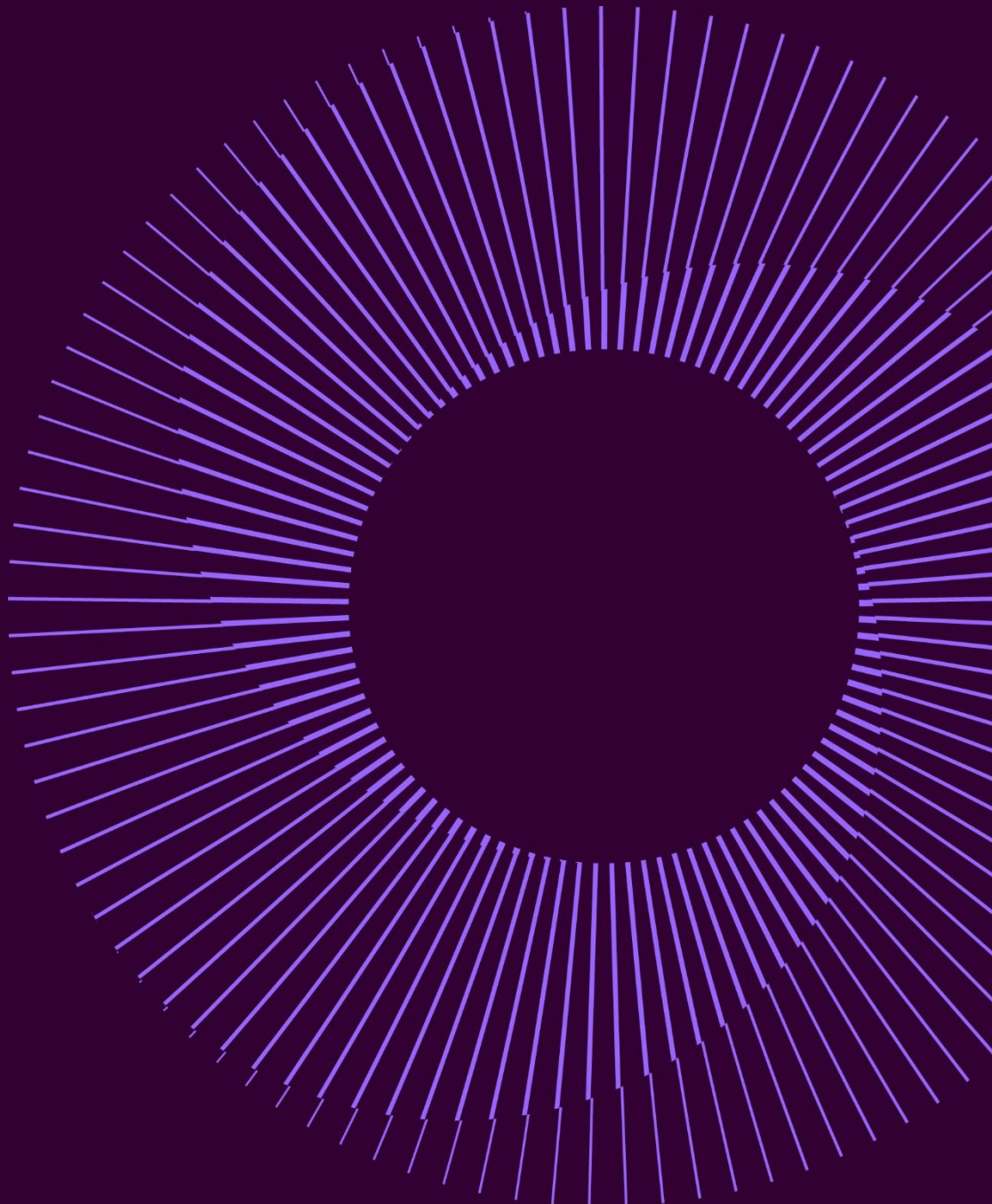


Transport Statement

543 Victoria Road, Ruislip



Project Reference

Ref: DS/SG/ITS211161-001

Date: 10 September 2026

Client: Bright Horizons

Quality Management

Report	Comment	Date	Author	Authorised
ITS211161-001	Draft	07/09/2026	SG	DS
ITS211161-001A	Planning Issue	10/09/2026	SG	DS

File Ref: S:\Projects\210000 Series\211161ITS - 543 Victoria Road Ruislip\Admin\Report and Tech Notes\ITS211161-001 Transport Statement.docx

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1 Introduction

1.1 Overview

1.1.1 Bright Horizons has appointed iTransport to provide highways and transport advice in relation to the proposed change of use of the vacant community youth centre building at 543 Victoria Road in Ruislip for use as a day nursery and associated works.

1.1.2 The proposed nursery will accommodate 91 children and 24 full-time equivalent staff members.

1.2 Site Location

1.2.1 The site is located on Victoria Road in South Ruislip. Queensmead Sports Centre is to the east with residential properties to the west and Sainsbury's to the south.

1.2.2 The site location is provided below in **Image 1.1**.

Image 1.1: Site Location



1.3 Structure

1.3.1 The remainder of this report is structured as follows:

- **Section 2** – Policy Context
- **Section 3** – Development Proposal

-
- **Section 4** - Accessibility
 - **Section 5** – Traffic Impact
 - **Section 6** – Summary and Conclusion

2 Policy Context

- 2.1.1 To provide context for the assessment, this section of the TS provides an overview from national to local transport planning policies and plans that relate to the proposed change of use and development on the site.

2.2 National Policy

National Planning Policy Framework (August 2026) (NPPF)

- 2.2.1 The National Planning Policy Framework (NPPF), August 2026, sets out the Governments' planning policies and how these are expected to be applied. Policies relating to transport are set out in Section 15 and are subdivided into those associated with plan-making (policies TR1 and TR2) and those associated with decision-making (TR1 – TR8). Policies relevant to the assessment of the proposed development at the site are summarised as follows:

- **TR2: Local parking standards**
 - ***Parking standards should take into account:***
 - a. The connectivity of development in different locations by different modes of transport, especially in terms of access to employment and day-to-day services;***
 - b. Opportunities for improvements in walking, wheeling, cycling and public transport;***
 - c. Local car ownership levels and travel trends, and opportunities to promote car sharing and other schemes which may reduce vehicle parking requirements;***
 - d. Providing sufficient spaces for electric vehicle charging, blue badge holders, pedal and electric cycles and e-scooters, considering likely future demand and the need for associated infrastructure; and***
 - e. The appropriateness of setting different standards for the type and mix of development, including to address specific business requirements where commercial standards are being set; and of using ranges where a degree of flexibility is desirable.***
- **TR3: Locating development in sustainable location**
 - ***TR3 (a) - Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical***
- **TR6: Assessing transport impacts**
 - ***1. Development proposals that are likely to generate significant amounts of movement should be supported by:***

a. A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored

b. A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time

2.2.2 TR6 (4) states that:

“Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion”

2.2.3 Whilst the proposed development will not generate a significant amount of movement, the planning application is supported by this Transport Statement.

Planning Practice Guidance (March 2014)

2.2.4 The web-based Planning Practice Guidance (PPG) replaced the DfT’s ‘Guidance on Transport Assessment’ on 6 March 2014 and sought to bring together planning guidance for England across all disciplines in an accessible way as well as to provide a clear link between guidance and the aims and objectives of the NPPF.

2.2.5 The PPG discusses the role of travel plans and transport assessments / statements and how they relate to each other:

- ***“Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements. (ID42 – 002);***
- ***Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be “severe”, which may be a reason for refusal, in accordance with the National Planning Policy Framework. (ID42 – 005);***
- ***Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets. (ID42 – 003)”.***

2.2.6 In accordance with PPG, this TS assesses the transport impacts of the development and considers whether any effects would be acceptable or not.

2.3 Local Policy

London Plan (March 2021)

2.3.1 The London Plan runs from 2019 to 2041 and provides an appropriate spatial strategy that plans for London's growth in a sustainable way. The document brings together the geographical and locational aspects of the mayor's other strategies, to ensure consistency with those strategies, including those dealing with:

- Transport
- Environment
- Economic Development
- Housing
- Culture
- Health and Health Inequalities

2.3.2 Policy T1 Strategic approach to transport sets out how Development Plans should facilitate:

1. ***The delivery of the mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041.***
2. ***The proposed transport schemes set out in Table 10.1. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.***

2.3.3 Policy T5 Cycling states that:

"Development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle."

2.3.4 Standards for nurseries set out that cycle parking should be provided at a rate of 1 space per 8 FTE staff + 1 space per 8 students.

2.3.5 Policy T6 Car Parking states that:

- ***"Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity;***
- ***Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite');***
- ***Adequate provision should be made for efficient deliveries and servicing and emergency access; and***

- ***Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London”***

Draft London Plan (July 2026)

- 2.3.6 The draft London Plan is currently subject to consultation, concluding on the 15 October 2026; as such the Draft Plan can only be afforded limited weight. The draft London Plan sets out proposals for how London could develop over the next 20-25 years. It covers housing, transport, the environment, economic development, design and other key issues.
- 2.3.7 The plan provides updated cycle parking standards based on the percentage of FTE staff by Band. Hillingdon is in Band 4 and therefore 7.5% of FTE staff are to be provided with long stay cycle parking.

Hillingdon Local Plan 2021

- 2.3.8 Adopted in November 2021, the Hillingdon Local Plan promotes sustainable forms of transport with an overall aim of improving air quality and reducing private car dependency. It seeks to provide a sustainable transport system that addresses whole of length journeys, reduces car dependency, supports the economy, encourages active travel and improves the quality of life.
- 2.3.9 In particular, the plan identifies two Development Management Policies, DMT1 and DMT2 which relate to transport impacts of new developments.
- 2.3.10 DMT1: Managing Transport Impacts states:

“Development proposals will be required to meet the transport needs of the development and address its transport impacts in a sustainable manner. In order for developments to be acceptable they are required to:

i) be accessible by public transport, walking and cycling either from the catchment area that it is likely to draw its employees, customers or visitors from and/or the services and facilities necessary to support the development;

ii) maximise safe, convenient and inclusive accessibility to, and from within developments for pedestrians, cyclists and public transport users;

iii) provide equal access for all people, including inclusive access for disabled people;

iv) adequately address delivery, servicing and drop-off requirements; and v) have no significant adverse transport or associated air quality and noise impacts on the local and wider environment, particularly on the strategic road network.

Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments that fall below these thresholds will be required to produce a satisfactory Transport Statement and Local Level Travel Plan. All these plans should demonstrate how any potential impacts will be mitigated and how such measures will be implemented.”

- 2.3.11 These requirements are then further expanded upon in DMT2: Highways Impacts:

“Development proposals must ensure that:

i) safe and efficient vehicular access to the highway network is provided to the Council's standards;

ii) they do not contribute to the deterioration of air quality, noise or local amenity or safety of all road users and residents;

iii) safe, secure and convenient access and facilities for cyclists and pedestrian are satisfactorily accommodated in the design of highway and traffic management schemes;

iv) impacts on local amenity and congestion are minimised by routing through traffic by the most direct means to the strategic road network, avoiding local distributor and access roads; and

v) there are suitable mitigation measures to address any traffic impacts in terms of capacity and functions of existing and committed roads, including along roads or through junctions which are at capacity."

2.3.12 The plan also provides the local car and cycle parking standards in Policy DMT5 and 6 which, similarly to The London Plan, states that the level of car and cycle parking provision at day care centres, pre-school play and nurseries should be determined and justified as part of a TS. The guidance also states that cycle parking should be provided in line with the London Cycle Design Standards (LCDS).

2.4 Summary

2.4.1 This TS and the proposed development adhere to the relevant current policies stated above and follow the NPPF's requirement for adopting vision-led planning. The following sections of this TS demonstrate that the proposals meet the four key transport tests satisfactorily.

2.4.2 The cycle parking minimum standards set out in the London Plan 2021 use the number of full-time equivalent (FTE) staff and the number of nursery pupils. The draft London Plan adjusts the cycle parking standard for education uses, including nurseries, utilising a %age of FE staff only.

2.4.3 For the type of proposed land use there are not any car parking standards defined in the London Plan or Hillingdon Local Plan, and both state that they should be defined on a case-by-case basis.

3 Development Proposal

3.1 Overview

3.1.1 The description of the proposed development is as follows:

“Use of the vacant Youth Centre building and land as a day nursery and pre-school within Class E of the Use Class Order (as amended) along with provision of detached bin store, buggy and plant store and cycle shelter, the insertion of new windows and doors at ground floor level on the eastern (side) elevation and minor modification to existing access”.

3.2 Site Layout

3.2.1 The proposal seeks a change of use at the current community youth centre at 543 Victoria Road, Ruislip to a children’s day nursery. The proposal will accommodate 91 children and 24 FTE staff.

3.2.2 The site layout plan is provided as **Appendix A** and extracted below in **Image 3.1**.

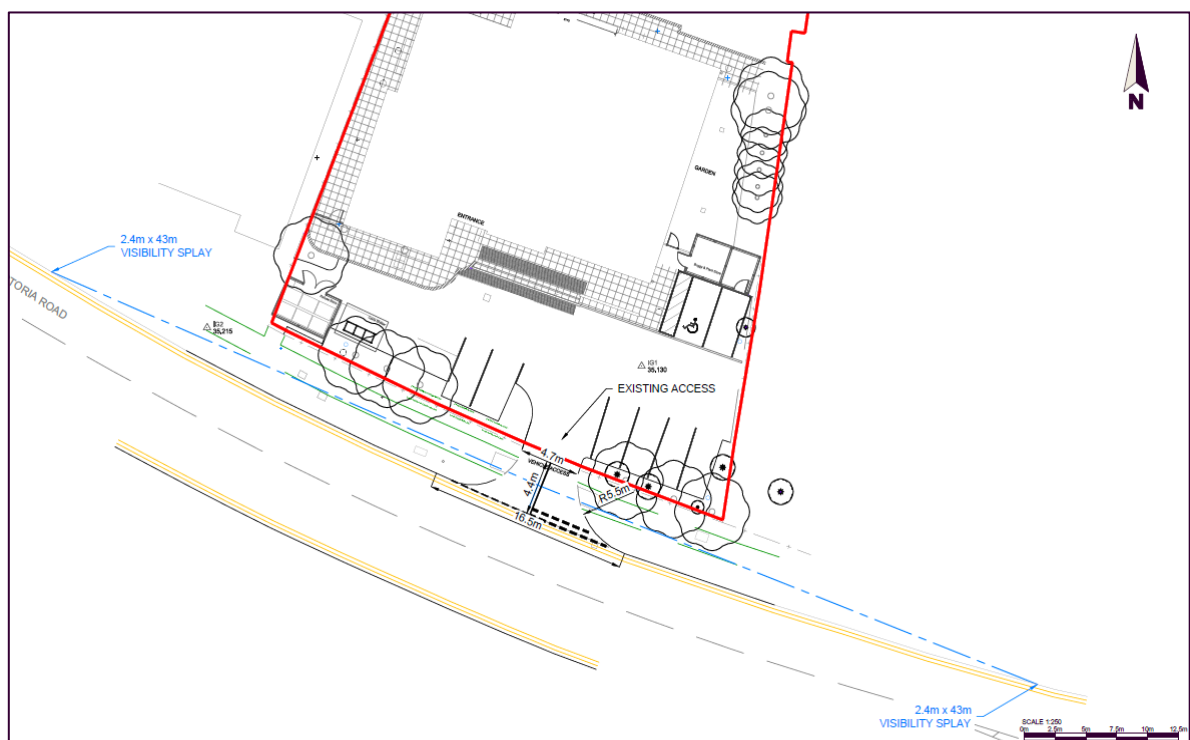
Image 3.1: Site Layout Plan



3.3 Access

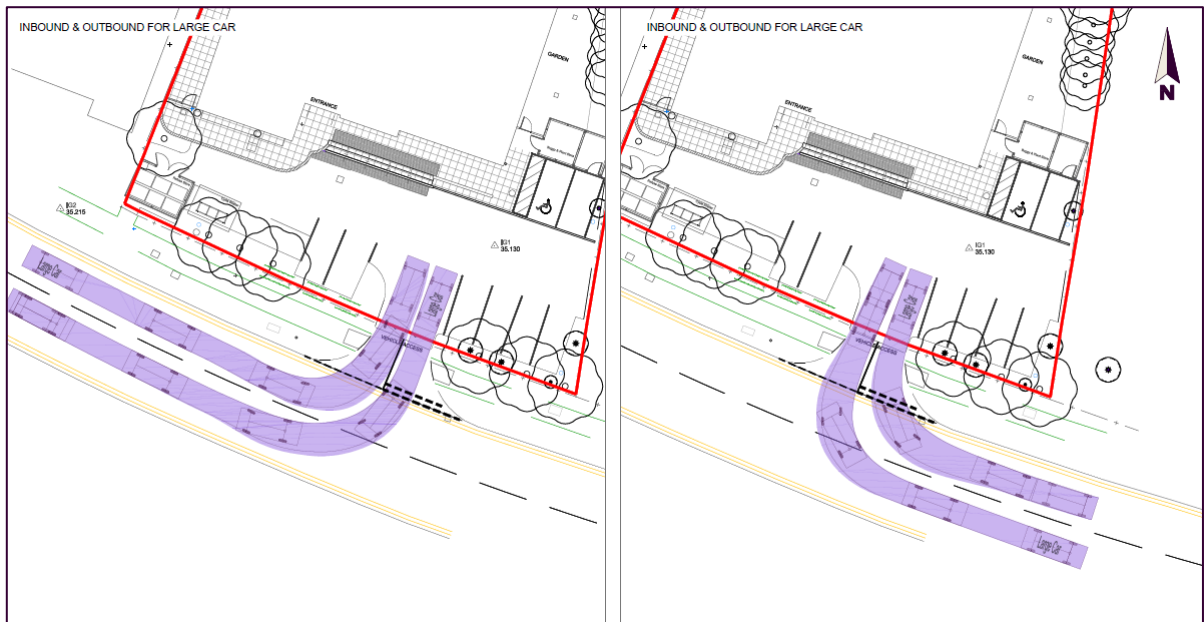
- 3.3.1 The site is currently accessed via a simple priority junction located on the northern side of Victoria Road. The access is to be retained in its current form, although some modification of the junction is proposed to enhance the movement of vehicles through the access, comprising widening and increasing of the kerb radius on its western side. These modifications will take place within the applicant's red line.
- 3.3.2 The access arrangement is illustrated in drawing **ITS211161-GA-002B** and extracted below in **Image 3.2**.

Image 3.2: Access Arrangement



- 3.3.3 As pick up and drop off will occur simultaneously, swept path analysis has been undertaken to ensure that vehicles are able to pass one another at the access to prevent obstruction of Victoria Road, and this has informed the proposed improvements. The analysis is presented in drawing **ITS211161-GA-003B**, an extract of which is provided below in **Image 3.3**.

