



ttp consulting
transport planning specialists

Harkalm Investments Limited

7 Moor End

Transport Statement

August 2021

TTP Consulting Ltd
111-113 Great Portland Street
London W1W 6QQ
Tel: 020 7100 0753

www.ttp-consulting.co.uk

Registered in England: 09931399

Contents

1	INTRODUCTION	1
2	THE EXISTING CONDITION	3
	Site and Surrounding Area.....	3
	Local Highway Network	3
	Accessibility	4
3	POLICY	7
	National Policy	7
	Local Policy	8
4	DEVELOPMENT PROPOSAL AND EFFECTS.....	11
	Access	11
	Parking.....	11
	Trip Generation	12
	Delivery and Servicing Activity	13
	Mitigation Measures.....	13
5	SUMMARY AND CONCLUSION	14

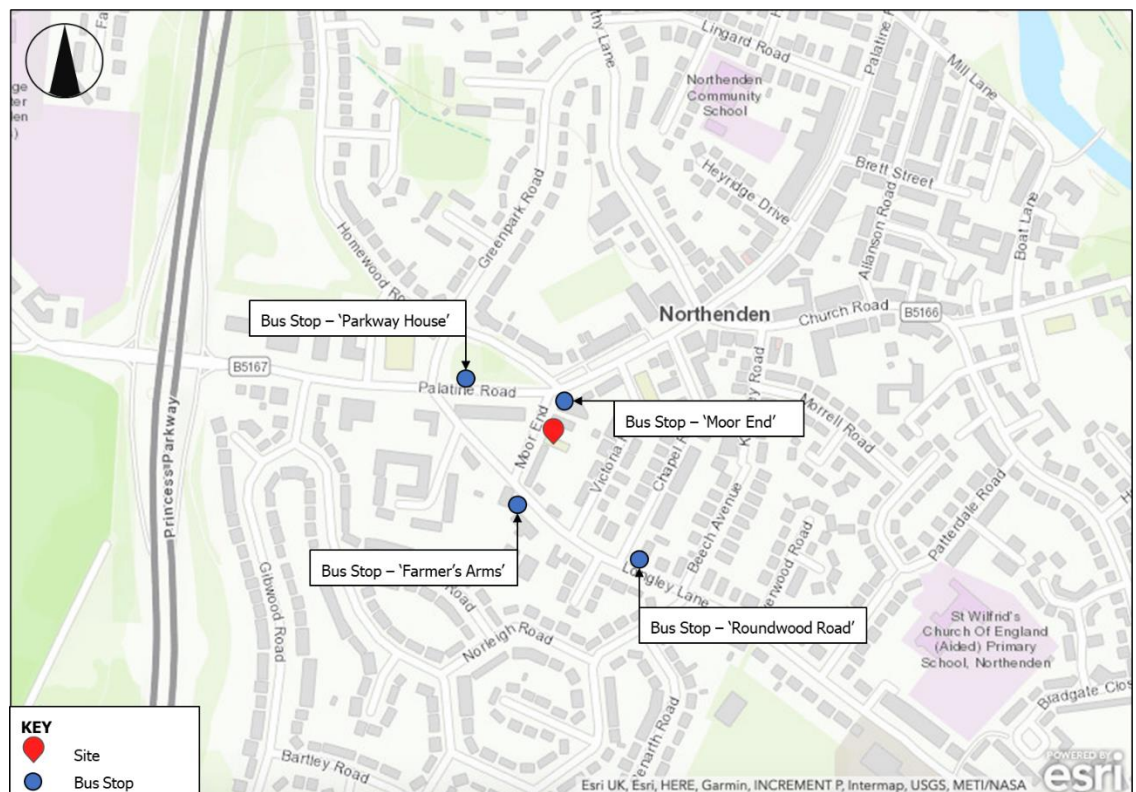
Appendices

- Appendix A - Proposed Layout Plan
- Appendix B - TRICS Output Files

1 INTRODUCTION

- 1.1 TTP Consulting has been appointed by Harkalm Investments Limited to provide traffic and transport advice in relation to a change of use of 7 Moor End, Northenden, Manchester from religious institution (class F1(f)) to nursery (class E(f)).
- 1.2 The site is located in Northenden, a suburb located approximately 8 kilometres to the south of Manchester city centre. The site is in a predominately residential area close to local bus stops. The site location is shown at **Figure 1.1**.

Figure 1.1 – Site Location Plan



- 1.3 The site contains a two storey detached building that is operated by the Jehovah's Witnesses as a place of worship. Access to the site is taken from Moor End, where a forecourt area can accommodate parking for approximately 10 cars. The proposed change of use seeks consent to enable the site to be used as a nursery. The proposed nursery would accommodate up to 60 children and would be operated by Monkey Puzzle.
- 1.4 This report considers the effect of development in transport terms including trip generation, parking, servicing arrangements and accessibility. A Travel Plan has also been prepared to accompany the planning submission.

