



Transportation Planning : Infrastructure Design

TRANSPORT STATEMENT

PROPOSED CHANGE OF USE TO CHILDRENS NURSERY, TREE TOPS, QUARRY ST, LIVERPOOL

PREPARED FOR:

WAVERTON HOUSE DAY NURSERY

MARCH 2015

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TREE TOPS, QUARRY ST, LIVERPOOL****PREPARED FOR:****WAVERTON HOUSE DAY NURSERY****MARCH 2015****Document Control**

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1.0 INTRODUCTION

Purpose of Report

- 1.1 Waverton House Day Nursery Ltd seek planning permission to convert the large residential property called Tree Tops on Quarry St, Liverpool, into a day nursery for up to 50 children.
- 1.2 The location of the site in relation to the wider highway network is shown below on **Figure 1:-**

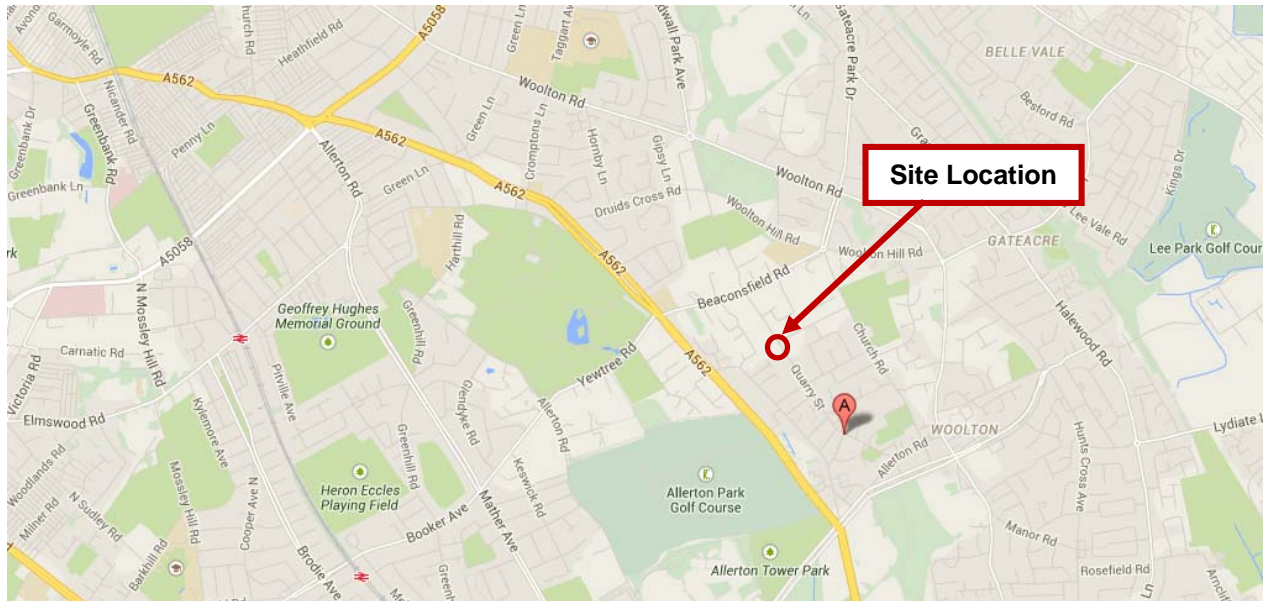


Figure 1 - Site Location Plan in Relation to Wider Highway Network

- 1.3 The site is shown in a more local context at **Figure 2** below:-

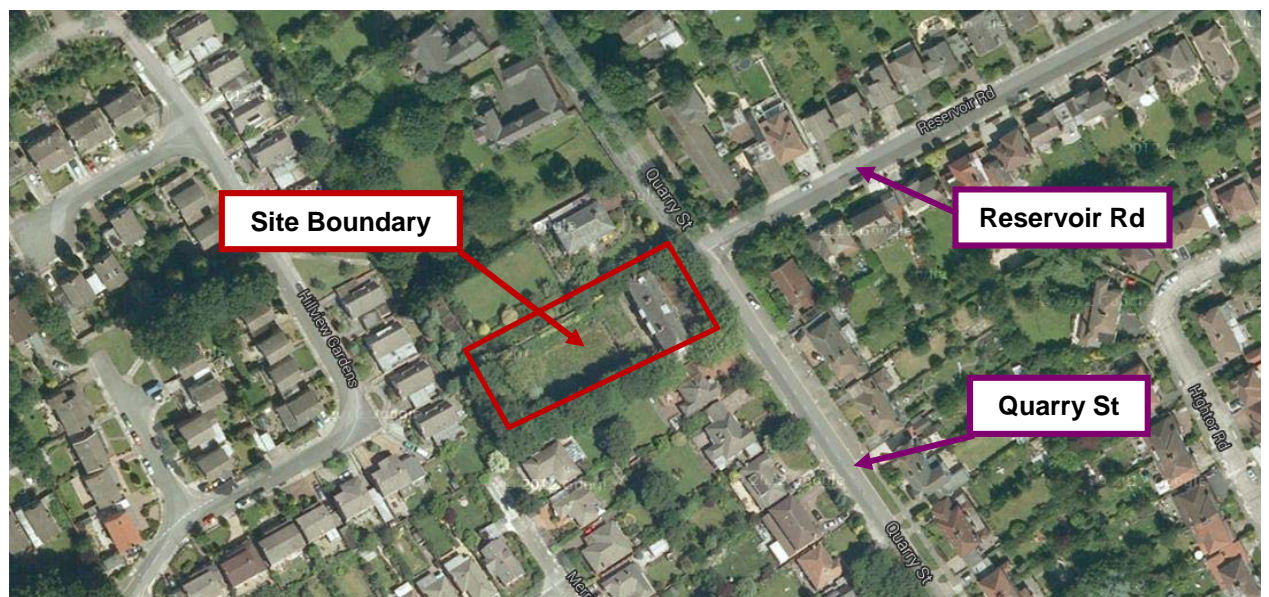


Figure 2 - Site Location Plan in Relation to Local Highway Network

- 1.4 SCP have been appointed to prepare this Transport Statement (TS) report to accompany the planning application for the proposed scheme.