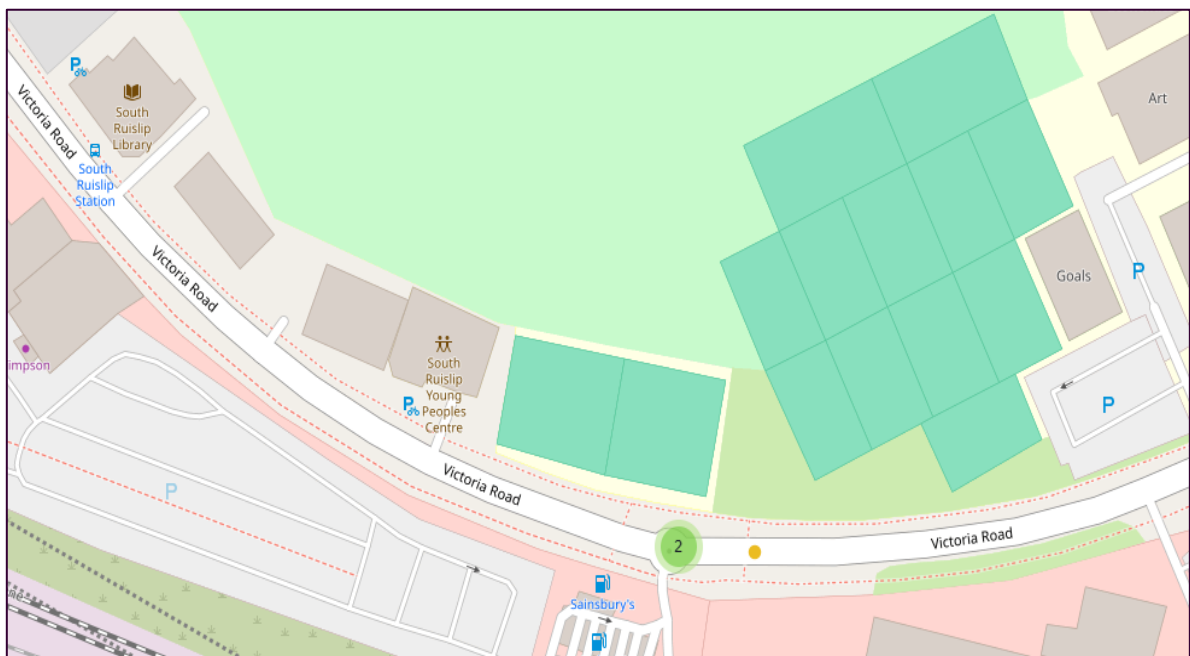
Image 3.3: Swept Path Analysis – Large Car in and Out of Access



Personal Injury Collision Data

- 3.3.4 Personal Injury Collision (PIC) data has been obtained from Transport for London's tool STATS19 for the most recently available five-year period 2021 - 2026. There have been three along Victoria Road within the vicinity of the site, as illustrated in **Image 3.4** below.

Image 3.4: Personal Injury Collision Data Map



- 3.3.5 A serious incident occurred in 2021 between a cyclist and a car at the Sainsbury's roundabout when a cyclist went into the back of the car causing serious injury.

-
- 3.3.6 A slight incident occurred at the Sainsburys roundabout between two vehicles when one failed to give way at the roundabout.
- 3.3.7 A slight incident occurred 50m east of the Sainsburys roundabout between two vehicles as they clipped each other when travelling past one another.
- 3.3.8 Overall, there are no patterns which suggest any prevailing highway safety issues in the vicinity of the site. As such, the retention and improvement of the proposed access provide safe and suitable access for the proposed use, consistent with the requirements of NPPF TR6.

3.4 **Parking**

Car Parking

- 3.4.1 There are no parking standards for nursery uses set out in the London Plan, draft London Plan or the Hillingdon Local Plan. However, the policies across these documents set out that where a need for car parking is identified, the use or control of existing on-street, other public or shared parking should first be considered.
- 3.4.2 The site will provide eight parking spaces, including one disabled space. As set out in Section 5 of this Transport Statement, the proposed development is forecast to generate 12 inbound movements during peak operation. Therefore, sufficient parking is provided to accommodate demand, given that most parent or carer drop offs have a dwell time of c. 5 minutes. Also, given the site's connectivity (DFT Connectivity Score of 82) it is deemed the site is well connected to public transport and does not require any additional parking spaces than what was originally there as part of the youth centre.
- 3.4.3 The local network is subject to comprehensive, and legally enforceable waiting restrictions making any waiting on the carriageway unlawful. However, there is a large Sainsbury's car park opposite the site, which may be used by some customers to park as part of a linked trip associated with the retail store.

Cycle Parking

- 3.4.4 The Draft London Plan provides updated cycle parking standards based on the percentage of FTE staff by Band. Hillingdon is in Band 4 and therefore 7.5% of FTE staff are to be provided with long stay cycle parking.
- 3.4.5 The proposed development will provide eight cycle parking spaces in the form of four Sheffield stands, located within a secure, sheltered area that benefits from natural surveillance.
- 3.4.6 The cycle parking standards within the adopted London Plan are based on the number of children attending the nursery and would result in a requirement for 11 cycle parking spaces. However, this level of provision is considered excessive given the nature of the site use. It is anticipated that cycle parking will primarily be used by staff, as nursery-aged children are unlikely to travel to the site by bicycle.

- 3.4.7 This is reflected in the London Plan commentary – at para 10.5.6 it recognises that a proportion of long-stay cycle parking spaces for students may be met through scooter parking. A buggy store is provided to the east of the nursery, which is easily accessible and also encourages journeys on foot, enabling staff and visitors to store scooters. Accordingly, the proposed provision of eight cycle parking spaces is considered appropriate and proportionate to the anticipated demand.
- 3.4.8 In comparison, the cycle parking standard in the draft London Plan is updated to reflect a provision based solely on a %age of full-time staff. As the site is a Band 4 location, this equates to 7.5% and a requirement for a minimum of two spaces, and this requirement is exceeded by the proposal. Further
- 3.4.9 In addition, a buggy store is provided to the east of the nursery which is easily accessible and also encourages journeys on foot. Staff and visitors will also be able to put scooters in the buggy store.

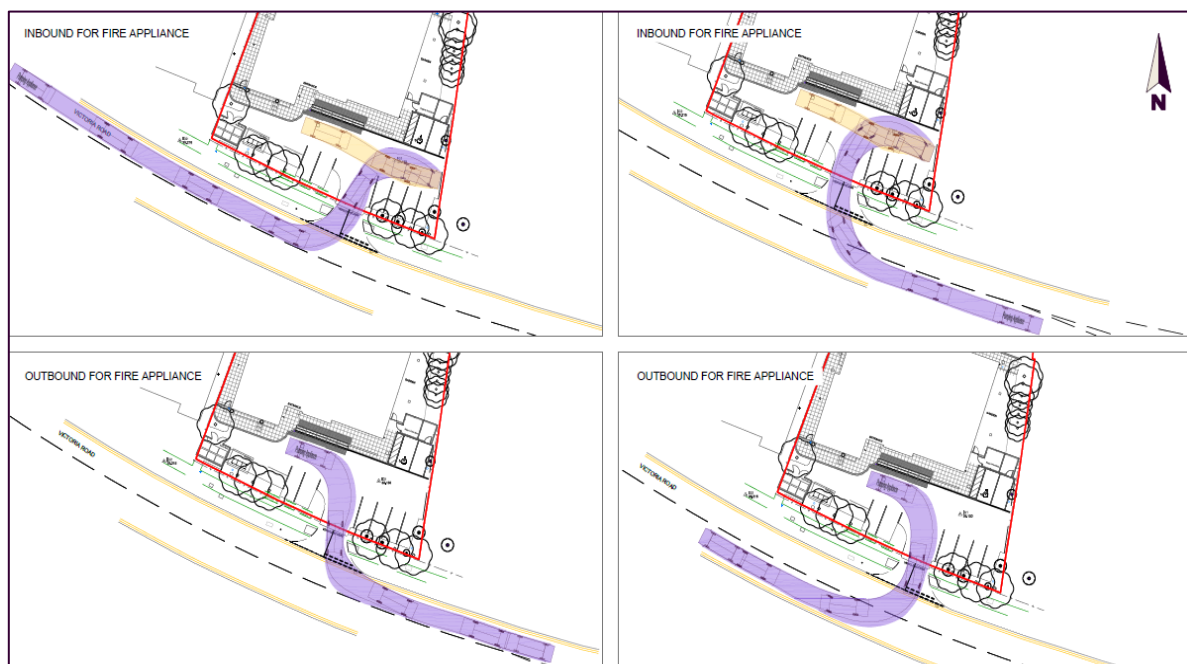
3.5 Servicing and Refuse

- 3.5.1 To accommodate turning manoeuvres associated with larger vehicles – e.g. refuse and emergency, some modification to the existing kerb links within the site are proposed, as shown in drawing **ITS211161-GA-002**.

Fire Tender

- 3.5.2 To ensure that the site can be accessed in the event of an emergency, swept path analysis has been undertaken to ensure that the proposed parking layout does not obstruct access. Drawing **ITS211161-GA-004B** which is extracted in **Image 3.5** below, demonstrates the movement of a fire appliance within the site.

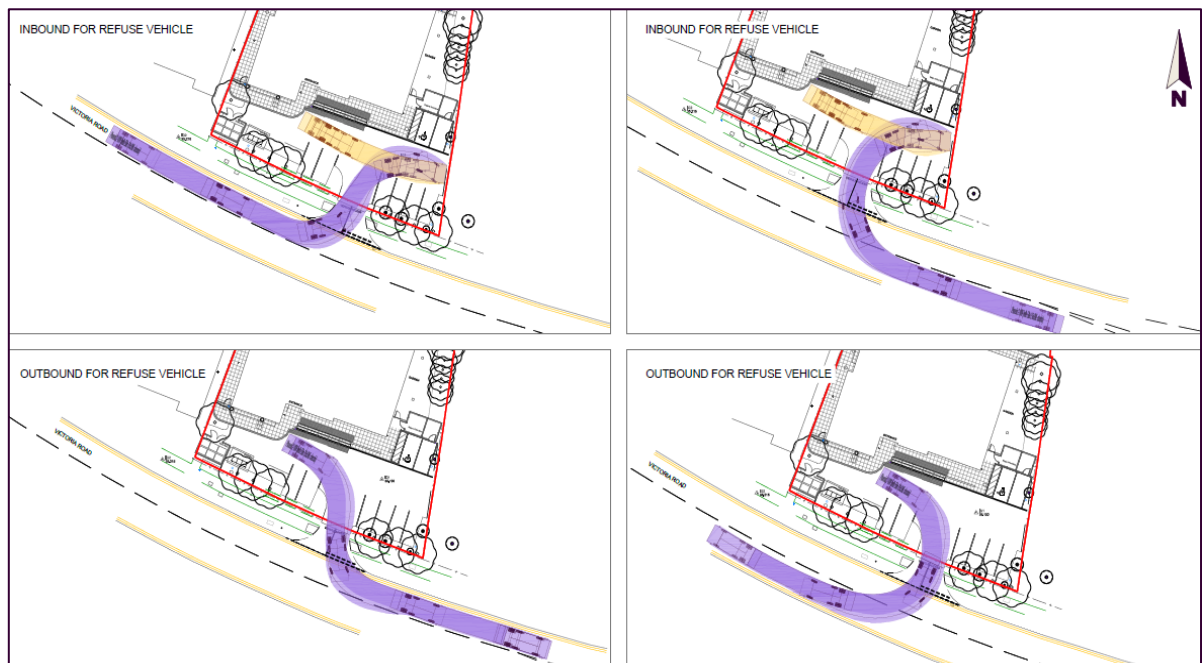
Image 3.5: Swept Path Analysis – Fire Appliance