1.5 The remainder of the report is structured as follows:

- Section 2 summarises the existing situation;
- Section 3 reviews relevant transport policies;
- Section 4 sets out the development proposals and considers the potential effect; and
- Section 5 provides a summary and conclusion.

2 THE EXISTING CONDITION

Site and Surrounding Area

- 2.1 The site contains the two storey Kingdom Hall of Jehovah's Witness building. The site is bound by Moor End to the west and residential properties to the north, east and south. Access is taken from Moor End and a forecourt area provides car parking. Approximately 10 vehicles can be accommodated on the forecourt if parked in a tandem arrangement with cars closest to the building being blocked by cars parked behind them.
- 2.2 The area surrounding the site is predominantly residential in nature with local shops/services located on Palatine Road to the north and Longley Lane to the south. Parkway House, a three storey office building with car parking, is located opposite the site on the western side of Moor End.

Local Highway Network

- 2.3 Moor End is a single carriageway one-way road that passes from Palatine Road (the B5167) to the north of the site to Longley Lane to the south. Double yellow lines prohibit parking on both sides of the road.
- 2.4 Moor End meets Longley Lane by way of a priority junction some 50 metres to the south of the site. Longley Lane is a single carriageway road that follows a north west to south east alignment between Palatine Road and Altrincham Road (the A560) in Sharston. To the north west of Moor End the road is one way toward Palatine Road, whilst to the south east, Longley Lane is two way. Double yellow line waiting restrictions operate on both sides of the road in the vicinity of the junction with Moor End, there is opportunity to park on the southern side of Longley Lane approximately 70 metres to the south east of Moor End.
- 2.5 Palatine Road is located approximately 40 metres to the north of the site. It is a two way single carriageway road which provides access to Withington to the north east and Baguley to the south east. In the vicinity of the site single yellow lines prohibit vehicles from stopping from 8:00am –to 6:30pm Monday to Friday and 8:00 am to 5:00 pm on a Saturday.

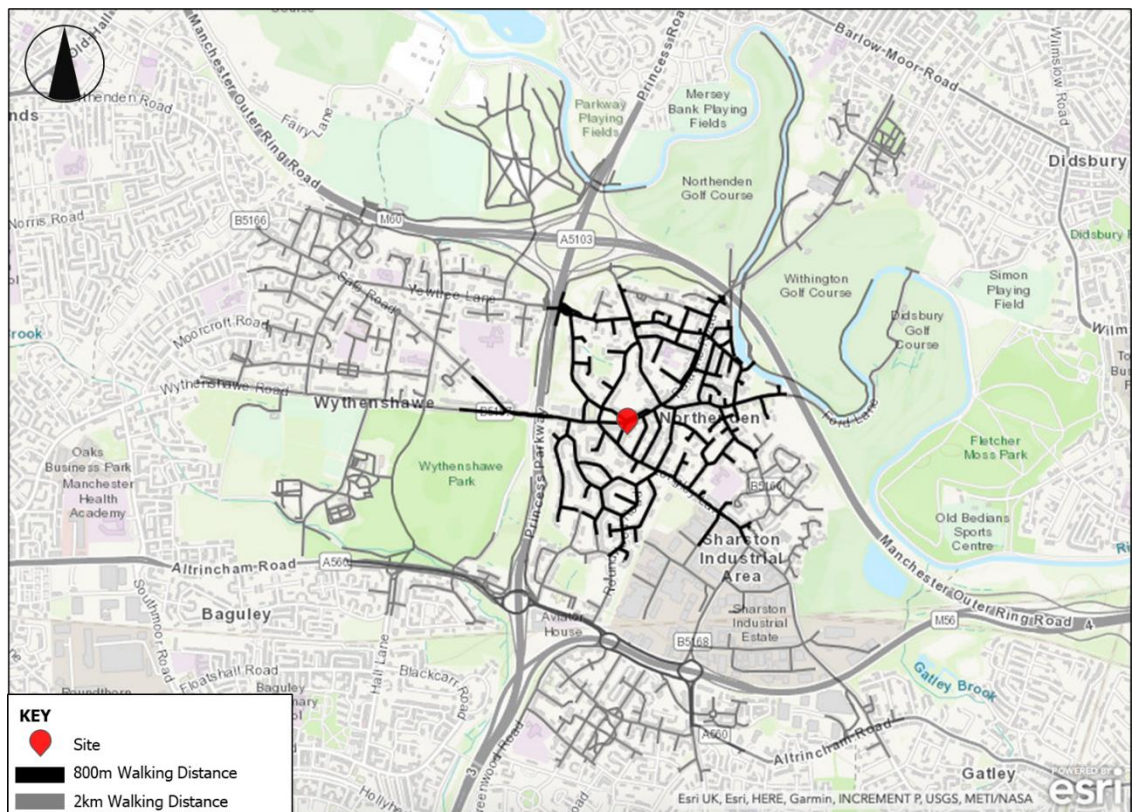
Accessibility

- 2.6 The site is located within a residential area within close proximity of local bus services. As such there is good opportunity for future staff/parents/children to use modes of transport other than the private car when travelling to and from the proposed nursery.