Pre-Application Discussions With Liverpool City Council (LCC)

- 1.5 The scheme was recently the subject of a re-application query with LCC. The scheme consulted on was notably larger than the scheme now put forward, given that it was for a scheme for up to around 86 children.
- 1.6 LCC provided a pre-application response letter on 30th September 2014, which included (amongst other things), comments from the local highway authority.
- 1.7 The local highway authority at LCC stated the following:-

“Whilst it is understood that only limited information has been provided to date in respect of the proposal, any future planning application will need to include a Transport Statement, a Minimum Accessibility Standard Assessment (MASA) and a Travel Plan in order to make a full assessment of the proposal. As part of the Travel Statement, there would be no requirement for any junction modelling or additional network assessment but it should provide satisfactory swept path analysis and visibility sightline information for the proposed access arrangements and an indication of potential trip rates and likely vehicles numbers. The trip rate information provided through an interrogation of the TRICS database would therefore be appropriate.

In terms of cycle and car parking requirements for the site, the guidelines contained within the “Ensuring a Choice of Travel” SPD are relevant to the consideration of this proposal. The SPD states that 1 secured covered cycle space and locker should be provided per 5 staff (minimum of 2 spaces), plus 2 visitor cycle stands. In addition, the SPD also makes reference to the requirement for vehicle parking to be provided at the rate of 1-space per 2-staff members. The submitted plans indicate that 6no. off street parking spaces are proposed (1 of which is disabled) at the front of the property and a drop off zone which could accommodate 1 car.

With this type of land-use, the key highway issue is that of managing drop-off / pick-up activities. The preference of the Highways Authority is that drop-off/pick-ups should take place off-street so as not to impact on highway movements or highway safety. Based on the submitted drawings, it is proposed that the scheme will have provision for 6 off-street parking spaces and a drop-off zone within the curtilage of the premises. However, in considering the size of the day nursery proposed with a potential capacity of 87 children, the Highways Manager considers that the proposed parking/drop off provision as indicated is not sufficient or suitable. Vehicle based drop-off/pick-ups at nurseries typically require the vehicle to be parked whilst parents/carers take

children into the building. This can take possibly 5-minutes or more depending on the age of the child.

It is noted that Quarry Street is regularly used as a convenient shortcut route from Woolton Village through to Beaconsfield Road, and there is also traffic associated with the Schools in Beaconsfield Road using the route which results in it being heavily trafficked during the combined morning commuter and School run and through the evening peak periods. Quarry Street also provides dwellings near to the development site with the ability to park on street. In addition, the near-by junction at Reservoir Road would also restrict the ability for further on-street parking to occur and as such, it is considered necessary for the development to provide sufficient off-street parking spaces for staff requirements as well as an adequate drop off facility in the form of dedicated spaces.

The proposed single drop off facility as shown on the submitted drawings is considered to be ineffective as it would become blocked by a single vehicle when children were being dropped off and would therefore lead to parents parking instead on Quarry Street which may lead to further traffic congestion and obstruction. The drop off facility should therefore be designed so that vehicles can pull in to drop off children whilst maintaining a clear path for traffic. In addition, a single drop off space is insufficient for the size of the nursery proposed and therefore the Highways Manager considers the drop off facility will need to accommodate a minimum of 4 vehicles so that there is no overspill of traffic onto Quarry Street.

As you may be aware, a scheme for a new day nursery on Quarry St, Liverpool 15 was approved in 2013 by the LPA and which has consent to accommodate up to 76 children. This scheme incorporated a total of 12 off street car parking spaces for the Nursery, of which 5 were dedicated drop off spaces for parents/carers and the remainder were for staff parking provision. The proposal for Treetops is to accommodate more children than in the Quarry St scheme however the level of off street parking is significantly lower. As such, the Highways Manager has significant concern about the adverse impact that this would have on highway safety.

In summary, the Highways Manager considers that the scheme as submitted would lead to increased demand for on-street parking in this area which may potentially have a detrimental impact on highway safety and as such is very unlikely to be capable of being supported as submitted.”

- 1.8 Having regard to LCC's comments in September last year, the scale of the development has been reconsidered and reduced significantly from 86 to 50 children, thereby reducing the demand on parking and traffic levels. SCP also prepared two revised alternative options for the car parking and access layout and submitted them to the local highway authority in January 2015 for their further views / comments.
- 1.9 LCC subsequently confirmed that *"The proposed layouts are acceptable and show satisfactory drop off within the curtilage for the proposed 50 children places at the Nursery and appropriate visibility splays onto Quarry Street."*
- 1.10 One of the options presented to LCC has therefore been taken forward as a basis for the parking / access layout for the planning application.
- 1.11 This TS has also been prepared to set out the traffic and transport implications of the proposed redevelopment, and has been prepared in accordance with the Government's *"Planning Practice Guidance"* on the preparation of *"Travel Plans, Transport Assessments and Statements in Decision-Taking"*.