Refuse Vehicle

- 3.5.3 Drawing **ITS211161-GA-005B** which is extracted in **Image 3.6** below, demonstrates that the site can be accessed via a refuse collection vehicle with a bin store located on the western side of the car park.
- 3.5.4 Due to the physical constraints of the site, it will be necessary to limit the size of the vehicle accessing the site. The tracking has been based on an 8.6m vehicle, and collection by a suitable vehicle will be arranged with the Contractor. Similarly, parking bays adjacent to the access will be coned off prior to the collection to provide sufficient room for the vehicle to turn.
- 3.5.5 This arrangement is an improvement on the existing, whereby collection is undertaken externally through the gate located in the southwestern corner of the site, requiring a vehicle to wait on carriageway and obstruct the through flow of traffic along Victoria Road.

Image 3.6: Swept Path Analysis – Refuse Collection Vehicle



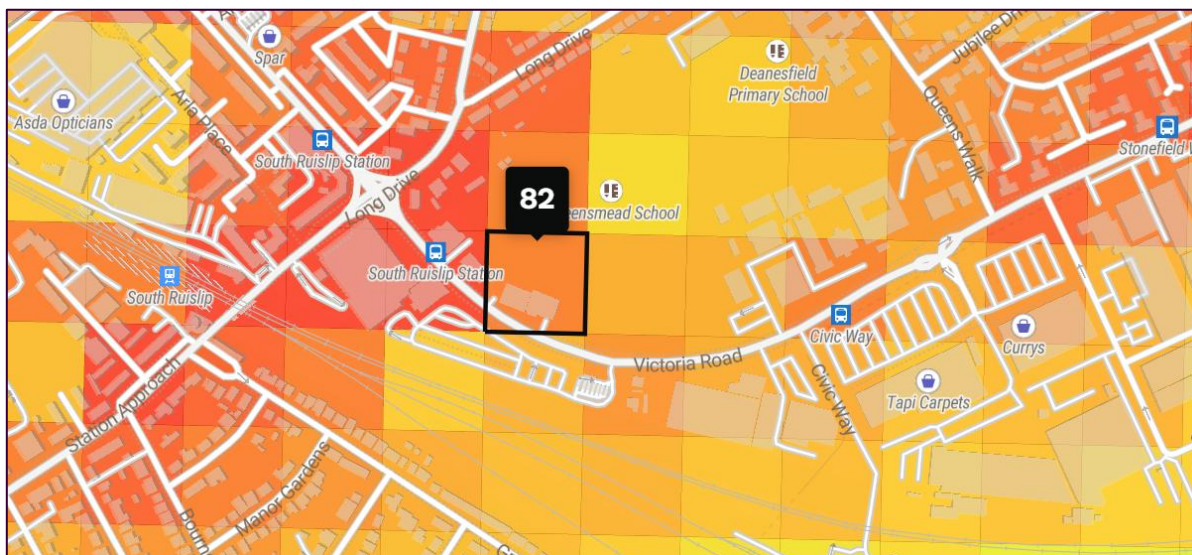
4 Site Accessibility

- 4.1.1 This section of the TS assesses the sites accessibility in regard to walking, cycling and public transport available within the vicinity of the site, and the ability to facilitate short trips for individuals accessing the site from residential locations in and around Ruislip.

Department for Transport (DfT) Connectivity Tool Score

- 4.1.2 The Department for Transport (DfT) has recently published the full version of its 'Connectivity Tool' which displays how any location in England and Wales is connected to everyday services by walking, driving, cycling and public transport.
- 4.1.3 An excerpt of the tool's heatmap showing the site location (black box) and the surrounding area is shown in **Image 4.1**, which shows that the proposed site has a connectivity score of 82 (out of a maximum score of 100).
- 4.1.4 This score indicates that the site is highly connected in national terms. As the Connectivity Tool assigns scores between 0 and 100 relative to the most connected locations in England and Wales, a score of 82 places the site significantly above the majority of locations nationwide.
- 4.1.5 For context, the DfT notes that a score of 82 in major urban areas means that the site is better located in terms of connectivity than circa 70% of other similar locations; therefore, this score reflects strong accessibility by walking, cycling and public transport to key everyday destinations.

Image 4.1: DfT Connectivity Tool



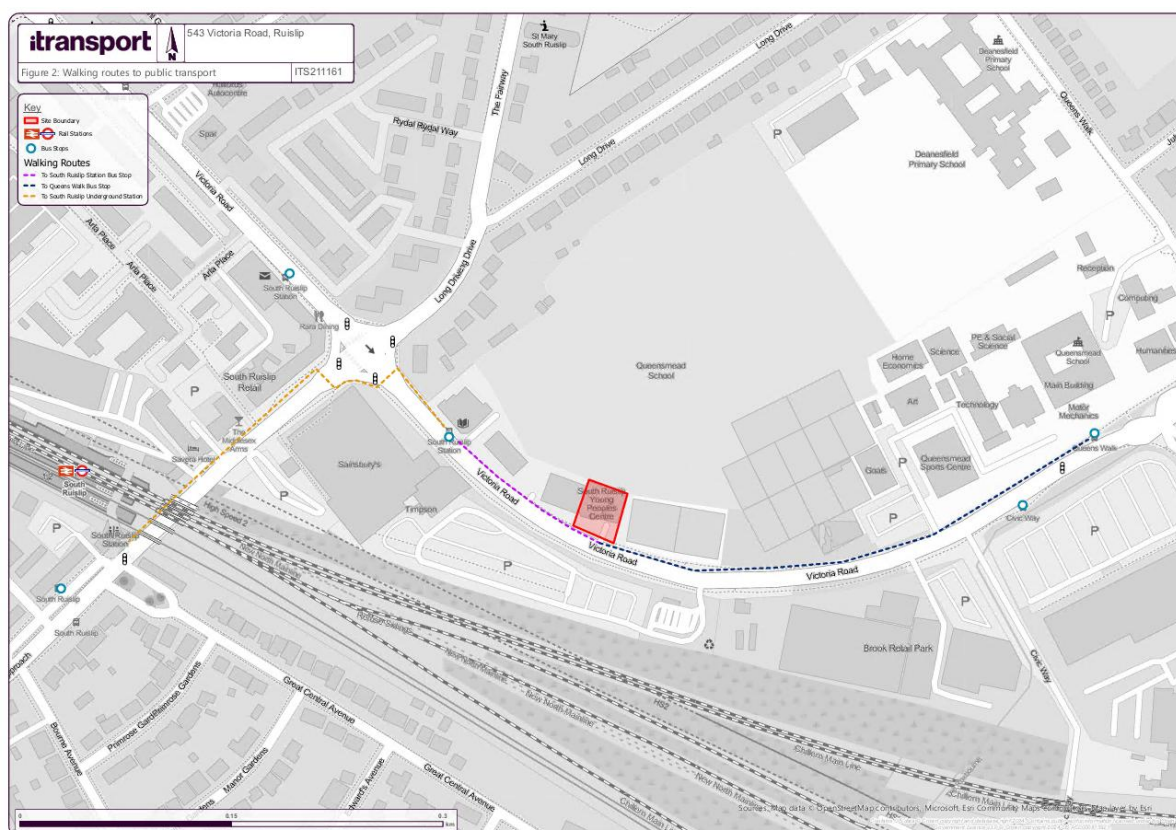
Source: DfT

4.2 Walking and Cycling

- 4.2.1 The site benefits from direct pedestrian access, with dropped kerbs and tactile paving provided at the access. Footways are provided on both sides of the carriageway on Victoria Road; they are of good quality and well lit.

- 4.2.2 Footways continue west of the site providing a direct connection to South Ruislip Station Bus Stop B (circa 150m away) and South Ruislip Underground station (circa 400m away). On the northern side of Victoria Road, dropped kerbs and tactile paving is provided on all minor roads of the route and a four-way traffic signalised junction is provided at the Long Road / Victoria Road junction, benefiting from dropped kerbs and tactile paving on each arm.
- 4.2.3 Footways also continue east of the site connecting to Victoria Road / Sainsburys access roundabout. Pedestrian refuge islands with dropped kerbs are provided at all arms of the roundabout. This route provides a connection to Civic Way and Queens Walk bus stops on Victoria Road, circa 300m and 400m away).
- 4.2.4 Overall, the site benefits from great pedestrian infrastructure with walking routes to nearby public transport shown in **Figure 2**, with an excerpt in **Image 4.2** below.

Image 4.2: Walking Routes to Local Public Transport



4.3 Public Transport

Bus

- 4.3.1 As mentioned above, the closest bus stop is the South Ruislip Station (Stop B) located along Victoria Road, circa 150m east of the site. The stop provides a bus shelter with seating, a flagpole with timetable information and is served by the 114 and N118 services. A summary of the bus service frequency is provided in **Table 4.1**.