Walking

- 2.7 Footways are provided on both sides of all roads in the vicinity of the site. Dropped kerbs and tactile paving are provided at either end of Moor End to assist pedestrian movement along Longley Lane and Palatine Road. Signal controlled crossing points are provided on Palatine Road approximately 180 metres to the west and 210 metres to the east of the site.
- 2.8 **Figure 2.1** provides detail of an 800 metre (10 minute walk) and 2km walking distance (25 minute walk) from the site. The map shows that all of Northenden is accessible within a 10 minute walk of the site and that a 25 minute walk provides access to parts of Wythenshawe, Sharston and Baguley.

Figure 2.1 – Walking Isochrone Map



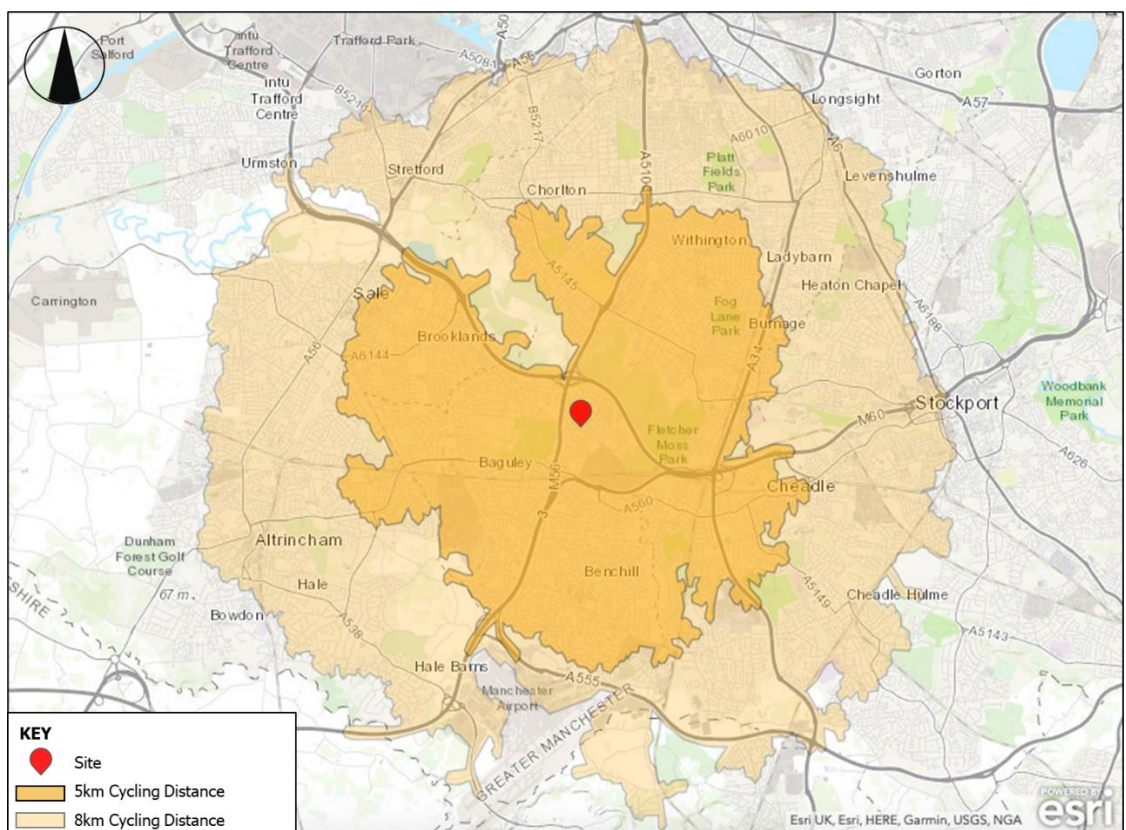
- 2.9 **Table 2.1** shows walking distances between the site and local bus stops on Palatine Road and Longley Lane.

Table 2.1 – Approximate Distances to Local Public Transport Opportunities

Stop / Station	Location	Distance	Approximate Walking Time*
Bus Stop – 'Moor End'	Palatine Road	50m	<1 minute
Bus Stop – 'Farmer's Arms'	Longley Lane	100m	1 – 2 minutes
Bus Stop – 'Parkway House'	Palatine Road	120m	2 minutes
Bus Stop – 'Roundwood Road'	Longley Lane	240m	3 minutes
*Based on 80m per minute			

Cycling

- 2.10 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length. There are significant residential areas within this distance of the site. **Figure 2.2** shows a 5km and 8km cycling catchment from the site. The map shows that Wythenshawe, Sale, Cheadle, Withington, Brooklands Stretford and Chorlton are within an 8km cycle of the site.