Structure of this Report

- 1.12 The structure of this report is as follows:-
- i) Chapter 2 presents a description of the site and of the local highway network;
 - ii) Chapter 3 provides a description of the application proposals, including an analysis of the forecast trip generation figures and parking demand generated by the scheme;
 - iii) Chapter 4 provides an analysis of the accessibility of the scheme by non-car modes of transport; and,
 - iv) Chapter 5 presents the summary and conclusions.

2.0 EXISTING CONDITIONS

General

- 2.1 The site is situated in the urban area of Woolton in Liverpool at the large residential property called Tree Tops on the western side of Quarry St, as shown on **Figures 1 & 2**. The site is rectangular in shape and covers an area of approximately 2,000m².
- 2.2 The site is accessed via a simple priority controlled gated access over the footway which leads into an informal forecourt parking area. The site access is situated at the north-eastern corner of the site.

Quarry Street

- 2.3 Quarry St is a residential distributor road and provides the outlet for a number of local residential properties to access the wider highway network. It provides a connection between High St in Woolton town centre to the south and Beaconsfield Road to the north.
- 2.4 In the vicinity of the site Quarry St is subject to a mandatory 30mph speed limit. The road is also lit by lighting columns and is approximately 6.7m wide with a 1.5m-2.5m footways on its western side and a 4-5m wide footway on its eastern side.
- 2.5 The nearest bus stops to the site are situated on Church Road, approximately 400m walking distance away. These stops are served by the number 173 service which operates on a half-hourly basis between Belle Vue and Liverpool / Sefton Park.

Road Safety

- 2.6 No accidents have occurred within 200m of the site access within the most recently available 5 year period of data (source: Crashmap.co.uk). Road safety does not therefore present a material concern in the context of the scheme.

3.0 PROPOSED DEVELOPMENT

General

- 3.1 The planning application is for the conversion of Tree Tops from a large residential property into a day nursery for up to 50 children.
- 3.2 The proposed site layout is shown on the plan in **Appendix 1**.
- 3.3 The maximum number of staff anticipated to be working on-site at any one time will be around 10. This estimate has been calculated having regard to the strict OFSTED guidelines on the ratio of supervisory staff / nursery children. In practice, if the nursery is not fully utilised, as considered likely on most days, then the staffing and associated traffic / parking demand will be commensurately lower.

Site Access

- 3.4 As part of the scheme, the access arrangements and car parking area will be improved to cater for the proposed nursery. Specifically, a new site access-only entrance point will be formed at the north-western corner of the site onto Quarry St through a new gap in the boundary wall. The existing site access at the north-eastern corner will be retained as an exit-only. In this way, a one-way system will be created through the site for vehicular traffic which will facilitate drop-off parking bays for parents dropping off their children. This accords with LCC recommendations in respect of day nurseries.
- 3.5 The existing pedestrian access at the north-western corner of the site will also be retained. A fenced-off path will be formed from this pedestrian access to the front door of the building, thereby separating vehicular and pedestrian movements and creating a safer arrangement.
- 3.6 Drawing number SCP/14333/F04 Rev B in **Appendix 2** illustrates the proposed site access and parking arrangements in more detail. The drawing demonstrates through swept path analysis that each parking place will be accessible by a large saloon car. The plan also demonstrates that 2.4m x 40m visibility splays are achievable from the existing site access (which will become the proposed egress only with the scheme in place). This level of junction visibility accords with the design standards within the Manual for Streets where the major road is subject to a 30mph speed limit.

Parking

- 3.7 In terms of car parking, LCC highways have confirmed during pre-application discussions (see section 1.9 earlier) that the number and layout of the car parking spaces is appropriate for the scale and nature of the proposed day nursery.
- 3.8 In terms of cycle parking, again the plan in **Appendix 2** illustrates the location of the proposed cycle store both within the garage and also in front of the property. There will be room for a minimum of 8 bicycles to park securely, which is in excess of LCC's minimum adopted cycle parking standards for day nurseries. There will also be a cycle parking stand provided for visitors, also in accordance with LCC's standards. A shower / changing facility will be available within the day nursery for cyclists to make use of.

Servicing

- 3.9 In terms of deliveries, the proposed nursery will not require vehicles any larger than a van to visit the site on the regular basis. In terms of refuse collection, it is expected that will take place from on-street, with refuse wheeled out to be picked up by a vehicle waiting outside on Quarry Street.

Trip Generation

- 3.10 This section provides an estimation of the likely peak-hour trip generating potential of the site with the proposed nursery redevelopment in place. The industry-standard TRICS Database (V7.1.2) has therefore been interrogated for surveys of day nursery sites similar to that proposed. The selection criteria for the TRICS-based trip rates is as follows:-
- i) Education - Nursery.
 - ii) Selection by number of pupils.
 - iii) Default child number parameter used.
 - iv) Multi-modal weekday surveys only – average trip rates used.
 - v) Sites located in 'edge of town centre' and 'suburban areas' only.
- 3.11 The multi-modal TRICS outputs are presented in **Appendix 3** and are summarised in the table below:-

Peak Hour Trip Rates (Per Child) and Trip Generation Associated With the Proposed Day Nursery								
Mode	Weekday AM Peak Hour (08 to 09)				Weekday PM Peak Hour (17 to 18)			
	Arrivals		Departures		Arrivals		Departures	
	Rate	Flow	Rate	Flow	Rate	Flow	Rate	Flow
Vehicles	0.235	12	0.212	11	0.143	7	0.168	8
Cyclists	0.006	0	0.000	0	0.002	0	0.006	0
Pedestrians	0.091	5	0.039	2	0.005	0	0.110	6
Pub. Trans.	0.000	0	0.004	0	0.002	0	0.002	0

- 3.12 As shown in the above table, it is estimated that the proposed redevelopment will generate a maximum of around 23 gross two-way traffic movements in the AM peak hour and 15 movements in the PM peak hour.
- 3.13 By comparison, it is estimated that the existing large residential use of the property could generate around 2-3 vehicle movements in each peak hour.
- 3.14 In volumetric terms, the uplift in vehicle trips amounts to an extra vehicle trip every 3 minutes or so in the AM peak hour and every 4 minutes or so in the PM peak hour. The impact of these additional trips will be negligible on the local highway network.