Table 4.1: Bus Service Frequency

Route number	Route	Frequency	First and last service
114	Ruislip – Harrow – Queensbury – Burnt Oak – Mill Hill Broadway	Every 7-12 minutes	04:52 and 00:16
N118	Ruislip – Northolt –Wembley – Harlesden – Paddington – Trafalgar Square	Every 15-30 minutes	00:16 and 05:12

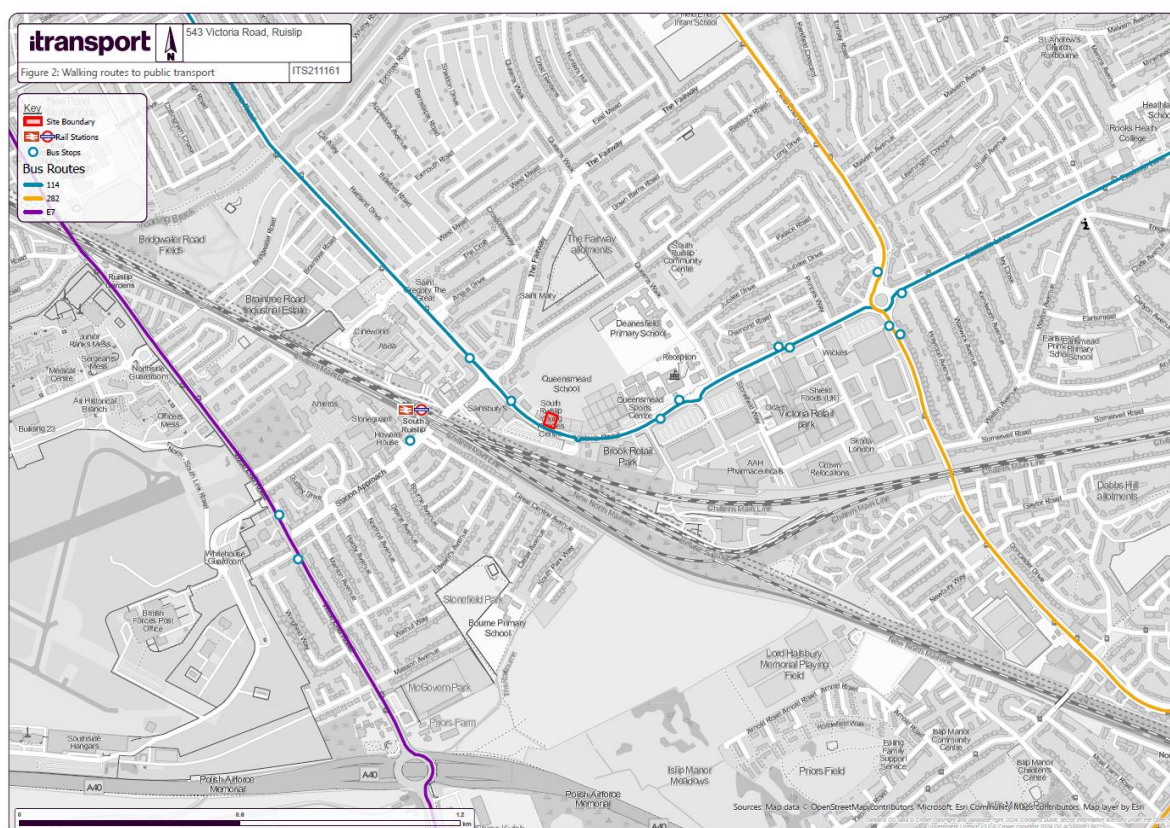
Source: Bustimes.org

Rail

4.3.2 The nearest London Underground station to the site is South Ruislip station which is served by the Central Line. Services are frequent, with off-peak trains every 5 to 7 minutes in both directions offering direct connections to destinations such as Ealing Broadway, White City and Shepherds Bush, where further connections to other London Underground services are available. The station offers a total of 14 cycle parking spaces, provided via nearby Sheffield Stands.

4.3.3 The location of the nearby public transport stations and the routes of services are shown in **Image** .

Image 4.3: Public Transport Routes and Services around the Site



4.4 **Summary**

- 4.4.1 The site benefits from excellent access to public transport, with a number of bus stops and South Ruislip Underground Station located within a comfortable 400m walking distance. This is reflected in the site's high Department for Transport (DfT) connectivity score of 82, placing it within approximately the 70th percentile of comparable urban locations.
- 4.4.2 Public transport services are frequent and provide a wide range of destinations, enabling staff, parents and children to travel conveniently to and from the nursery from a broad catchment area.

5 Traffic Impact

5.1.1 This section of the TS assesses the likely traffic generation and vehicular impact of the proposed development on the local highway network.

5.2 Extant Trip Generation

5.2.1 The site has previously been used as a community youth centre. This use generated movements onto the highway network associated with staff members, visitors and servicing.

5.2.2 In order to compare the extant trip generation of the site, the 'Leisure – Community Centre' category of the TRICS database has been used to derive trip rates for the typical network peak of 08:00-09:00 and 17:00-18:00.

5.2.3 The full TRICS outputs are contained within **Appendix B**, and the resultant trip generation is shown in **Table 5.1** below.

Table 5.1: Extant Trip Rates and Trip Generation – Youth Centre (393m²)

	Trip Rate			Traffic Generation		
	In	Out	Two-Way	In	Out	Two-Way
Morning Peak (08:00 – 09:00)	0.766	0.137	0.903	3	1	4
Evening Peak (17:00 – 18:00)	1.458	0.787	2.245	6	3	9

Source: TRICS V8.26.6

5.3 Future Trip Generation

5.3.1 A mezzanine floor of 139sqm is to be introduced to supplement the existing floor area, resulting in an overall GIA of 532sqm. The nursery will accommodate up to 91 children. In order to compare the extant generation of the site to the proposed use of the site, the 'Education – Nursery' category of the TRICS database has been used to derive trip rates for the typical network peak of 08:00-09:00 and 17:00-18:00.

5.3.2 The full TRICS outputs are contained within **Appendix C**, and the resultant trip generation is shown in **Table 5.2** below.

Table 5.2: Forecast Trip Rates and Trip Generation – Nursery (91 Pupils)

	Trip Rate			Traffic Generation		
	In	Out	Two-Way	In	Out	Two-Way
Morning Peak (08:00 – 09:00)	0.131	0.123	0.254	12	11	23
Evening Peak (17:00 – 18:00)	0.123	0.147	0.27	11	13	25

Source: TRICS V8.26.6

Net Traffic Impact

5.3.3 Overall, the net traffic impact is presented in **Table 5.3** below.

Table 5.3: Net Traffic Impact

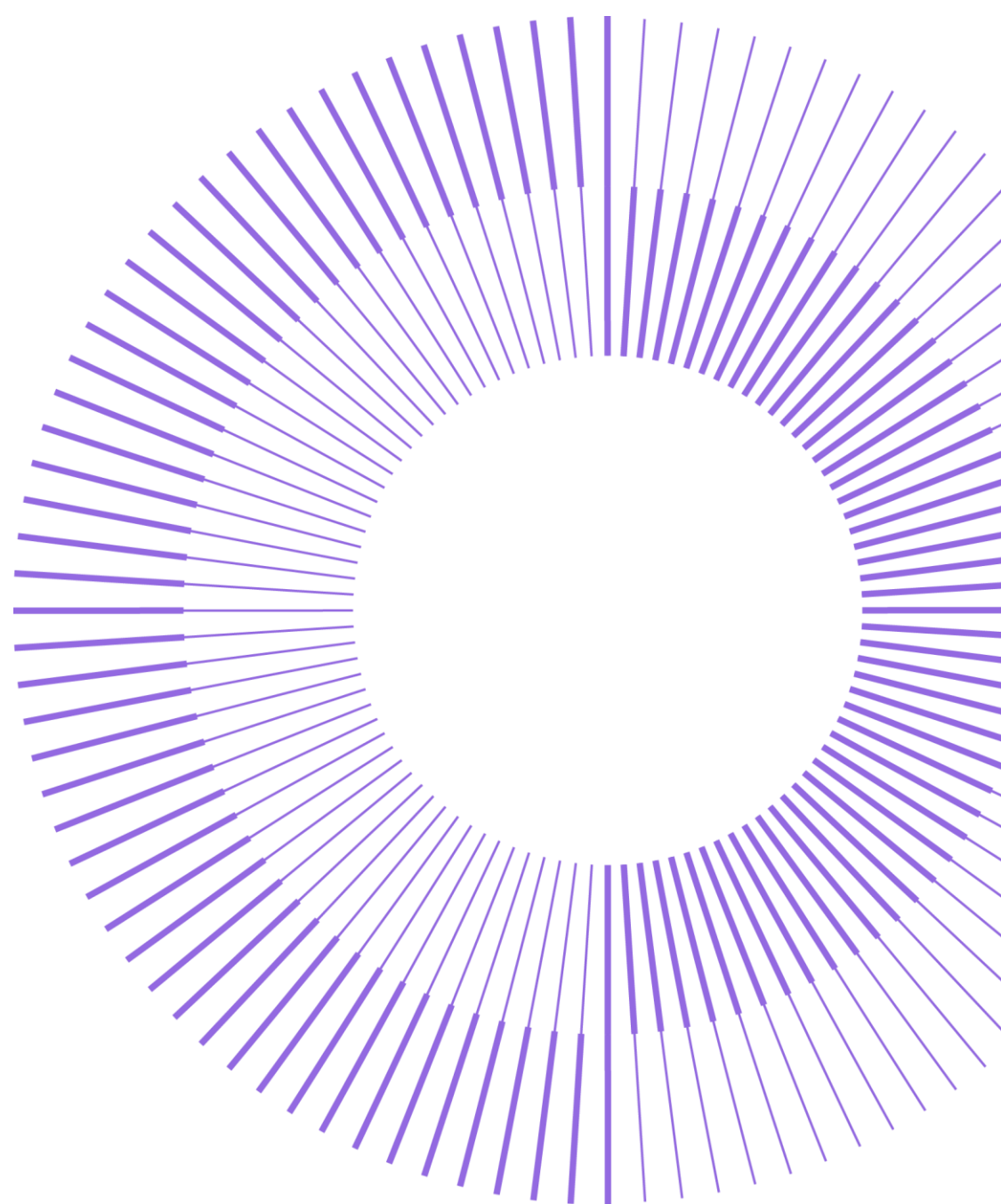
	In	Out	Two-Way
Morning Peak (08:00 – 09:00)	+9	+11	+19
Evening Peak (17:00 – 18:00)	+6	+10	+16

