of the site (including shift patterns)."*
- 1.4.5. West Sussex's Parking Standards document outlines the vehicular parking standards for non-residential developments. This states that for Use Class E Commercial, Business and Service Non-residential institutions (medical or health services, creches, day nurseries and centres), car parking standards are based on 'site-specific assessment based on travel plan and needs'. As such, there are no policy required standards.
- 1.4.6. Policy 40 of HDC's Planning Framework states that 'development will be supported if it provides safe and suitable access for all vehicles, pedestrians, cyclists, horse riders, public transport and the delivery of goods'. Furthermore, Policy 41 outlines that *"adequate parking and facilities must be provided within developments to meet the needs of anticipated users."*

1.4.7. The NPPF concludes 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 of the development on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

## 1.5. Report Structure

1.5.1. The aim of this TS is to identify existing and potential future traffic and transport impacts related to the site and its proposed change of use. The TS also provides an assessment of the potential transport impacts associated with the anticipated number of trips as a result of the development. The TS has been produced with consideration of the National Planning Policy Framework (NPPF), Planning Practice Guidance (PPG) 'Travel Plans, Transport Assessments and Statements' and local guidance.

1.5.2. Following this introductory section, this TS is set out as follows:

- **Section 2: Existing Situation** – Describes the existing transport and highways conditions at the site and within the surrounding area;
- **Section 3: Proposed Development** – Outlines the development proposals, including access arrangements, delivery and servicing strategy and car and cycle parking arrangements;
- **Section 4: Trip Generation and Development Impact** – Outlines the vehicle trips associated with the proposed development and comments on the impact of these trips on the surrounding transport and highways network;
- **Section 5: Summary and Conclusions** – Outlines the findings of this TS and summarises the proposed development in transport and highway terms.

## 2. Existing Conditions

### 2.1. Introduction

2.1.1. This section considers the site location and planning history and provides a review of the existing highway network and sustainable modes of transport available in close proximity to the site.

### 2.2. Site Location and Existing Operation

2.2.1. The site is located off the northern side of the A272 approximately 3.2km to the west of the village of Cowfold and an equal distance north of the village of Partridge Green. Slightly further afield, the site is approximately 8km south of Horsham and approximately 15km south-west of Crawley. The site is bordered by the A272 to the south, woodland to the east and north, and a residential dwelling to the east.

2.2.2. The site comprises The Orchard, which is currently operating as a nursery on the ground floor under Use Class E(f), and is occupied by Little Barn Owls Nursery. The first floor is currently classed as Use Class C3 Residential, comprising one residential dwelling.

2.2.3. The nursery has a maximum operating capacity of 64 children and 14 members of staff. The nursery operates between 07:30-18:00, with staff typically on-site for these hours. Drop-off of pupils occurs between 07:30-09:00, with pick-up occurring between 16:00-18:00, with the peak occurring between 17:15-18:00. When undertaking drop-off and pick-up, parents/guardians typically park at the site for approximately 5-minutes, with pick-up generally taking longer than drop-off. The nursery operate an online software/portal providing parents/guardians with information regarding the pupil's day and therefore pick up waiting time is reduced. It is of note, that the nursery only accommodates pupils for full days and therefore no changeover periods occur in the middle of the day.

2.2.4. Vehicle access is provided in the south-western corner of the site off the northern side of the A272 Cowfold Road, as shown in Figure 2. A ghost island right turn lane is provided into the site, with the access measuring approximately 4.5m wide at the gate.

**Figure 2 – Existing Vehicular Access**



Source: Google Maps

- 2.2.5. The access connects with the large internal car parking area, which provides space for approximately 28 vehicles, as shown in Figure 3.

**Figure 3 – Existing Car Park**



- 2.2.6. The nursery currently accommodates the following delivery and servicing arrangements:

- Refuse: 3-6 visits per week;
- Food deliveries: approximately 3 grocery deliveries a week, scheduled during quietest periods;
- Couriers / Amazon / post deliveries: maximum of two deliveries a day.

### **2.3. Site Planning History**

- 2.3.1. In July 2022 an application was submitted at the site for the change of use from a restaurant (Class E(b)) to a daytime nursery (Class E(f)). HDC concluded that “The proposed change of use from Class E(b) to Class E(f) would not fall within the definition of 'development' as set out in Section 55 of the Town and Country Planning Act 1990 (as amended). As such, planning permission is not required for the described works (ground floor only).” There were no highways comments on the application. The application was permitted with HDC or WSCC raising no objections to the application.

### **2.4. Walking and Cycling**

- 2.4.1. The site is located directly off the A272, a two-way single carriageway with a 50mph speed limit. There is no footway along the A272, meaning travel to the site on foot is not considered a viable option for parents or staff.
- 2.4.2. There is limited cycle infrastructure within the vicinity of the site. Due to the A272 being a busy, high-speed road, cycling is unlikely to be an attractive route for the majority of users.

### **2.5. Bus and Rail**

- 2.5.1. The nearest bus stops to the site are located at the crossroads between the A272 and the A24, approximately 1.75km to the west of the site. These stops are served by the hourly 23 bus and the daily 23X bus. Although the 23 bus is regular, staff are still unlikely to use this mode of transport due to the unpleasant nature of walking or cycling down the A272, as previously mentioned.
- 2.5.2. The nearest railway station is located in the village of Christ’s Hospital, approximately 12km to the northwest of the site. Alternative stations are located in the towns of Horsham, Haywards Heath and Billinghamurst. None of these provide viable connections to the site, meaning travel by train is unlikely for both parents and staff.