4.0 ACCESSIBILITY

General

- 4.1 As requested within the pre-application response from LCC, the scheme has been assessed in terms of its compliance with the “*Minimum Accessibility Standard Assessment*” (MASA) criteria within LCC’s adopted “*Ensuring a Choice of Travel*” Supplementary Planning Document.
- 4.2 The MASA sets out a checklist of accessibility criteria for new schemes and sets a minimum score (by use class) for access by foot, cycle, public transport and vehicles. The format of the MASA for each travel mode is repeated in the sections below, together with the completed scores and accompanying explanatory text, where appropriate. The MASA pedestrian accessibility test is shown in the table below:-

Access on Foot			Points	Score
Safety	Is there safe pedestrian access to and within the site, and for pedestrians passing the site (2m minimum width footpath on both sides of the road)? If no your application must address safe pedestrian access.			Yes / No
Location	<u>Housing Development</u> : Is the development within 500m of a district or local centre (see Accessibility Map 1 in Appendix F) <u>Other development</u> : Is the density of existing local housing (i.e. within 800m) more than 50 houses per hectare (see Accessibility Map 4 in Appendix F)	Yes	2	2
		No	0	
Internal Layout	Does 'circulation' and access inside the sites reflect direct, safe and easy to use pedestrian routes for all; with priority given to pedestrians when they have to cross roads or cycle routes?	Yes	1	1
		No	0	
External Layout	Are there barriers between the site and local facilities or housing which restrict pedestrian access? (see Merseyside Code of Practice on Access and Mobility) e.g: <ul style="list-style-type: none">No dropped kerbs at crossings or on desire lines;Steep gradients;A lack of a formal crossing where there is heavy traffic;Security concerns, e.g. lack of lighting.	There are barriers	-2	1
		There are no barriers	1	
Other	The development links to identified recreational walking network (see Accessibility Map 1). If not, please provide reasons why not.			Yes / No
Total (B)				4
Summary	Box A: Minimum Standard (from Table 3.1)	4	Comments or action needed to correct any shortfall – NONE NEEDED	
	Box B: Actual Score	4		

- 4.3 As demonstrated in the table above, access to the site by foot meets the minimum MASA criteria and is therefore considered acceptable.
- 4.4 The MASA cycle accessibility test is shown in the table below:-

Access by Cycle			Points	Score
Safety	Are there safety issues for cyclists either turning into or out of the site or at road junctions within 400m of the site (e.g. dangerous right turns for cyclists due to the level of traffic)? If yes, you must address safety issues in your application.			Yes / No
Cycle Parking	Does the development meet cycle parking standards, in a secure location with natural surveillance, or where appropriate contribute to communal cycle parking facilities? If no, you must address cycle parking standards and cycle parking facilities.			Yes / No
Location	<u>Housing Development</u> : Is the development within 1 mile of a district or local centre (see Accessibility Map 1)	Yes	2	2
	<u>Other Development</u> : Is the density of local housing (e.g. within 1 mile) more than 50 houses per hectare (see Accessibility Map 4 in Appendix F)	No	0	
Internal Layout	Does 'circulation' and access inside the site reflect direct and safe cycle routes; with priority given to cyclists where they meet motor vehicles?	Yes	1	1
		No	0	
External Access	The development is within 400m of an existing or proposed cycle route (see Accessibility Map 1 in Appendix F) and / or proposes to create a link to a cycle route, or develop a route?		1	1
	The development is not within 400m of an existing or proposed cycle route (see Accessibility Map 1 in Appendix F)		-1	
Other	Development includes shower facilities and lockers for cyclists	Yes	1	1
		No	0	
Total (B)				5
Summary	Box A: Minimum Standard (from Table 3.1)	5	Comments or action needed to correct any shortfall – NONE NEEDED	
	Box B: Actual Score	5		

4.5 As demonstrated in the table above, access to the site by cycle meets the minimum MASA criteria and is therefore considered acceptable.

4.6 The MASA public transport test is shown in the table below:

Access by Public Transport			Points	Score
Location and access to public transport	Is the site within a 200m safe and convenient walking distance of a bus stop, and/or within 400m of a rail station? (See Accessibility Map 2 in Appendix F).	Yes	2	0
		No	0	
	Are there barriers on direct and safe pedestrian routes to bus stops or rail stations i.e: <ul style="list-style-type: none"> A lack of dropped kerbs; Pavements less than 2m wide; A lack of a formal crossing where there is heavy traffic; or Bus access kerbs. 	There are barriers	-2	1
		There are no barriers	1	
Frequency	High (four or more bus services or trains an hour)		2	0
	Medium (two or three bus services or trains an hour)		1	

	Low (less than two bus services or trains an hour)	0	
Other	The proposal contributes to bus priority measures serving the site	4	0
	The proposal contributes to bus stops, bus interchange or bus or rail stations in the vicinity and/or provides bus stops or bus interchange in the site	4	0
	The proposal contributes to an existing or new bus service	4	0
Total (B)			1
Summary	Box A: Minimum Standard (from Table 3.1)	6	Comments or action needed to correct any shortfall – The type of use proposed and relatively small local catchment area of the site means that it is unlikely that significant (if any) public transport trips will occur. The scale and nature of the scheme does not merit any contribution towards improved public transport infrastructure
	Box B: Actual Score	1	

4.7 As demonstrated in the table above, access to the site by public transport falls short of the minimum MASA criteria, however it is considered that the justification for this in the ‘comments’ section is reasonable and should not prejudice the proposals from a planning perspective.