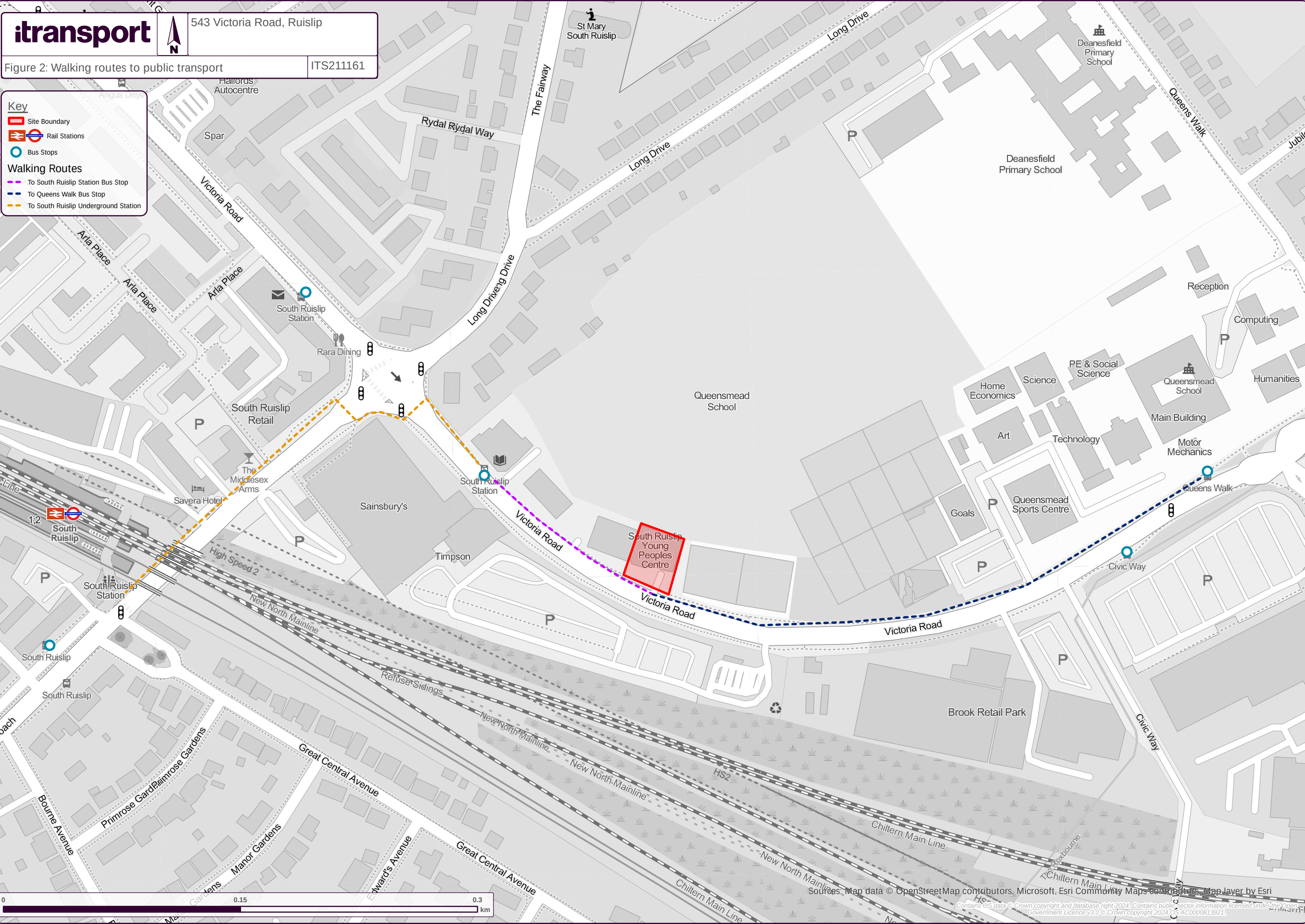
- 5.3.4 The proposed use of the site as a nursery will result in a moderate intensification in movement during the morning and evening peak, associated with staff attending the site and the collection and drop-off of pupils. Bright Horizons staff hours for arrivals are staggered between 7am – 9am to cater for early drop off, therefore the assessment represents a ‘worst-case’ scenario. In addition, given the highly sustainable location of the site and the proximity to the rail station and bus stops, it means there is a genuine opportunity to access the site via non-car modes.
- 5.3.5 Furthermore, it is likely that most parental car movements associated with the extended facilities will be pass-by or diverted trips as parents are likely to be dropping off or picking up as part of a longer journey to a place of work meaning the actual increase in “new” traffic on the wider road network will be limited. This is further minimised by Bright Horizons only offering full-day sessions, removing the secondary peak associated with lunchtime changeover typically associated with children’s nursery uses.

6 Summary and Conclusion

- 6.1 Bright Horizons has appointed iTransport to provide highways and transport advice in relation to the proposed change of use of the vacant community youth centre building at 543 Victoria Road in Ruislip for use as a day nursery and associated development.
- 6.2 The proposed nursery will accommodate 91 children and 24 full-time equivalent staff members.
- 6.3 The site is located on Victoria Road in South Ruislip. Queensmead Sports Centre is to the east with residential properties to the west and Sainsbury's to the south.
- 6.4 The site is currently accessed via a simple priority junction located on the northern side of Victoria Road. The access is to be retained in its current form, although some modification of the junction is proposed to enhance the movement of vehicles through the access, comprising widening and increasing of the kerb radius on its western side. These modifications will take place within the applicant's red line.
- 6.5 The site will provide eight parking spaces, including one disabled space and six cycle parking spaces.
- 6.6 The site can be serviced by a refuse collection vehicle and an emergency vehicle.
- 6.7 The site benefits from excellent access to public transport, with a number of bus stops and South Ruislip Underground Station located within a comfortable 400m walking distance. This is reflected in the site's high Department for Transport (DfT) connectivity score of 82, placing it within approximately the 70th percentile of comparable urban locations.
- 6.8 Public transport services are frequent and provide a wide range of destinations, enabling staff, parents and children to travel conveniently to and from the nursery from a broad catchment area.
- 6.9 The proposed use of the site as a nursery will result in a moderate intensification in movement during the morning and evening peak. However, the assessment is considered worst case because the site is highly accessible by public transport, walking and cycling, and many parental car trips are likely to be pass-by or diverted journeys made as part of wider commuting patterns. The impact is further reduced because Bright Horizons only offers full-day sessions, avoiding an additional lunchtime changeover peak, and operates a staggered start / finish time for staff.
- 6.10 Overall, the change of use application is acceptable in highways and transport terms.