## 2.6. Census Data

- 2.6.1. An analysis of Census 2021 data has been undertaken to investigate the journey to work modal split for the existing workplace population. The site is located within the Horsham 011 Middle Layer Super Output Area (MSOA).

**Table 1 - Travel to Work (MSOA)**

<b>Mode</b>	<b>2021 Workplace Population</b>
Train	1%
Bus	1%
Taxi	0%
Motorcycle	0%
Driving a car or van	84%
Passenger in a car or van	6%
Bicycle	1%
On foot	6%
Other method of travel to work	1%
<b>TOTAL</b>	<b>100%</b>

- 2.6.2. Table 1 shows that 84% of journeys from the existing (2021) MSOA workplace population are undertaken by private car, with another 6% as car passengers. A total of 9% of journeys are undertaken by sustainable modes of transport, with 6% travelling on foot, 1% by bicycle, 1% by bus and 1% by train.
- 2.6.3. It is worth noting that the work from home data has been removed from the 2021 census Workplace Travel to Work data. This is due to the disproportionately high levels of people working from home during the COVID-19 pandemic and its lack of relevance for this site.

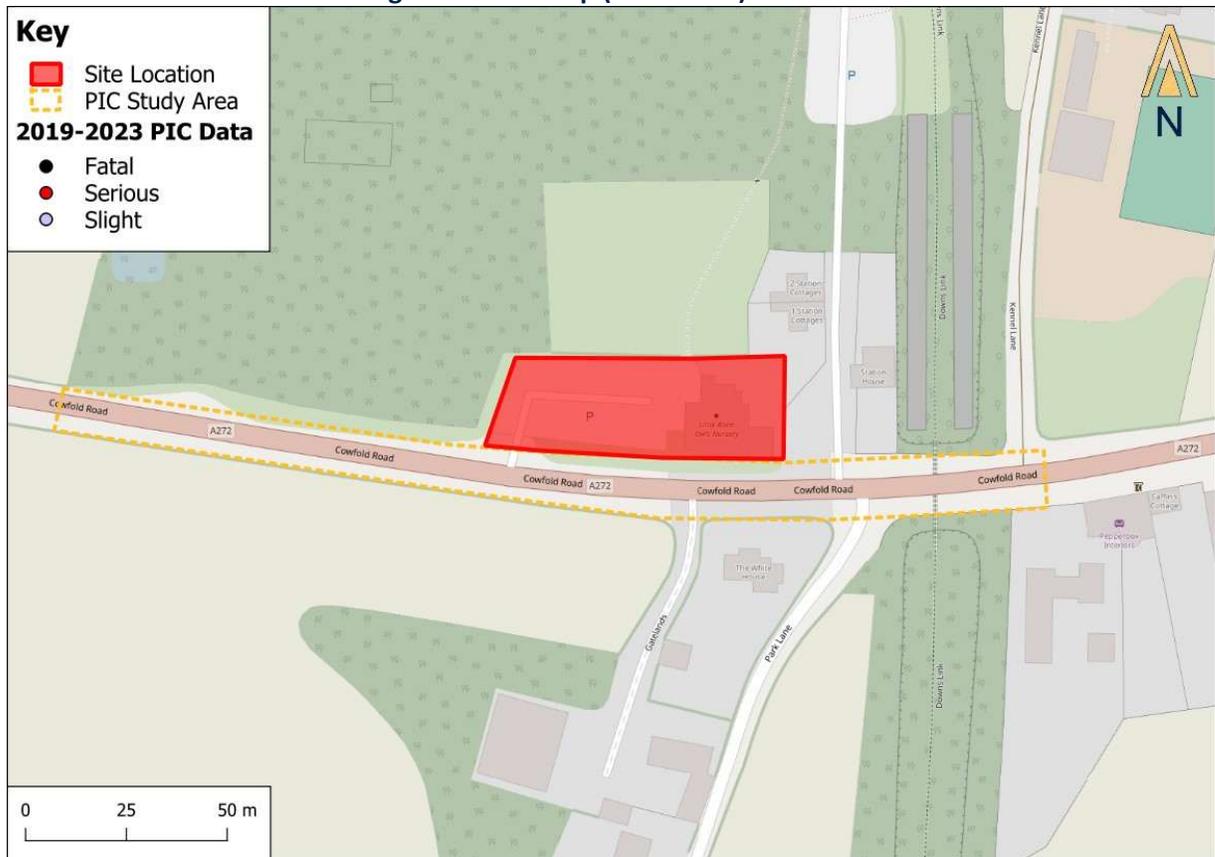
## 2.7. Local Highway Network

- 2.7.1. Access to the site (as mentioned in section 2.2.4) is off the northern side of the A272, via a ghost island right turn lane. The A272 Cowfold Road takes the form of a two-way single carriage road which measures approximately 8m outside the site access and is subject to a 50mph speed limit. Approximately 150m to the west of the site, the speed limit increases to national speed limit.
- 2.7.2. DfT Count Point 56649 is located on the A272 approximately 1.8km to the east of the site. In 2023, the manual count at this point recorded an Annual Average Daily Flow (AADF) of 19,088 two-way vehicle flows at this point.