Figure 2.2 – Cycling Isochrone Map


- 2.11 A signed on road cycle route passes close to the site on Longley Lane. It provides access to National Cycle Network Route 62 to the north of the site, which provides an off road route towards Urmston and Stretford to the north east and Didsbury to the north west.

Buses

2.12 **Table 2.2** provides a summary of services using the stops listed in **Table 2.1**.

Table 2.2 – Summary of Local Bus Services			
Bus Stop	No.	Destination	Frequency (Mon-Fri)
'Moor End' and 'Parkway House'	41	Sale - Middleton	Every 15 minutes
	44	Piccadilly Gardens – Wythenshawe Hospital	Every 60 minutes
	103	Piccadilly Gardens – Manchester Airport	Every 15 minutes
	288	Manchester Airport – East Didsbury	Every 60 minutes
	763*	Burnage – Hale Barns	7:42 and 15:55
'Farmer's Arms' and Roundwood Road'	11A	Altringham – Stockport	Every 30 minutes
	781*	Moss Side - Brooklands	7:23 and 15:25
*School term time only			

Tram

2.13 The closest tram stop, Northern Moor, is located approximately 2.1km west of the site. It is accessible via bus service 41 from the stops on Palatine Road listed above. The stop provides access to Navy Line tram services between Manchester Airport and Manchester city centre. Services operate every 12 minutes in each direction.

3 POLICY

National Policy

National Planning Policy Framework

- 3.1 The National Planning Policy Framework (NPPF) was most recently updated in July 2021. It sets out the Government's planning policies for England and how these are expected to be applied.
- 3.2 When considering the transport effects of a development, NPPF states that:
- "All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*
- 3.3 Paragraph 111 advises 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."*
- 3.4 Paragraph 112 states that:
- "Within this context, applications for development should:*
- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
 - e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

Local Policy

Manchester's Local Development Framework Core Strategy (2012 – 2027)

3.5 The Manchester Local Development Framework Core Strategy was adopted on 12th July 2012. It covers a 15 year period up to 2027 and contains policies that will be used to deliver the Council's vision for development over that period.

3.6 Policy T 1, Sustainable Transport, advises that;

"To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that:

- *Improve choice by developing alternatives to the car.*
- *Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.*
- *Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.*
- *Improve pedestrian routes and the pedestrian environment.*
- *Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).*
- *Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.*
- *Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.*
- *Facilitate modes of transport that reduce carbon emissions e.g by incorporating charging points for electric vehicles, subject to their appropriate design and location.*
- *Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.*
- *Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*

1. pedestrians and disabled people
2. cyclists, public transport,
3. commercial access,
4. general off peak traffic,
5. general peak time traffic"

3.7 The Core Strategy notes that;

"As highlighted in Manchester's Air Quality Action Plan, transport is a major source of pollution particularly in the form of emissions into the air. Encouraging a modal shift away from private cars will contribute to halting climate change and reduce the negative impact on health. Similarly encouraging modes of transport that are carbon free or that produce significantly lower carbon emissions will help in halting climate change and improving air quality."

3.8 The availability of car parking at development, as well as proximity and accessibility by other transport modes, significantly influences how people choose to travel. Policy T 2, Accessibility areas of opportunity and need, provides detail of the Council's approach to parking at new development. It advises that;

"Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:

- *District Centres*
- *Areas not within the City Centre or District Centres*

The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate."

3.9 Appendix B of the Core Strategy sets out the councils parking standards. The document does not specify parking standards for nurseries. The closest comparable use listed is D1 Higher and Further Education for which the standards advise that:

- Car parking should be provided at a maximum of 1 space per 2 staff (including parking for students);

- Disabled parking should be provided on a case-to-case basis; and
- Cycle parking should be provided at a minimum of 1 space per 5 staff plus 1 space per 3 students.

4 DEVELOPMENT PROPOSAL AND EFFECTS

- 4.1 The proposals seek the change of use from a religious institution to a nursery. The nursery will accommodate 60 children and employ 20 staff. It will operate between the hours of 7:30am and 6:30pm. Parking for 5 vehicles will be located on the existing forecourt with secure storage for cycles also provided. The Architect's proposed site layout plan is attached at **Appendix A**.

Access

- 4.2 The proposals do not include any changes to access to the site. Vehicle access will continue to be taken from Moor End with vehicles parking on the forecourt to the front of the building. Pedestrian access will continue to be taken from Moor End.