FIGURES





543 Victoria Road, Ruislip

Figure 2: Walking routes to public transport

ITS211161

Key

Site Boundary

Rail Stations

Bus Stops

Walking Routes

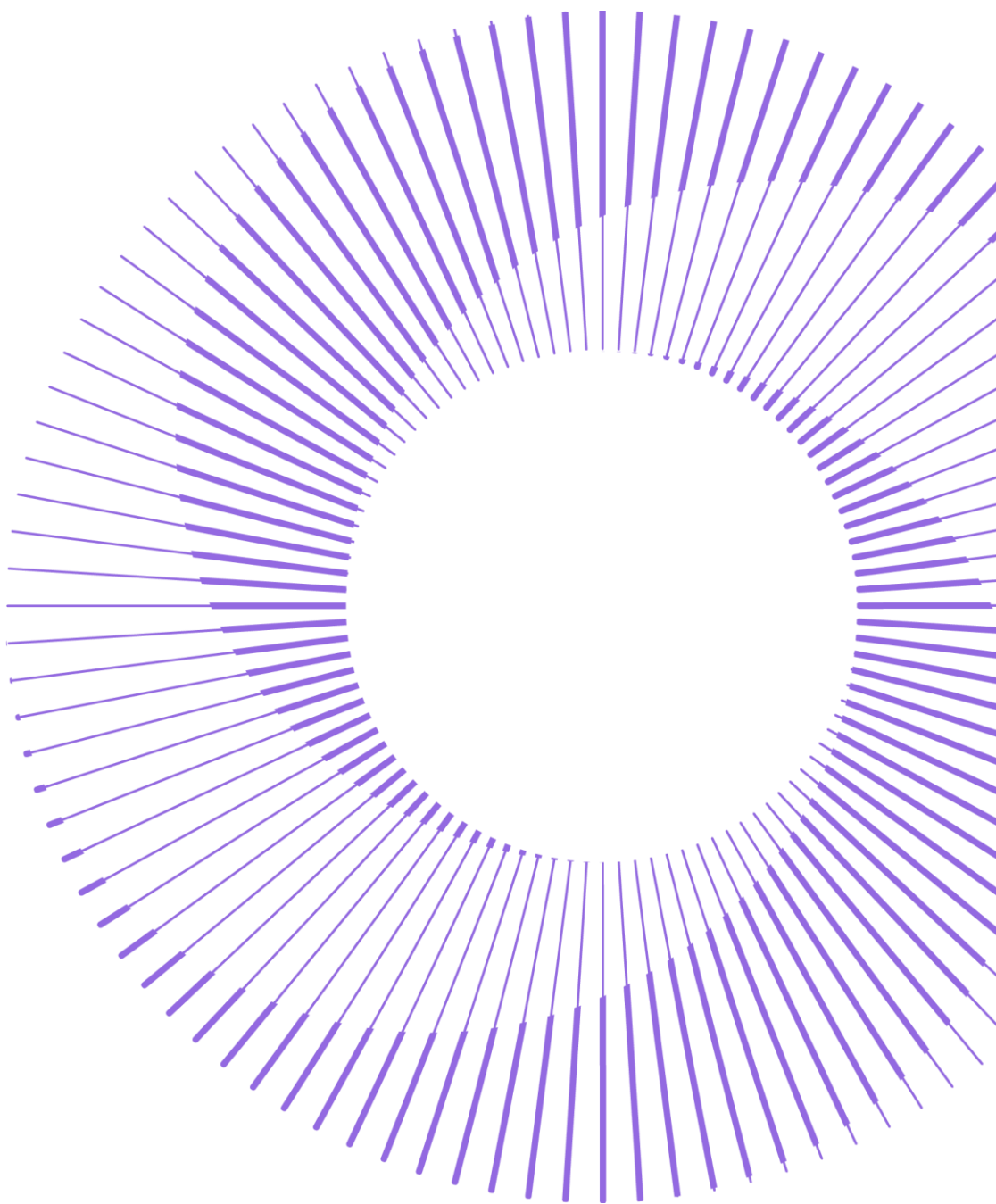
To South Ruislip Station Bus Stop

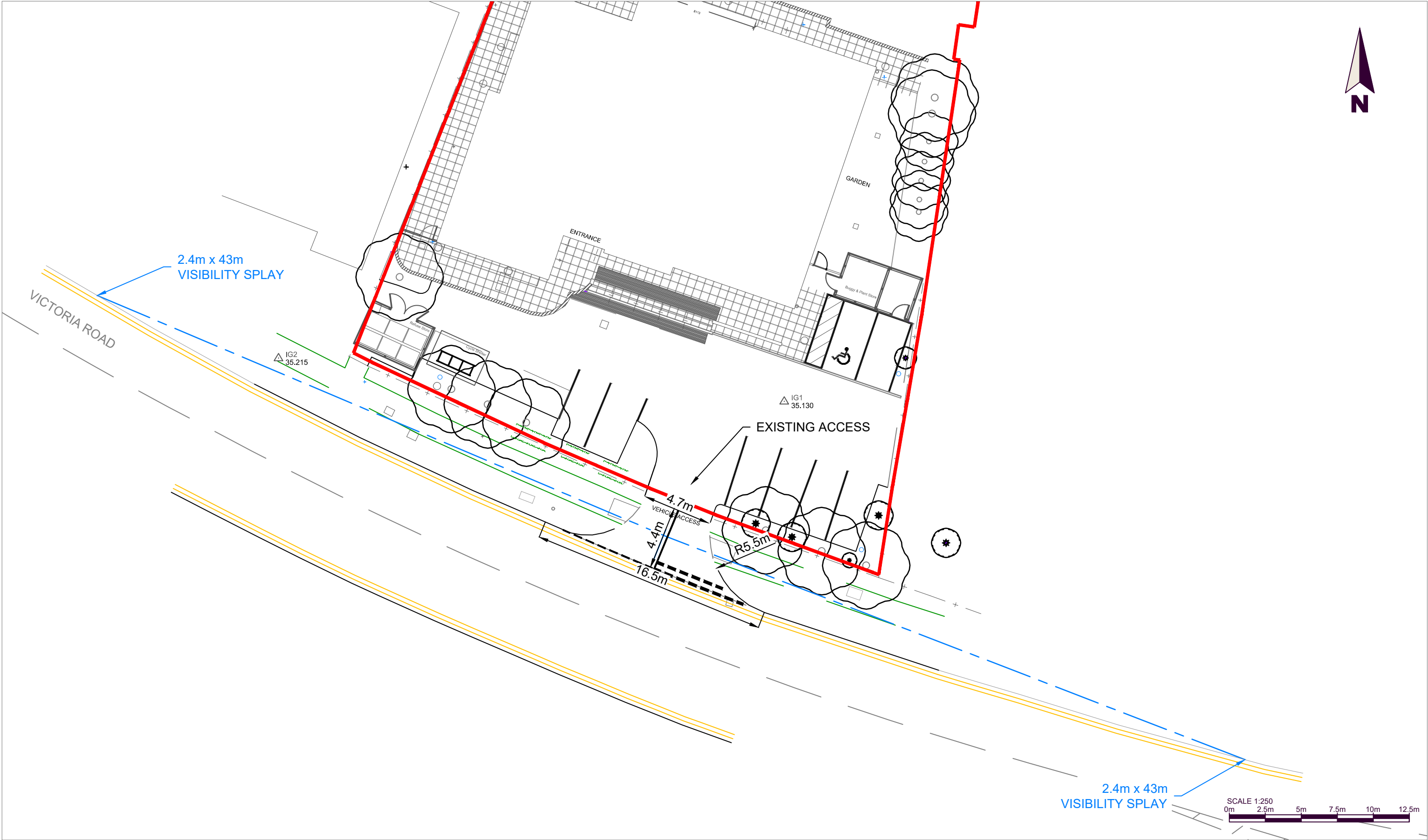
To Queens Walk Bus Stop

To South Ruislip Underground Station



DRAWINGS





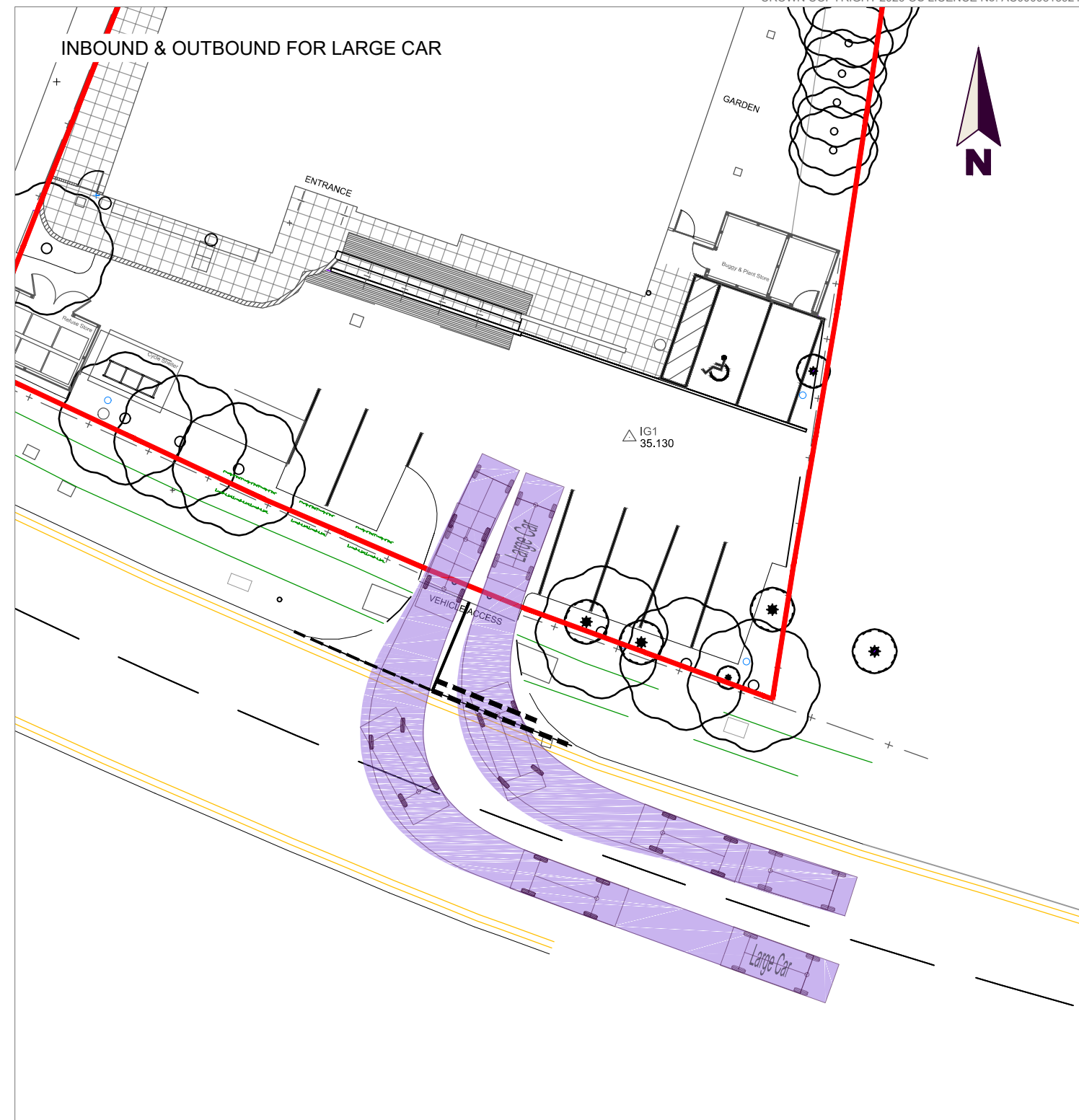
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REV	DATE	BY	DESCRIPTION	CHK	APD
B	03.09.26	MS	UPDATED SITE LAYOUT	DS	DS
A	12.08.26	MS	UPDATED ACCESS	JD	DS
-	06.08.26	MS	INITIAL ISSUE	JB	DS

TITLE:	SITE ACCESS ARRANGEMENTS		DRAWING STATUS:	FOR INFORMATION	DESIGN STAGE:	CONCEPT
PROJECT:	543 VICTORIA ROAD, RUISLIP		SCALE @ A3:	1:250	PROJECT No:	ITS211161
CLIENT:	BRIGHT HORIZONS		DRAWING No:	ITS211161-GA-002	REV:	B