## 2.8. Highway Safety

- 2.8.1. A review of the most recently available five years of injury accident data (2019-2023) has been undertaken using data supplied by the Department for Transport (DfT). The results are shown in Figure 4.

**Figure 4 – PIA Map (2019-2023)**



Source: DfT

- 2.8.2. As shown in Figure 4, there have been no PIA incidents recorded in the study area over the five-year study period.
- 2.8.3. Whilst the applicant was not operating from the site during the study period, the site was previously occupied by a restaurant, which would have generated a large number of vehicle movements during the PM peak period and across the daily period. Google Maps historic mapping demonstrates that the site was occupied by the restaurant throughout the study period, with no incidents recorded in the vicinity of the site access over this period. It is therefore evident that the movements generated by this land use (Use Class E) can suitably and safely be accommodated.
- 2.8.4. It is therefore considered that there are no existing road safety issues identified within the immediate vicinity of the site which may be exacerbated as a result of any future intensification in the use of the site.

**2.9. Summary**

- 2.9.1. The site is located in a rural and remote setting, with limited options for travel by active modes of transport and by public transport, due to the lack of a footway on the A272.
- 2.9.2. The 2021 MSOA Census data shows that in the broader area 84% of workers in the area commute by car, and another 6% car share. A total of 9% of the journeys are undertaken by sustainable methods of transport.
- 2.9.3. A review of injury accident data indicates that there are no existing road safety issues identified within the immediate vicinity of the site which may be exacerbated as a result of any future intensification in the use of the site.

### **3. Proposed Development**

3.1.1. This chapter of the report outlines the development proposals whilst detailing the access, car and cycle parking and servicing strategy for the site.

#### **3.2. Development Proposals**

3.2.1. The proposed development comprises the conversion of the first floor of The Orchard from residential use to nursery (Use Class E(f)), to allow the floor space to operate as an extension to the nursery on the ground floor. The expansion would allow for an additional 43 nursery places, increasing the total provision to 107.

3.2.2. The nursery currently has 14 members of staff employed, which is anticipated to increase to 25 to accommodate the increase in pupil numbers.

3.2.3. The proposed layout plans are attached at **Appendix A**.

#### **3.3. Access Arrangements**

3.3.1. Vehicular and pedestrian access to the nursery is proposed to remain as existing. The existing access measures approximately 6m wide near the access gate, which is of sufficient width to accommodate two-way vehicle movements. A ghost island right turn lane is provided into the site due to vehicle numbers along the A272.

3.3.2. It is noted that no incidents have been recorded in the vicinity of the site access within the last 5 years. As such, it is concluded that the existing access is safe and suitable to accommodate the vehicle movements associated with the site.

3.3.3. The proposals are anticipated to result in a maximum increase in 24 two-way vehicle movements during an hourly period at the site, as shown in Section 4, equating to one additional two-way vehicle movement every 2-3 minutes. The existing access is considered suitable to accommodate this level of increase. Therefore, in accordance with the NPPF the site ensures that safe, suitable and satisfactory accesses for the quantum of the development can be achieved.

#### **3.4. Car Parking Provision**

3.4.1. The WSCC Guidance on Parking at New Developments (2020) outlines that for Class E (non-residential institutions including day nurseries) developments the parking demand should be determined by a 'Site-specific assessment based on travel plan and needs'. As such, there are no policy required standards.

3.4.2. Within the document, it states that 'calculation of demand for parking at non-residential developments should normally be based on the land-use; the trip rate associated with the development (including base and forecast mode share); and, the user group of staff/visitors of the site (including shift patterns)'.

3.4.3. As such, to assess the parking demand from the proposed uplift in pupils, a parking accumulation assessment has been undertaken using TRICS data and a first principles assessment based on observed existing parking demand during a site audit.

3.4.4. When on site during the pick-up period (5pm-6pm on Wednesday 15<sup>th</sup> October 2025), the maximum number of vehicles observed parking on site at one time was 20. To calculate the potential maximum parking demand as a result of the nursery expansion, the existing parking demand has been prorated, which would equate to an increased parking demand for 33 vehicles.

- 3.4.5. In addition, the TRICS assessment parking accumulation, demonstrated in Section 4.5 below, shows that the proposed nursery could result in a maximum parking demand of 17 vehicles within a one-hour period, with the peak anticipated to occur between 11:00-12:00.
- 3.4.6. The proposals involve increasing the car parking provision on site from 26 to 35 spaces, through the provision of tandem bays on the southern side of the car park. It is proposed that staff would park in the tandem bays, with parents then blocking the staff in at peak drop/pick-up times. As staff are expected to be at the site before and after the children, and parents are likely to only be parked for 5-minutes, the operators have confirmed that this arrangement can be suitably managed.
- 3.4.7. The proposed provision of 35 parking spaces is considered to suitably accommodate all anticipated demand from the existing and proposed nursery use of the site, in accordance with Policy 41 of HDC's Planning Framework.
- 3.4.8. Furthermore, it is noted that the applicant recently received consent (Ref: DC/21/2256) for the change of use of a site at Woodlands, Old Crawley Rd in Horsham, to a nursery. The site is located in a similar rural location, where public transport and walking options are limited, meaning most trips taken to and from the nursery are by car. The site is operated by the applicant (Little Barn Owls) and accommodates 120 pupils and is provided with a total of 36 car parking spaces. The LHA (WSSC) concluded that the proposal would not have 'an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network. Therefore, is not contrary to the National Planning Policy Framework (NPPF), paragraphs 110 -113, as revised 20th July 2021. Therefore, there are no transport grounds to resist this proposal.' In addition, the provision of 36 spaces is suitable and works from an operational perspective. It is therefore considered that the provision of 35 spaces for 107 pupils at The Orchard is suitable and in accordance with local policy and the nursery requirements, as per WSSC's parking standards guidance.