Parking

Cycle Parking

- 4.3 Long stay secure cycle parking for staff will be provided in a covered storage area to the immediate north of the building. Storage for 4 bicycles will be provided, 1 space for every 5 staff in line with parking standards for D1 higher and further education uses.
- 4.4 Children of nursery age do not typically cycle and therefore scooter parking will be provided in the covered cycle storage area. Parking for 20 scooters will be provided, 1 per 20 children. This level of provision is also comparable with that required for higher and further education uses.

Car Parking

- 4.5 The forecourt to the front of the building can accommodate parking for approximately 10 cars, if parked in a tandem arrangement. Cars positioned in this way would completely fill the forecourt and result in parking very close to the building line. Cars parked closest to the building would also be blocked in by vehicles behind them, resulting in additional manoeuvres to and from the site as cars are moved to allow other vehicles to leave the site. The forecourt of the building will therefore be configured to provide 5 car parking spaces, of which one will be reserved for use by blue badge holders.
- 4.6 The catchment area of nurseries is usually relatively small as parents and carers generally look for childcare close to where they live for convenience. As such, the proportion of people able to travel on foot, by cycle or by public transport is usually high. So as to encourage parents to travel by sustainable modes of transport it is proposed that no on site parking will be available for pick up and drop off use and that parking on site will be solely available for staff, who may be travelling from outside the local area. This equates to a provision of 1 space per 4 members of staff. The Core Strategy does not contain parking standards for nurseries, but this provision

is considered appropriate given that car parking standards for higher education facilities allow up to 1 space per 2 members of staff to accommodate demand for parking by both staff and students.

Trip Generation

4.7 To provide an estimate of the level of trips associated with the proposed nursery, reference has been made to the TRICS database and multi-modal trip data for nurseries obtained using the following criteria.

- Sites in England excluding London
- Location sub category – residential zone

4.8 This criteria provides survey data for 5 nurseries. A copy of the TRICS data is provided at **Appendix B**, whilst the proposed nursery's estimated vehicle and total person trips for the morning and evening peak hour periods and for the whole day are provided in **Table 4.1**.

Table 4.1 – Proposed nursery trips based upon TRICS data				
Travel Mode	Period	Arrival	Departure	Total
Vehicle Trips	Morning Peak 08:00 – 09:00	9	7	16
	Evening Peak 17:00 – 18:00	7	8	15
	Whole Day 07:00 – 19:00	33	33	66
Total Person Trips	Morning Peak 08:00 – 09:00	27	9	36
	Evening Peak 17:00 – 18:00	9	18	27
	Whole Day 07:00 – 19:00	84	84	168

4.9 This assessment indicates that there would be in the order of 15 – 16 vehicle movements to and from the nursery during peak periods, which would largely be associated with children being dropped off and collected at the start and end of the day. Parking on site will be allocated to staff and double yellow lines on either side of Moor End prohibit parking at any time.

4.10 Parents dropping off and collecting by car will therefore need to stop on street locally where restrictions allow. Nurseries do not have a set time that children should be dropped off or collected and this activity therefore takes place over an extended period. As such, whilst it is estimated that there will be 9 cars arriving to drop off children between 8am and 9am, the number of cars parked near the site at any one time would be much lower than this.

- 4.11 As noted in section 2, there are unrestricted parking opportunities on Longley Lane to the south east of the site, and the side roads off Longley Lane and Palatine Road are largely free of parking restrictions. There are therefore many opportunities to park within two or three minutes walk of the site. The streets that parents will park on will depend upon the location that they are travelling from and as such, any additional on street parking would not be concentrated in one particular location. It is therefore considered that the nursery would not have a detrimental effect upon the operation of the local road network.

Delivery and Servicing Activity

- 4.12 Deliveries for the nursery would typically be for food and cleaning supplies which would be undertaken using cars or vans. It is envisaged that the nursery could generate up to 2-3 deliveries per day. There are no loading restrictions on Moor End and these vehicles would therefore briefly stop on street close to the site in the same way as deliveries to other properties on the street.
- 4.13 A refuse storage area will be located on the forecourt at the front of the building enabling convenient collection by a refuse vehicle stopping on street outside the site.

Mitigation Measures

Travel Plan

- 4.14 Employees, parents and children at the proposed nursery will be encouraged to travel to the site by sustainable modes through the implementation of a Travel Plan. A draft Travel Plan has been prepared and included as a separate document as part of the planning application.
- 4.15 The primary objective of the Travel Plan will be to set out a long-term strategy to facilitate and encourage sustainable modes of travel to the site. It will also seek to promote a shift from travel by public transport to active modes such as walking and cycling as these offer health benefits.
- 4.16 The initiatives and measures that form part of the Travel Plan will be a mixture of 'hard' and 'soft' measures. The 'hard' measures include the provision of facilities such as safe and secure cycle and scooter parking. The 'soft' measures include initiatives such as providing information on public transport services and walking and cycling routes.