4.8 The MASA vehicle access and parking test is shown in the table below:-

Vehicle Access and Parking		Points	Score
Vehicle access and circulation	Is there safe access to and from the road? If no, you must address safety issues.		Yes / No
	Can the site be adequately serviced? If no, you must address service issues.		Yes / No
	Is the safety and convenience of other users (pedestrians, cyclists and public transport) affected by the proposal? If yes, you must address safety issues.		Yes / No
	Has access for the emergency services been provided? If no, you must provide emergency service provision.		Yes / No
	For development which generates significant freight movements, is the site easily accessed from the road or rail freight route networks (i.e. minimising the impact of traffic on local roads and neighbourhoods) (see Accessibility Map 3 in Appendix F)? If no, please provide an explanation.		N / A
Parking	The off-street parking provided is more than advised in Section 4 for that development type. If yes, parking provision must be reassessed.		Yes / No
	The off-street parking provided is as advised in Section 4 for that development type	1	Yes / No
	The off-street parking provided is less than 75% of the amount advised in Section 4 for that development type (or shares parking provision with another development)	0	Yes / No
	For development in controlled parking zones:		N / A
	<ul style="list-style-type: none"> Is it a car free development? 	0	Yes / No

	<ul style="list-style-type: none"> Supports the control or removal of on-street parking spaces (inc provision of disabled spaces), or contributes to other identified measures in the local parking strategy (including car clubs) 	1	Yes / No
Total (B)			2
Summary	Box A: Minimum Standard (from Table 3.1)	1	Comments or action needed to correct any shortfall. If conditions are appropriate for the reduced level of parking (see section 4), but this has not been provided, please explain why. – NONE NEEDED
	Box B: Actual Score	2	

- 4.9 As demonstrated in the table above, access to the site and parking accords with the minimum MASA criteria, and is therefore considered acceptable.

Summary

- 4.10 Having regard to the MASA tests above, it is concluded that there can be no reason to object to the proposal on accessibility grounds.

5.0 SUMMARY AND CONCLUSIONS

- 5.1 Waverton House Day Nursery Ltd seek planning permission to convert the large residential property called Tree Tops on Quarry St, Liverpool, into a day nursery for up to 50 children. SCP have been appointed to prepare this Transport Statement which seeks to address pre-application comments made by the local highway authority at Liverpool City Council on the scheme.
- 5.2 The scale of the development has been reconsidered since the first pre-application comments were provided by LCC, and as a result the maximum number of children at the nursery has been reduced from 86 to 50 children. SCP also prepared two options for the car parking and access layout and submitted them to the local highway authority at LCC, to which the Council provided their in-principle approval.
- 5.3 The existing highway and transport conditions around the site have been examined in this TS. No accidents have occurred within 200m of the site within the most recently available 3 year period of data (source: Crashmap.co.uk). Road safety does not therefore present a material concern in the context of the scheme.
- 5.4 The maximum number of staff anticipated to be working on-site at the proposed day nursery at any one time will be around 10. As part of the scheme, the access arrangements and car parking area will be improved to cater for the proposed nursery. Specifically, a new site access-only entrance point will be formed at the north-western corner of the site onto Quarry St through a new gap in the boundary wall. The existing site access at the north-eastern corner will be retained as an exit-only. In this way, a one-way system will be created through the site for vehicular traffic which will facilitate drop-off parking bays for parents dropping off their children. This accords with LCC recommendations in respect of day nurseries.
- 5.5 The existing pedestrian access at the north-western corner of the site will also be retained. A fenced-off path will be formed from this pedestrian access to the front door of the building, thereby separating vehicular and pedestrian movements and creating a safer arrangement.
- 5.6 Swept path analysis has been carried out which demonstrates that each parking place will be accessible by a large saloon car. The plan also demonstrates that 2.4m x 40m visibility splays are achievable from the existing site access (which will become the proposed egress only with the scheme in place). This level of junction visibility accords with the design standards within the Manual for Streets where the major road is subject to a 30mph speed limit.