### **3.5. Deliveries and Servicing**

- 3.5.1. All deliveries and servicing movements are currently undertaken internally within the site during the nurseries operating hours. The nursery school manage the existing delivery schedule to avoid key drop-off and pick-up times. The proposed delivery and servicing arrangements are proposed to remain as existing. It is unlikely that the increase in staff and pupil numbers will result in an increase in deliveries or servicing movements at the site.

## 4. Trip Generation and Development Impact

4.1.1. This section of the report outlines the existing and proposed trip generation associated with the site. The TRICS database (Version 8.25.6) has been interrogated to determine the likely trip generation of the proposed development and demonstrates it will have no detrimental impact on the existing highway network.

### 4.2. Existing Trip Generation

4.2.1. The existing site comprises a nursery on the ground floor and a residential dwelling on the first floor. Given the residential use comprises a single dwelling and to provide a robust, worst case assessment, a trip generation assessment has only been undertaken for the nursery aspect, however it is likely that the residential dwelling would generate one vehicle movement in each of the peak hour periods.

4.2.2. The existing nursery has a maximum capacity of 64 children and therefore to ascertain the existing site's potential trip generation, a TRICS analysis has been undertaken. The TRICS database has been interrogated to obtain trip rates for Nursery's in locations with similar characteristics. The following parameters were used:

- Land Use; Education, Nurseries;
- Vehicle Only Surveys;
- Surveys undertaken Monday to Friday only;
- 30 – 250 pupils;
- Edge of Town and Neighbourhood Centre locations only; and
- Surveys which did not occur during COVID.

4.2.3. The total vehicle trip rates and respective trip generation for the existing site is outlined in Table 2, with the full TRICS outputs attached at **Appendix B**.

**Table 2 – Existing Nursery Trip Generation**

Trip Rates	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily (0600-2100)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Vehicle Trip Rate (per pupil)	0.311	0.264	0.575	0.251	0.306	0.557	1.356	1.455	2.811
Vehicle Trips (64 pupils)	20	17	37	16	20	36	87	93	180

4.2.4. The data outlined in Table 2 demonstrates that the existing nursery site is anticipated to generate 37 vehicle trips in the AM peak period and 92 vehicle trips in the PM peak hour period, with a total of 177 two-way trips across the daily period.

### 4.3. Proposed Trip Generation

4.3.1. The proposed development comprises increasing the nursery's operational capacity to accommodate up to 107 children. The same trip rates as for the existing nursery have been applied to the proposed development numbers, with the resulting trip generation for the total 107 pupils outlined in Table 3.

**Table 3 – Proposed Total Nursery Trip Generation**

Trip Rates	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily (0600-2100)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Vehicle Trip Rate (per pupil)	0.311	0.264	0.575	0.251	0.306	0.557	1.356	1.455	2.811
Vehicle Trips (107 pupils)	33	28	61	27	33	60	145	156	301

4.3.2. The data outlined in Table 3 demonstrates that the proposed development is anticipated to generate approximately 61 vehicle trips in the AM peak period and 60 vehicle trips in the PM peak hour period, with a total of 301 two-way trips across the daily period.

#### 4.4. Net Trip Generation and Development Impact

4.4.1. To determine the net change in trips as a result of the proposed development, a comparison of the vehicle trip generation of the existing site (Table 2) and the total proposed site (Table 3) has been undertaken. A summary of the net change in vehicle trips has been provided below in Table 4.

**Table 4 – Net Change in Trips**

	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily (0600-2100)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Existing Nursery (63 pupils)	20	17	37	16	20	36	87	93	180
Proposed Nursery (107 pupils)	33	28	61	27	33	60	145	156	301
<b>Net Impact (43 pupils)</b>	<b>13</b>	<b>11</b>	<b>24</b>	<b>11</b>	<b>13</b>	<b>24</b>	<b>58</b>	<b>63</b>	<b>121</b>

4.4.2. Table 4 demonstrates that the proposed development would result in an increase in vehicular trips in all time periods, equivalent to an additional 24 two-way trips in both the AM and PM peak periods, with an increase of 121 vehicle trips over the daily period.

4.4.3. As aforementioned, this net impact assessment does not account for the existing residential use, which is likely to generate approximately one vehicle movement during each of the peak hour periods.

4.4.4. Nevertheless, an increase in 24 vehicle movements during each of the peak hour periods, equates to an approximate increase of one vehicle movements every 2-3 minutes onto the A272. The anticipated level of increase across the daily period compared with the existing movements on the A272 (recorded as 19,088 AADF), equates to approximately 0.6%, and is therefore considered negligible and immaterial. The existing site access has been demonstrated to be safe and suitable to accommodate the existing land use and therefore is considered suitable to accommodate this additional increase in vehicle movements.