5 SUMMARY AND CONCLUSION

5.1 TTP Consulting has been appointed to provide traffic and transport advice in relation to the proposed change of use of 7 Moor End from Religious Institution to Nursery. The proposed nursery will be operated by Monkey Puzzle and will accommodate 60 children and employ 20 staff.

5.2 In summary, it is considered that:

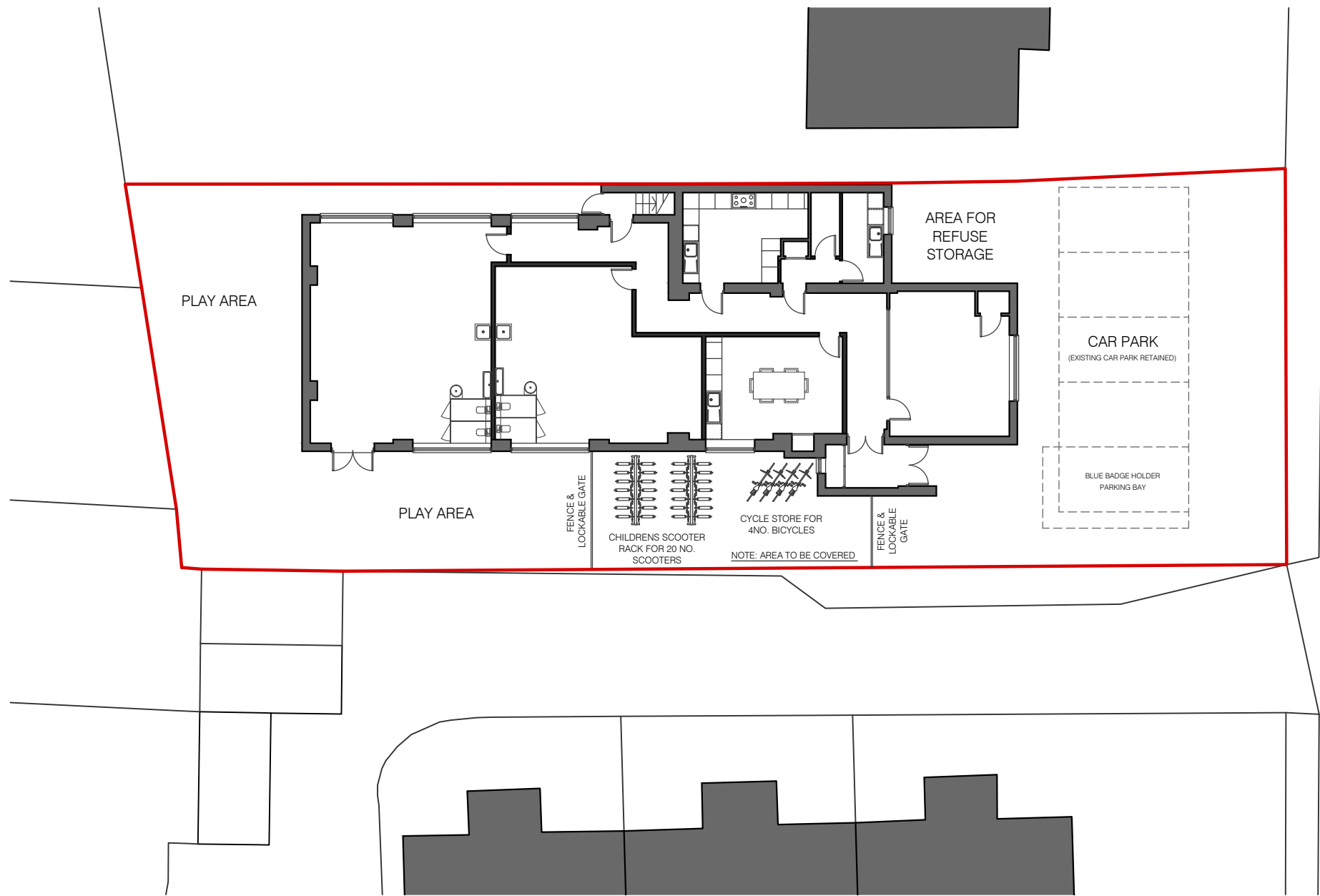
- The site is located within an established residential area that is accessible on foot, bicycle and public transport;
- Nurseries cater for demand for childcare from the local area and therefore, most parents should be able to walk, cycle or use public transport to access the site;
- A total of 5 car parking spaces will be provided for staff use;
- The operator will implement a Travel Plan to facilitate and encourage the use of sustainable modes of transport;
- The provision of car parking on site is considered appropriate for the proposed use and complements planning policy objectives to reduce reliance on private car travel;
- Any increase in demand for on street parking resulting from parents driving to the site should be low; and
- It is not expected that the proposed use of the site will effect the operation of the local transport network.