- 5.7 In terms of car parking, LCC highways have confirmed during pre-application discussions that the number and layout of the car parking spaces is appropriate for the scale and nature of the proposals. In terms of cycle parking, there will be room for a minimum of 8 bicycles to park securely, which is in excess of LCC's minimum adopted cycle parking standards for day nurseries. A shower / changing facility will be available within the day nursery for cyclists to make use of.
- 5.8 In terms of deliveries, the proposed nursery will not require vehicles any larger than a van to visit the site on the regular basis. In terms of refuse collection, it is expected that will take place from on-street, with refuse wheeled out to be picked up by a vehicle waiting outside on Quarry Street.
- 5.9 The trip generating potential of the scheme has been assessed using the industry standard TRICS Database. The analysis shows that the scheme will generate around 23 gross two-way traffic movements in the AM peak hour and 15 movements in the PM peak hour. By comparison, it is estimated that the existing large residential use of the property could generate around 2-3 vehicle movements in each peak hour.
- 5.10 In volumetric terms, the uplift in vehicle trips amounts to an extra vehicle trip every 3 minutes or so in the AM peak hour and every 4 minutes or so in the PM peak hour. The impact of these additional trips will be negligible on the local highway network.
- 5.11 The accessibility of the site by non-car modes of transport has been assessed using LCC's standard "MASA" assessment contained in the *"Ensuring a Choice of Travel"* Supplementary Planning Document. The site satisfies the scoring requirements set out in the MASA tests, except for access by public transport where the site falls short of the required total.
- 5.12 However, in this instance it is not considered necessary to provide a contribution towards public transport infrastructure in order to achieve the required total points score. This is because the type of use proposed and relatively small catchment area of the site means that it is unlikely that significant public transport trips will occur. The scale and nature of the scheme does not merit any contribution towards any further public transport infrastructure improvements.
- 5.13 It is therefore concluded that there can be no highway related reasons to withhold planning permission for the scheme and it is commended to LCC for approval.

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APPENDIX 1



Site plan as proposed @ 1:200

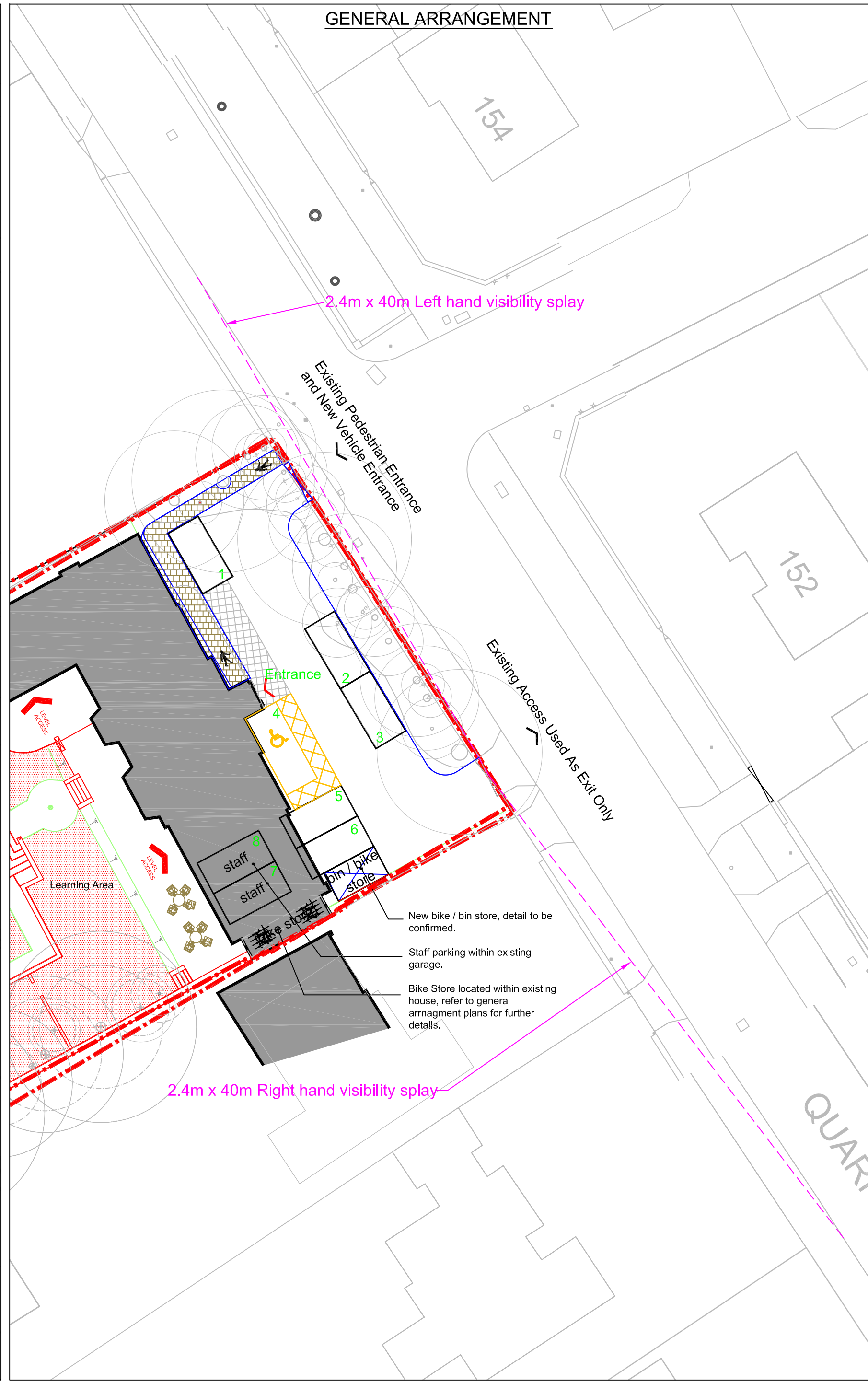
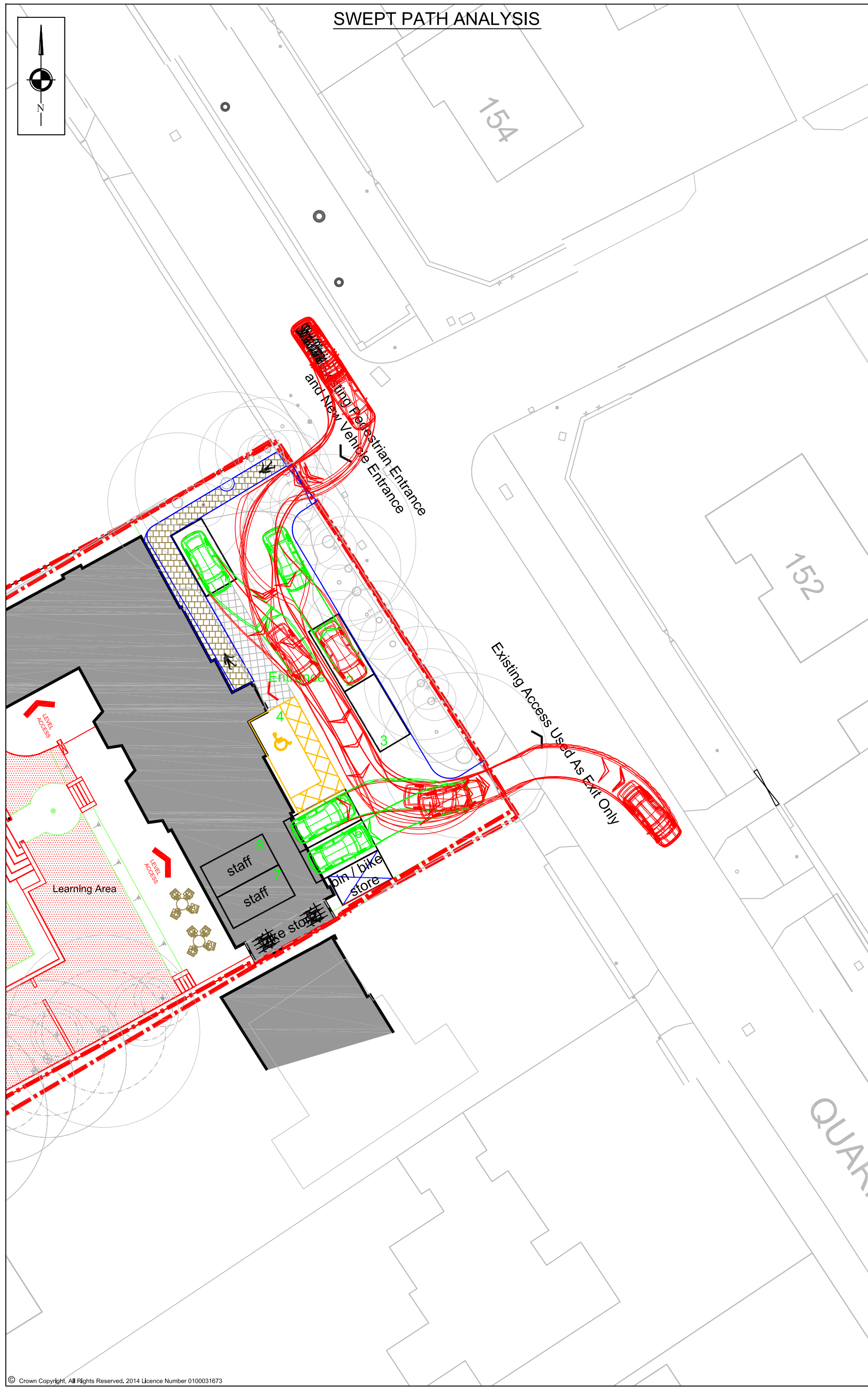