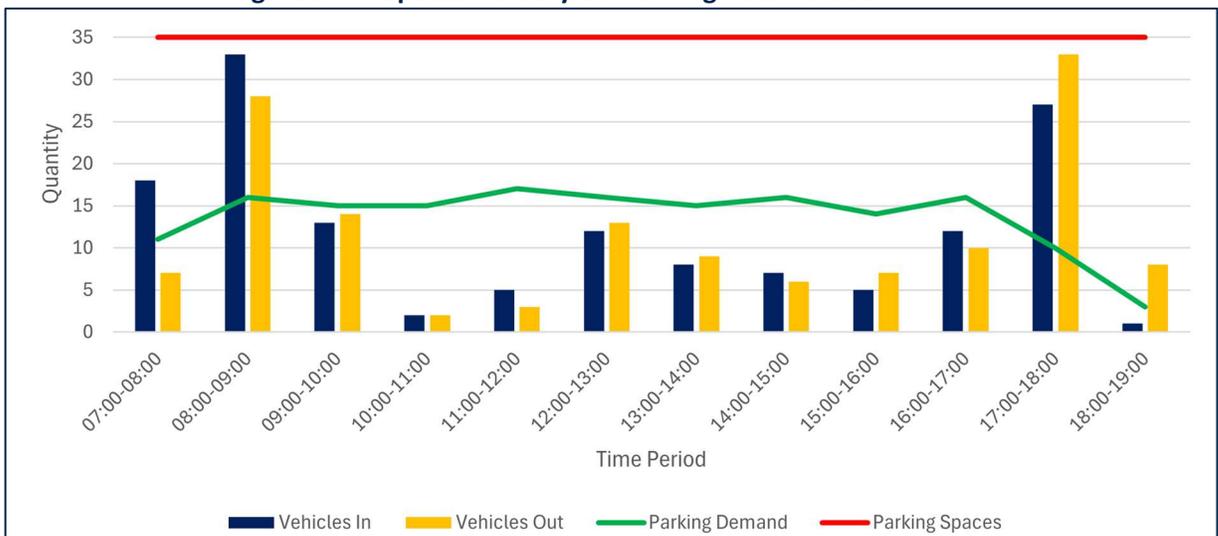
#### 4.5. Car Parking Accumulation

4.5.1. A car parking accumulation assessment has been undertaken based on the TRICS hourly vehicle flows between 07:00-19:00. The resulting car parking accumulation for the proposed nursery is show in Table 5 and Figure 5, which assumes that no vehicles would be parked within the car park before 07:00.

**Table 5 – Proposed Nursery Car Parking Accumulation**

Time Period	Vehicles Arriving	Vehicles Departing	Parking Demand
07:00-08:00	18	7	11
08:00-09:00	33	28	16
09:00-10:00	13	14	15
10:00-11:00	2	2	15
11:00-12:00	5	3	17
12:00-13:00	12	13	16
13:00-14:00	8	9	15
14:00-15:00	7	6	16
15:00-16:00	5	7	14
16:00-17:00	12	10	16
17:00-18:00	27	33	10
18:00-19:00	1	8	3

**Figure 5 – Proposed Nursery Car Parking Accumulation**



4.5.2. The results demonstrate that over the course of the day, the peak parking accumulation occurs between 11:00-12:00, where a total of 17 cars are anticipated to be parked within the car park. The peak number of vehicles anticipated to enter the site is between 08:00-09:00, where 33 vehicles are anticipated to enter the site. The peak number of vehicles leaving the site is between 17:00-18:00, where 33 are also leaving, which coincides with the peak drop-off and pick-up times for the nursery.

4.5.3. The proposals involve increasing the total on-site parking provision to 35 spaces. It is therefore evident that the number of vehicles anticipated to arrive to the nursery and park within the car park, during all periods, does not exceed the parking provision on site. It is therefore evident that the proposed provision on site is suitable to accommodate the anticipated additional demand generated by the nursery expansion.

**4.6. Summary**

4.6.1. The development proposals are considered to result in a negligible impact on the local highway network, public transport network, and local walking and cycling infrastructure. It can therefore be concluded that the development would not result in a severe residual impact in accordance with the NPPF.



## 5. Summary and Conclusions

- 5.1.1. Evoke has been commissioned by Little Barn Owls to produce a Transport Statement to support a planning application for the proposed conversion of the first floor space to provide additional nursery space at The Orchard in Cowfold, Horsham RH13 8LY.
- 5.1.2. The site is located in a rural and remote location where sustainable methods of transport are limited for both parents and staff journeys to and from the site. It is acknowledged that accessibility by foot and cycle is limited due to the nature of the A272. Additionally, bus and train options are limited.
- 5.1.3. The 2021 MSOA census data for the area shows that 84% of workers in the region commute to work via car and a further 6% commute as car passengers. This high car mode share is reflective of the site location and the limited sustainable transport options available.
- 5.1.4. A review of injury accident data indicates that there are no existing road safety issues identified within the immediate vicinity of the site which may be exacerbated as a result of any future intensification in the use of the site.
- 5.1.5. The proposals comprise the conversion of the first floor of The Orchard to a nursery use, to provide an additional 43 nursery places, resultantly increasing the total provision to 107. Additionally, the development will lead to an increase in staff from 14 to 25.
- 5.1.6. Vehicular and pedestrian access to the site will be retained as existing, which has been demonstrated to be operating safely and suitably with no recorded incidents in the vicinity of the site access.
- 5.1.7. It is proposed that car parking provision at the site will be increased to 35 spaces, through the provision of tandem parking bays on the southern side of the car park. The provision of 35 spaces is considered suitable to accommodate the existing and proposed pupil and staff numbers, as demonstrated within the parking accumulation assessments undertaken. Furthermore, a comparison to a similar site in Horsham demonstrates that the provision of 36 spaces for 120 pupils was considered suitable by WSCC and works from an operational perspective for the nursery. The proposed provision at The Orchard is therefore considered suitable and in accordance with local policy and the nursery requirements, as per WSCC's parking standards guidance.
- 5.1.8. The proposed development is anticipated to result in an increase in vehicle trips in all time periods, equivalent to an additional 24 two-way trips in both the AM and PM peak periods, with an increase of 121 vehicle trips over the daily period. The level of increase equates to an additional vehicle movement every 2-3 movements onto the A227, which experiences a high level of vehicle movements, is not considered to result in a negligible impact on the local highway network, public transport network, and local walking and cycling infrastructure.
- 5.1.9. It can therefore be concluded that the proposed development would not result in a severe residual impact on the surrounding local highway network in accordance with the NPPF and there is no reason why this development should not be permitted.