5.3 It is considered that the proposals are consistent with relevant transport planning policy guidance and will not have a material effect on the local transport network. It therefore meets the test of the NPPF at paragraph 111, which states that:

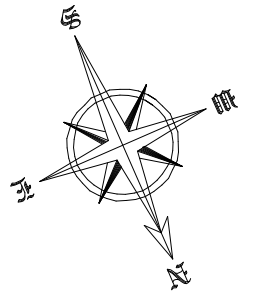
"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Appendix A

(Proposed Layout Plan)



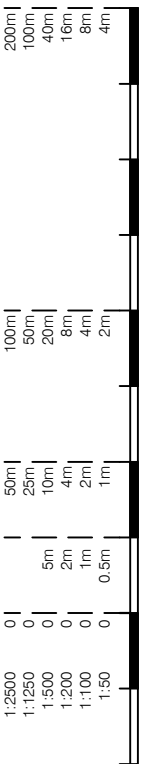
proposed drawing
SITE PLAN - 1:200



MONKEY PUZZLE DAY NURSERIES LTD
4 CHURCHGATES, BERKHAMSTED, HERTS, HP4 2UB

www.monkeypuzzledaynurseries.com
www.monkeypuzzledaynurseriesfranchise.com

NURSERY LOCATION: MONKEY PUZZLE DAY NURSERY 7 MOOR END, NORTHENDEN MANCHESTER, M22 4JQ		
DRAWING TITLE: PLANNING DRAWINGS PROPOSED SITE PLAN		
DATE: JULY 2021	SCALES: 1:200	PAPER: A3 - L
DRAWING REF: 1020-21.PL.004	REV: B	



Appendix B

(TRICS Output Files)

Calculation Reference: AUDIT-752101-210812-0836

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION
 Category : D - NURSERY
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX 1 days
04	EAST ANGLIA	
	CA	CAMBRIDGESHIRE 1 days
	SF	SUFFOLK 1 days
05	EAST MIDLANDS	
	LN	LINCOLNSHIRE 1 days
09	NORTH	
	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: 45 to 110 (units:)
 Range Selected by User: 37 to 138 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 21/05/19

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:

Tuesday	3 days
Wednesday	1 days
Friday	1 days

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

Selected survey types:

Manual count	5 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	1
Suburban Area (PPS6 Out of Centre)	3
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	5
------------------	---

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.

Secondary Filtering selection:

Use Class:

E(f) 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 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:

15,001 to 20,000	3 days
25,001 to 50,000	1 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:

75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	2 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	1 days
1.1 to 1.5	2 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 5 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 5 days

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

LIST OF SITES relevant to selection parameters

1	CA-04-D-02	NURSERY		CAMBRIDGESHIRE
	EASTFIELD ROAD			
	PETERBOROUGH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:	50		
	Survey date: TUESDAY	18/10/16	Survey Type: MANUAL	
2	ES-04-D-01	NURSERY		EAST SUSSEX
	CONNAUGHT ROAD			
	BRIGHTON			
	HOVE			
	Neighbourhood Centre (PPS6 Local Centre)			
	Residential Zone			
	Total Number of pupils:	45		
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL	
3	LN-04-D-01	NURSERY		LINCOLNSHIRE
	NEWARK ROAD			
	LINCOLN			
	SWALLOW BECK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:	49		
	Survey date: TUESDAY	31/10/17	Survey Type: MANUAL	
4	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	
5	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	

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1

Estimated TRIP rate value per 60 shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	50	0.000	0.000	1	50	0.000	0.000	1	50	0.000	0.000
07:00 - 08:00	5	72	0.050	2.983	5	72	0.014	0.829	5	72	0.064	3.812
08:00 - 09:00	5	72	0.152	9.116	5	72	0.116	6.961	5	72	0.268	16.077
09:00 - 10:00	5	72	0.047	2.818	5	72	0.033	1.989	5	72	0.080	4.807
10:00 - 11:00	5	72	0.000	0.000	5	72	0.000	0.000	5	72	0.000	0.000
11:00 - 12:00	5	72	0.006	0.331	5	72	0.006	0.331	5	72	0.012	0.662
12:00 - 13:00	5	72	0.055	3.315	5	72	0.075	4.475	5	72	0.130	7.790
13:00 - 14:00	5	72	0.047	2.818	5	72	0.052	3.149	5	72	0.099	5.967
14:00 - 15:00	5	72	0.003	0.166	5	72	0.008	0.497	5	72	0.011	0.663
15:00 - 16:00	5	72	0.028	1.657	5	72	0.022	1.326	5	72	0.050	2.983
16:00 - 17:00	5	72	0.044	2.652	5	72	0.039	2.320	5	72	0.083	4.972
17:00 - 18:00	5	72	0.113	6.796	5	72	0.133	7.956	5	72	0.246	14.752
18:00 - 19:00	5	72	0.014	0.829	5	72	0.058	3.481	5	72	0.072	4.310
19:00 - 20:00	1	50	0.000	0.000	1	50	0.000	0.000	1	50	0.000	0.000
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.559	33.481			0.556	33.314			1.115	66.795

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.