Proposed context elevation along Quarry Street @ 1:100

- KEY**
- Existing established specimen and self seeded trees to be retained and protected, refer to tree survey for further details
 - Existing trees to be carefully removed
 - Existing Buildings
 - Indicates River / Textured Paving, type / spec to be confirmed and all to be agreed with Local Authority.
 - New Tarmacadam road surface, colour / chippings - all to be agreed with Local Authority.
 - Hatching indicates extent of existing Grass area & Vegetation / shrubs to be retained & protected. Shrubs and Vegetation to be carefully cut back and protected, levels to remain as existing, this area of garden is well established and self regenerating
 - Tree Type, Crataegus (Hawthorn) oxycantha 'rosea Flara Pleno', to be agreed with Local Authority.
 - Galvalised steel with cross cycle stand, colour RAL 5000 VIOLET BLUE 650mm long ref: BX13 F0711.65, as manufactured by BROXAP tel no. 01782 564411, all to be installed in accordance with manufacturers written instructions, all to be agreed with Local Authority.
 - Car Parking delineated using stainless steel 100mm square crossing roadstuds come with a plain top, or with a raised profile to improve skid resistance in adverse weather conditions. Crossing studs meet the requirements of BS573 Pt. 4, as manufactured by Roadcraft Ltd: 01934 825 850

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APPENDIX 2



NOTES			
VEHICLE DETAILS			
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APPENDIX 3

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	HI HIGHLAND	1 days

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

Filtering Stage 2 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: 37 to 138 (units:)
 Range Selected by User: 37 to 138 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 28/11/12

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Wednesday	3 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)	4

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	4
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C3	1 days
D1	4 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 1 mile:

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

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	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
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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.