## Appendix A – Proposed Layout Plans



## Appendix B – TRICS Output

Audit Code: 7b2735c6-87a6-4ae0-bd43-9726d3ee11a4

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**Filtering Summary:**

Land Use: 04/D EDUCATION/NURSERY

Selected Trip Rate Calculation Parameter Range: 18 - 450 PUPILS

Actual Trip Rate Calculation Parameter Range: 18 - 450 PUPILS

Date Range: Minimum: 31/12/2009 Maximum: 05/09/2023

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 500 3000

**Days of the week selected:**

Monday	2
Tuesday	1

**Main Location Types selected:**

Edge of Town	3
--------------	---

**Inclusion of Servicing Vehicles Counts:**

Servicing Vehicle Excluded	3
----------------------------	---

**Population <1 Mile ranges selected:**

10,001 to 15,000	1
15,001 to 20,000	1
5,001 to 10,000	1

Audit Code: 7b2735c6-87a6-4ae0-bd43-9726d3ee11a4

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Population <5 Mile ranges selected:

25,001 to 50,000	1
75,001 to 100,000	2

Car Ownership <5 Mile ranges selected:

1.1 to 1.5	3
------------	---

PTAL Rating:

No PTAL Present	3
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Audit Code: 7b2735c6-87a6-4ae0-bd43-9726d3ee11a4

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 04 - EDUCATION

Category: D - NURSERY

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

07	<b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b>	
	NY	NORTH YORKSHIRE
10	<b>WALES</b>	
	BG	BRIDGEND
11	<b>SCOTLAND</b>	
	SR	STIRLING
17	<b>ULSTER (NORTHERN IRELAND)</b>	
	DE	DERRY

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



Audit Code: 7b2735c6-87a6-4ae0-bd43-9726d3ee11a4

**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:	PUPILS
Actual Range:	18 to 450 (units:PUPILS)
Range Selected by User:	18 to 450 (units:PUPILS)
Parking Spaces Range:	3 - 57

**Public Transport Provision:**

Selection by:	All Surveys Included
Date Range:	31/12/09 to 05/09/23

*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:**

Friday	1 days
Monday	2 days
Tuesday	1 days

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

**Selected survey types:**

Manual count	4
Direction ATC Count	0

*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	3 days
Free Standing (PPS6 Out of Town)	1 days

*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	3 days
No Sub Category	1 days

*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 Vehicle Counts:**

Servicing vehicles Excluded	4 days
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Audit Code: 7b2735c6-87a6-4ae0-bd43-9726d3ee11a4

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Secondary Filtering Selection:

Use Class:

E(f) 4 surveys

*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:

100 - 3813

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

25,001 to 50,000	1 surveys
5,001 to 25,000	1 surveys
75,001 to 100,000	2 surveys

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

Car ownership within 5 miles:

1.1 to 1.5 4 surveys

*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.*



Audit Code: 7b2735c6-87a6-4ae0-bd43-9726d3ee11a4

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Petrol filling station:

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

Travel Plan:

No 4 surveys

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present 4 surveys

*This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.*

COVID-19 Restrictions:

No



Audit Code: 7b2735c6-87a6-4ae0-bd43-9726d3ee11a4

<b>1</b> GEORGE STREET BRIDGEND BRIDGEND IND. ESTATE Edge of Town Industrial Zone Gross floor area: 210 sqm Survey date: Monday 13/10/2014	<b>BG-04-D-01</b>	<b>NURSERY</b>	<b>BRIDGEND</b>	Survey Type: Unknown
<b>2</b> COURTAULD WAY NEAR LONDONDERRY EGLINTON Free Standing (PPS6 Out of Town) Industrial Zone Gross floor area: 1300 sqm Survey date: Friday 22/06/2012	<b>DE-04-D-01</b>	<b>DAY NURSERY</b>	<b>DERRY</b>	Survey Type: Unknown
<b>3</b> OAKNEY WOOD ROAD SELBY Edge of Town Industrial Zone Gross floor area: 450 sqm Survey date: Tuesday 10/05/2022	<b>NY-04-D-02</b>	<b>NURSERY</b>	<b>NORTH YORKSHIRE</b>	Survey Type: Unknown
<b>4</b> HENDERSON STREET STIRLING BRIDGE OF ALLAN Edge of Town No Sub Category Gross floor area: 250 sqm Survey date: Monday 16/06/2014	<b>SR-04-D-01</b>	<b>NURSERY</b>	<b>STIRLING</b>	Survey Type: Unknown