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Parameter summary

Trip rate parameter range selected:	45 - 110 (units:)
Survey date range:	01/01/13 - 21/05/19
Number of weekdays (Monday-Friday):	5
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.

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1

Estimated TRIP rate value per 60 shown in shaded columns

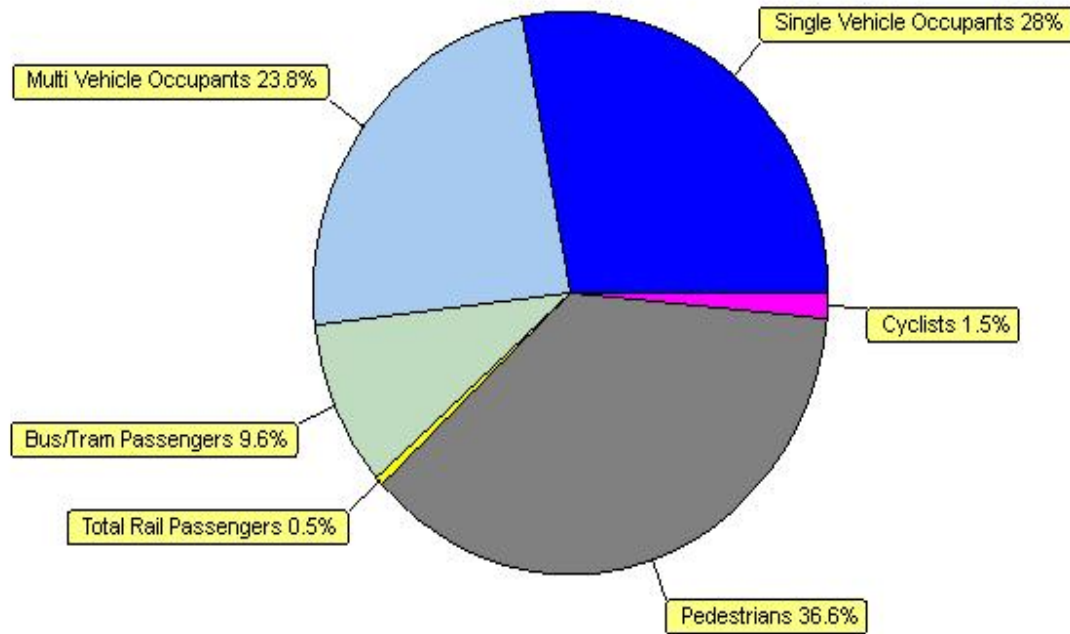
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00	1	50	0.000	0.000	1	50	0.000	0.000	1	50	0.000	0.000
07:00 - 08:00	5	72	0.171	10.276	5	72	0.017	0.994	5	72	0.188	11.270
08:00 - 09:00	5	72	0.450	27.017	5	72	0.155	9.282	5	72	0.605	36.299
09:00 - 10:00	5	72	0.113	6.796	5	72	0.044	2.652	5	72	0.157	9.448
10:00 - 11:00	5	72	0.011	0.663	5	72	0.006	0.331	5	72	0.017	0.994
11:00 - 12:00	5	72	0.030	1.823	5	72	0.080	4.807	5	72	0.110	6.630
12:00 - 13:00	5	72	0.238	14.254	5	72	0.229	13.757	5	72	0.467	28.011
13:00 - 14:00	5	72	0.088	5.304	5	72	0.133	7.956	5	72	0.221	13.260
14:00 - 15:00	5	72	0.011	0.663	5	72	0.011	0.663	5	72	0.022	1.326
15:00 - 16:00	5	72	0.077	4.641	5	72	0.097	5.801	5	72	0.174	10.442
16:00 - 17:00	5	72	0.052	3.149	5	72	0.144	8.619	5	72	0.196	11.768
17:00 - 18:00	5	72	0.146	8.785	5	72	0.298	17.901	5	72	0.444	26.686
18:00 - 19:00	5	72	0.014	0.829	5	72	0.182	10.939	5	72	0.196	11.768
19:00 - 20:00	1	50	0.000	0.000	1	50	0.000	0.000	1	50	0.000	0.000
20:00 - 21:00	1	50	0.000	0.000	1	50	0.000	0.000	1	50	0.000	0.000
21:00 - 22:00	1	50	0.000	0.000	1	50	0.000	0.000	1	50	0.000	0.000
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.401	84.200			1.396	83.702			2.797	167.902

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.

Modal Split Percentages



Time Range/Peak Period Selection

Direction: Totals / Use All Times