LIST OF SITES relevant to selection parameters

1	GM-04-D-01	NURSERY		GREATER MANCHESTER
	RUFFORD ROAD			
	WHALLEY RANGE			
	MANCHESTER			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:	37		
	Survey date: MONDAY	16/11/09		Survey Type: MANUAL
2	HI-04-D-01	NURSERY		HIGHLAND
	STRATHERRICK ROAD			
	UPPER DRUMMOND			
	INVERNESS			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of pupils:	138		
	Survey date: FRIDAY	26/05/06		Survey Type: MANUAL
3	KC-04-D-01	NURSERY		KENT
	PEMBURY ROAD			
	TONBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:	124		
	Survey date: WEDNESDAY	09/12/09		Survey Type: MANUAL
4	SF-04-D-02	NURSERY		SUFFOLK
	CAMP ROAD			
	LOWESTOFT			
	Edge of Town Centre			
	Residential Zone			
	Total Number of pupils:	110		
	Survey date: WEDNESDAY	24/10/12		Survey Type: MANUAL
5	TW-04-D-02	NURSERY		TYNE & WEAR
	ETTRICK GROVE			
	HIGH BARNES			
	SUNDERLAND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:	110		
	Survey date: WEDNESDAY	28/11/12		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 VEHICLES

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	104	0.069	5	104	0.029	5	104	0.098
08:00 - 09:00	5	104	0.235	5	104	0.212	5	104	0.447
09:00 - 10:00	5	104	0.085	5	104	0.073	5	104	0.158
10:00 - 11:00	5	104	0.017	5	104	0.013	5	104	0.030
11:00 - 12:00	5	104	0.037	5	104	0.031	5	104	0.068
12:00 - 13:00	5	104	0.048	5	104	0.066	5	104	0.114
13:00 - 14:00	5	104	0.067	5	104	0.083	5	104	0.150
14:00 - 15:00	5	104	0.021	5	104	0.025	5	104	0.046
15:00 - 16:00	5	104	0.085	5	104	0.073	5	104	0.158
16:00 - 17:00	5	104	0.141	5	104	0.152	5	104	0.293
17:00 - 18:00	5	104	0.143	5	104	0.168	5	104	0.311
18:00 - 19:00	5	104	0.012	5	104	0.035	5	104	0.047
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.960			0.960			1.920

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.

Parameter summary

Trip rate parameter range selected: 37 - 138 (units:)
 Survey date date range: 01/01/06 - 28/11/12
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 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 CYCLISTS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	104	0.004	5	104	0.000	5	104	0.004
08:00 - 09:00	5	104	0.006	5	104	0.000	5	104	0.006
09:00 - 10:00	5	104	0.002	5	104	0.002	5	104	0.004
10:00 - 11:00	5	104	0.000	5	104	0.000	5	104	0.000
11:00 - 12:00	5	104	0.000	5	104	0.000	5	104	0.000
12:00 - 13:00	5	104	0.000	5	104	0.000	5	104	0.000
13:00 - 14:00	5	104	0.002	5	104	0.004	5	104	0.006
14:00 - 15:00	5	104	0.000	5	104	0.000	5	104	0.000
15:00 - 16:00	5	104	0.000	5	104	0.004	5	104	0.004
16:00 - 17:00	5	104	0.000	5	104	0.000	5	104	0.000
17:00 - 18:00	5	104	0.002	5	104	0.006	5	104	0.008
18:00 - 19:00	5	104	0.000	5	104	0.000	5	104	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.016			0.016			0.032

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: $\text{COUNT/TRP} \times \text{FACT}$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 37 - 138 (units:)
 Survey date date range: 01/01/06 - 28/11/12
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 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 PEDESTRIANS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	104	0.054	5	104	0.017	5	104	0.071
08:00 - 09:00	5	104	0.091	5	104	0.039	5	104	0.130
09:00 - 10:00	5	104	0.035	5	104	0.021	5	104	0.056
10:00 - 11:00	5	104	0.017	5	104	0.010	5	104	0.027
11:00 - 12:00	5	104	0.042	5	104	0.035	5	104	0.077
12:00 - 13:00	5	104	0.056	5	104	0.050	5	104	0.106
13:00 - 14:00	5	104	0.048	5	104	0.048	5	104	0.096
14:00 - 15:00	5	104	0.013	5	104	0.027	5	104	0.040
15:00 - 16:00	5	104	0.037	5	104	0.039	5	104	0.076
16:00 - 17:00	5	104	0.067	5	104	0.091	5	104	0.158
17:00 - 18:00	5	104	0.050	5	104	0.110	5	104	0.160
18:00 - 19:00	5	104	0.002	5	104	0.017	5	104	0.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.512			0.504			1.016

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.

Parameter summary

Trip rate parameter range selected: 37 - 138 (units:)
 Survey date range: 01/01/06 - 28/11/12
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 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 PUBLIC TRANSPORT USERS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	104	0.012	5	104	0.000	5	104	0.012
08:00 - 09:00	5	104	0.000	5	104	0.004	5	104	0.004
09:00 - 10:00	5	104	0.008	5	104	0.002	5	104	0.010
10:00 - 11:00	5	104	0.000	5	104	0.000	5	104	0.000
11:00 - 12:00	5	104	0.004	5	104	0.006	5	104	0.010
12:00 - 13:00	5	104	0.006	5	104	0.000	5	104	0.006
13:00 - 14:00	5	104	0.000	5	104	0.000	5	104	0.000
14:00 - 15:00	5	104	0.000	5	104	0.004	5	104	0.004
15:00 - 16:00	5	104	0.000	5	104	0.000	5	104	0.000
16:00 - 17:00	5	104	0.000	5	104	0.002	5	104	0.002
17:00 - 18:00	5	104	0.002	5	104	0.002	5	104	0.004
18:00 - 19:00	5	104	0.000	5	104	0.004	5	104	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.032			0.024			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.

Parameter summary

Trip rate parameter range selected: 37 - 138 (units:)
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 Number of weekdays (Monday-Friday): 5
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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.