Audit Code: 7b2735c6-87a6-4ae0-bd43-9726d3ee11a4

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

Total Vehicles

Calculation factor: 1 PUPILS

*\*BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
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	70	0.029	0.000	0.029
07:00-08:00	4	44	0.244	0.125	0.369
08:00-09:00	4	44	0.352	0.324	0.676
09:00-10:00	4	44	0.119	0.097	0.216
10:00-11:00	4	44	0.040	0.023	0.063
11:00-12:00	4	44	0.040	0.040	0.080
12:00-13:00	4	44	0.148	0.125	0.273
13:00-14:00	4	44	0.068	0.125	0.193
14:00-15:00	4	44	0.023	0.040	0.063
15:00-16:00	4	44	0.062	0.080	0.142
16:00-17:00	4	44	0.165	0.131	0.296
17:00-18:00	4	44	0.301	0.381	0.682
18:00-19:00	4	44	0.006	0.051	0.057
19:00-20:00	1	70	0.014	0.143	0.157
20:00-21:00	1	70	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
<b>Total Rates:</b>			1.611	1.685	3.296

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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Audit Code: 7b2735c6-87a6-4ae0-bd43-9726d3ee11a4

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Parameter Summary:

Trip rate parameter range selected:	18 - 450 (units: PUPILS)
Survey date date range:	22/06/2012 - 10/05/2022
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: 7b2735c6-87a6-4ae0-bd43-9726d3ee11a4

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

Cyclists

Calculation factor: 1 PUPILS

*\*BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
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	70	0.000	0.000	0.000
07:00-08:00	4	44	0.006	0.000	0.006
08:00-09:00	4	44	0.006	0.006	0.012
09:00-10:00	4	44	0.000	0.000	0.000
10:00-11:00	4	44	0.000	0.000	0.000
11:00-12:00	4	44	0.000	0.000	0.000
12:00-13:00	4	44	0.000	0.000	0.000
13:00-14:00	4	44	0.000	0.000	0.000
14:00-15:00	4	44	0.000	0.000	0.000
15:00-16:00	4	44	0.000	0.000	0.000
16:00-17:00	4	44	0.006	0.006	0.012
17:00-18:00	4	44	0.006	0.006	0.012
18:00-19:00	4	44	0.000	0.000	0.000
19:00-20:00	1	70	0.000	0.014	0.014
20:00-21:00	1	70	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
<b>Total Rates:</b>			0.024	0.032	0.056

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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Audit Code: 7b2735c6-87a6-4ae0-bd43-9726d3ee11a4

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Parameter Summary:

Trip rate parameter range selected:	18 - 450 (units: PUPILS)
Survey date date range:	16/06/2014 - 10/05/2022
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: 7b2735c6-87a6-4ae0-bd43-9726d3ee11a4

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

PSVs

Calculation factor: 1 PUPILS

*\*BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
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	70	0.000	0.000	0.000
07:00-08:00	4	44	0.000	0.000	0.000
08:00-09:00	4	44	0.000	0.000	0.000
09:00-10:00	4	44	0.000	0.000	0.000
10:00-11:00	4	44	0.000	0.000	0.000
11:00-12:00	4	44	0.000	0.000	0.000
12:00-13:00	4	44	0.000	0.000	0.000
13:00-14:00	4	44	0.000	0.000	0.000
14:00-15:00	4	44	0.000	0.000	0.000
15:00-16:00	4	44	0.000	0.000	0.000
16:00-17:00	4	44	0.000	0.000	0.000
17:00-18:00	4	44	0.000	0.000	0.000
18:00-19:00	4	44	0.000	0.000	0.000
19:00-20:00	1	70	0.000	0.000	0.000
20:00-21:00	1	70	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
<b>Total Rates:</b>			0.000	0.000	0.000

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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Audit Code: 7b2735c6-87a6-4ae0-bd43-9726d3ee11a4

---

Parameter Summary:

Trip rate parameter range selected:	18 - 450 (units: PUPILS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: 7b2735c6-87a6-4ae0-bd43-9726d3ee11a4

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

OGVs

Calculation factor: 1 PUPILS

*\*BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
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	70	0.000	0.000	0.000
07:00-08:00	4	44	0.000	0.000	0.000
08:00-09:00	4	44	0.000	0.000	0.000
09:00-10:00	4	44	0.006	0.006	0.012
10:00-11:00	4	44	0.006	0.000	0.006
11:00-12:00	4	44	0.000	0.006	0.006
12:00-13:00	4	44	0.011	0.011	0.022
13:00-14:00	4	44	0.000	0.000	0.000
14:00-15:00	4	44	0.000	0.000	0.000
15:00-16:00	4	44	0.000	0.000	0.000
16:00-17:00	4	44	0.006	0.006	0.012
17:00-18:00	4	44	0.000	0.000	0.000
18:00-19:00	4	44	0.000	0.000	0.000
19:00-20:00	1	70	0.000	0.000	0.000
20:00-21:00	1	70	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
<b>Total Rates:</b>			0.029	0.029	0.058

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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Audit Code: 7b2735c6-87a6-4ae0-bd43-9726d3ee11a4

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Parameter Summary:

Trip rate parameter range selected:	18 - 450 (units: PUPILS)
Survey date date range:	22/06/2012 - 16/06/2014
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: 7b2735c6-87a6-4ae0-bd43-9726d3ee11a4

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

Taxis

Calculation factor: 1 PUPILS

\*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
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	70	0.000	0.000	0.000
07:00-08:00	4	44	0.000	0.000	0.000
08:00-09:00	4	44	0.006	0.006	0.012
09:00-10:00	4	44	0.000	0.000	0.000
10:00-11:00	4	44	0.000	0.000	0.000
11:00-12:00	4	44	0.006	0.006	0.012
12:00-13:00	4	44	0.000	0.000	0.000
13:00-14:00	4	44	0.000	0.000	0.000
14:00-15:00	4	44	0.000	0.000	0.000
15:00-16:00	4	44	0.000	0.000	0.000
16:00-17:00	4	44	0.000	0.000	0.000
17:00-18:00	4	44	0.006	0.006	0.012
18:00-19:00	4	44	0.000	0.000	0.000
19:00-20:00	1	70	0.000	0.000	0.000
20:00-21:00	1	70	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
<b>Total Rates:</b>			<b>0.018</b>	<b>0.018</b>	<b>0.036</b>

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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Audit Code: 7b2735c6-87a6-4ae0-bd43-9726d3ee11a4

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Parameter Summary:

Trip rate parameter range selected:	18 - 450 (units: PUPILS)
Survey date date range:	16/06/2014 - 13/10/2014
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: 7b2735c6-87a6-4ae0-bd43-9726d3ee11a4

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

Cars

Calculation factor: 1 PUPILS

*\*BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
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	70	0.029	0.000	0.029
07:00-08:00	4	44	0.222	0.119	0.341
08:00-09:00	4	44	0.330	0.295	0.625
09:00-10:00	4	44	0.062	0.062	0.124
10:00-11:00	4	44	0.011	0.006	0.017
11:00-12:00	4	44	0.017	0.011	0.028
12:00-13:00	4	44	0.108	0.091	0.199
13:00-14:00	4	44	0.057	0.102	0.159
14:00-15:00	4	44	0.011	0.028	0.039
15:00-16:00	4	44	0.040	0.040	0.080
16:00-17:00	4	44	0.136	0.108	0.244
17:00-18:00	4	44	0.284	0.347	0.631
18:00-19:00	4	44	0.006	0.040	0.046
19:00-20:00	1	70	0.014	0.143	0.157
20:00-21:00	1	70	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
<b>Total Rates:</b>			1.327	1.392	2.719

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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Audit Code: 7b2735c6-87a6-4ae0-bd43-9726d3ee11a4

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Parameter Summary:

Trip rate parameter range selected:	18 - 450 (units: PUPILS)
Survey date date range:	16/06/2014 - 10/05/2022
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: 7b2735c6-87a6-4ae0-bd43-9726d3ee11a4

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

LGVs

Calculation factor: 1 PUPILS

*\*BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
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	70	0.000	0.000	0.000
07:00-08:00	4	44	0.006	0.000	0.006
08:00-09:00	4	44	0.000	0.006	0.006
09:00-10:00	4	44	0.011	0.006	0.017
10:00-11:00	4	44	0.011	0.011	0.022
11:00-12:00	4	44	0.006	0.006	0.012
12:00-13:00	4	44	0.006	0.006	0.012
13:00-14:00	4	44	0.000	0.000	0.000
14:00-15:00	4	44	0.006	0.000	0.006
15:00-16:00	4	44	0.006	0.011	0.017
16:00-17:00	4	44	0.000	0.000	0.000
17:00-18:00	4	44	0.000	0.000	0.000
18:00-19:00	4	44	0.000	0.006	0.006
19:00-20:00	1	70	0.000	0.000	0.000
20:00-21:00	1	70	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
<b>Total Rates:</b>			0.052	0.052	0.104

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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Audit Code: 7b2735c6-87a6-4ae0-bd43-9726d3ee11a4

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Parameter Summary:

Trip rate parameter range selected:	18 - 450 (units: PUPILS)
Survey date date range:	16/06/2014 - 13/10/2014
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: 7b2735c6-87a6-4ae0-bd43-9726d3ee11a4

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

Motorcycles

Calculation factor: 1 PUPILS

\*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
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	70	0.000	0.000	0.000
07:00-08:00	4	44	0.000	0.000	0.000
08:00-09:00	4	44	0.000	0.000	0.000
09:00-10:00	4	44	0.000	0.000	0.000
10:00-11:00	4	44	0.000	0.000	0.000
11:00-12:00	4	44	0.000	0.000	0.000
12:00-13:00	4	44	0.000	0.000	0.000
13:00-14:00	4	44	0.000	0.000	0.000
14:00-15:00	4	44	0.000	0.000	0.000
15:00-16:00	4	44	0.000	0.000	0.000
16:00-17:00	4	44	0.000	0.000	0.000
17:00-18:00	4	44	0.000	0.000	0.000
18:00-19:00	4	44	0.000	0.000	0.000
19:00-20:00	1	70	0.000	0.000	0.000
20:00-21:00	1	70	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
<b>Total Rates:</b>			0.000	0.000	0.000

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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Audit Code: 7b2735c6-87a6-4ae0-bd43-9726d3ee11a4

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Parameter Summary:

Trip rate parameter range selected:	18 - 450 (units: PUPILS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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