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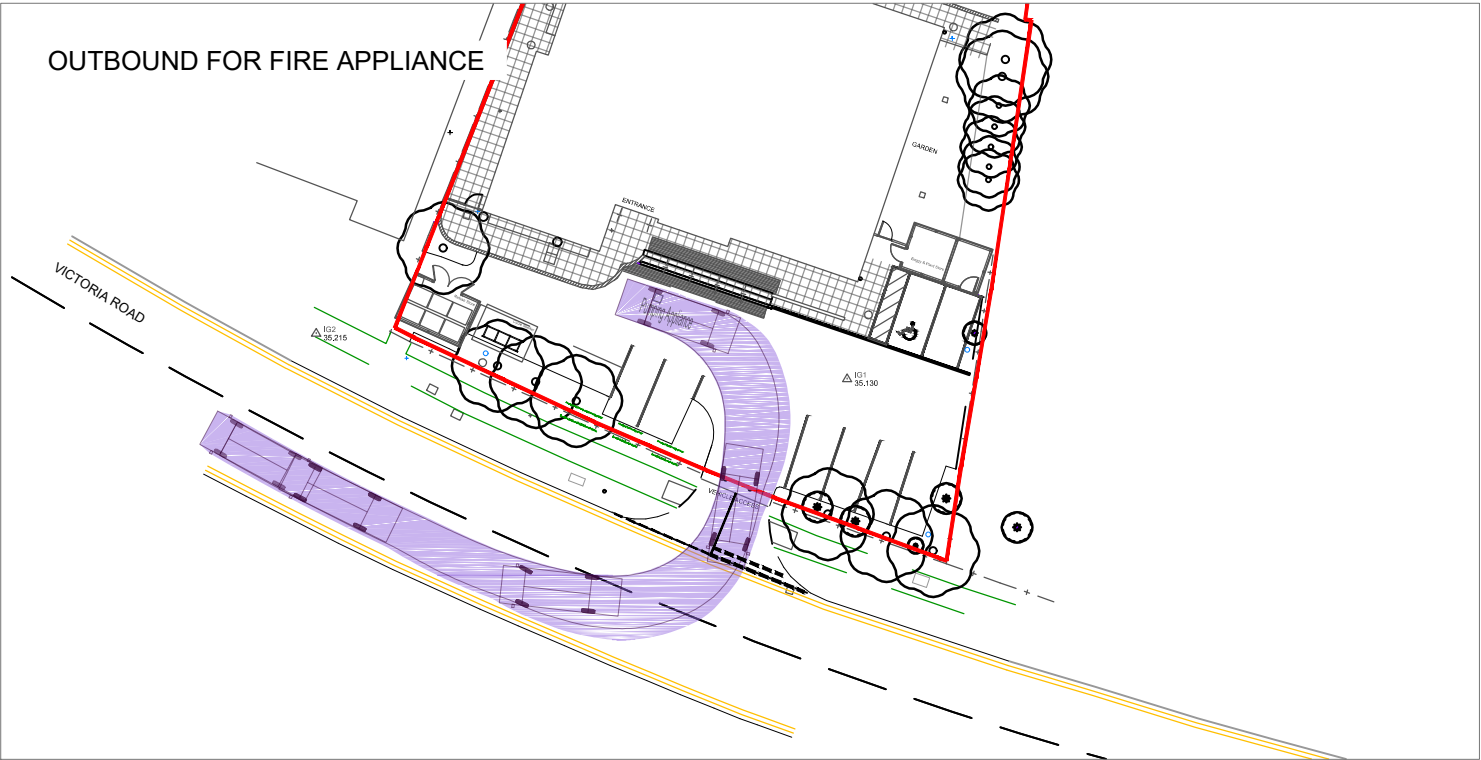
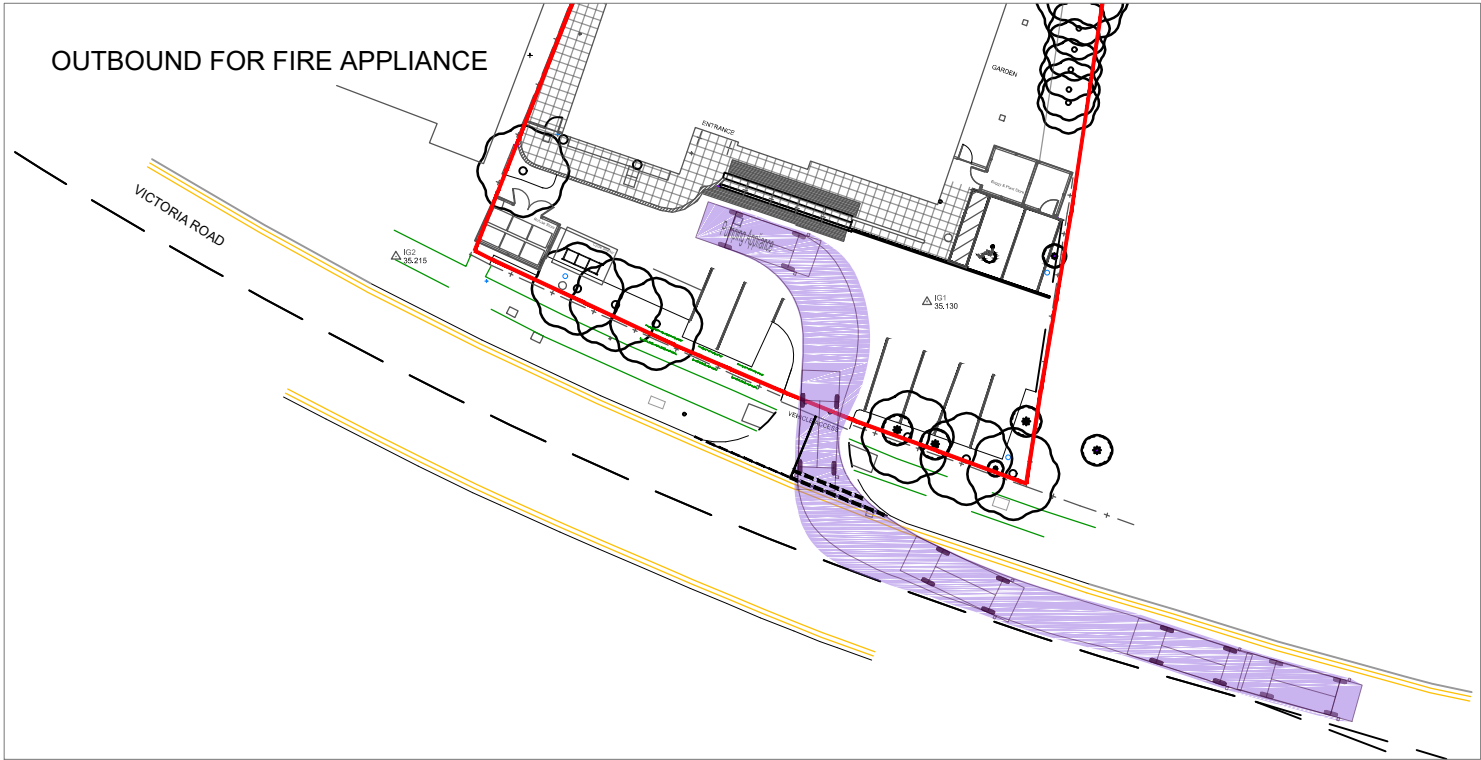
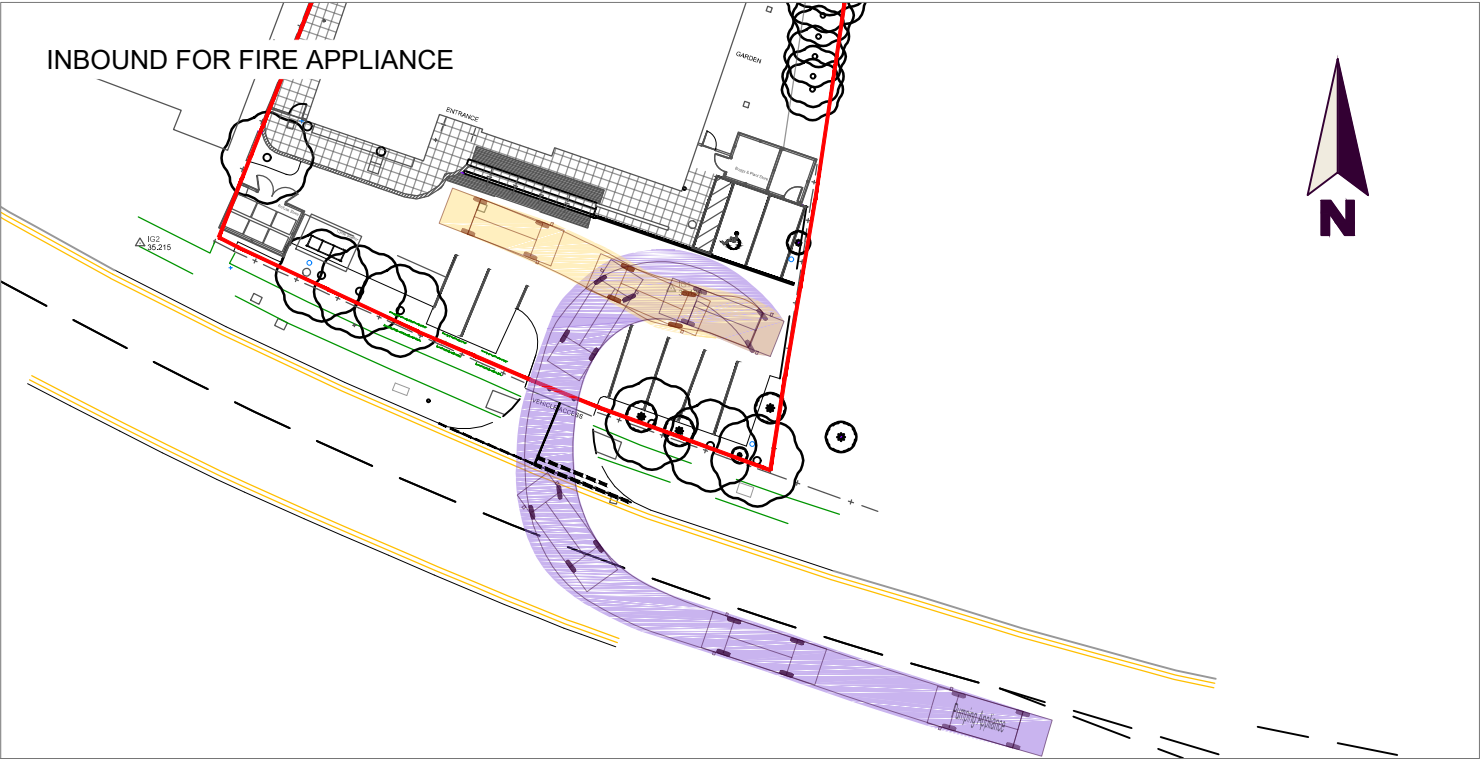
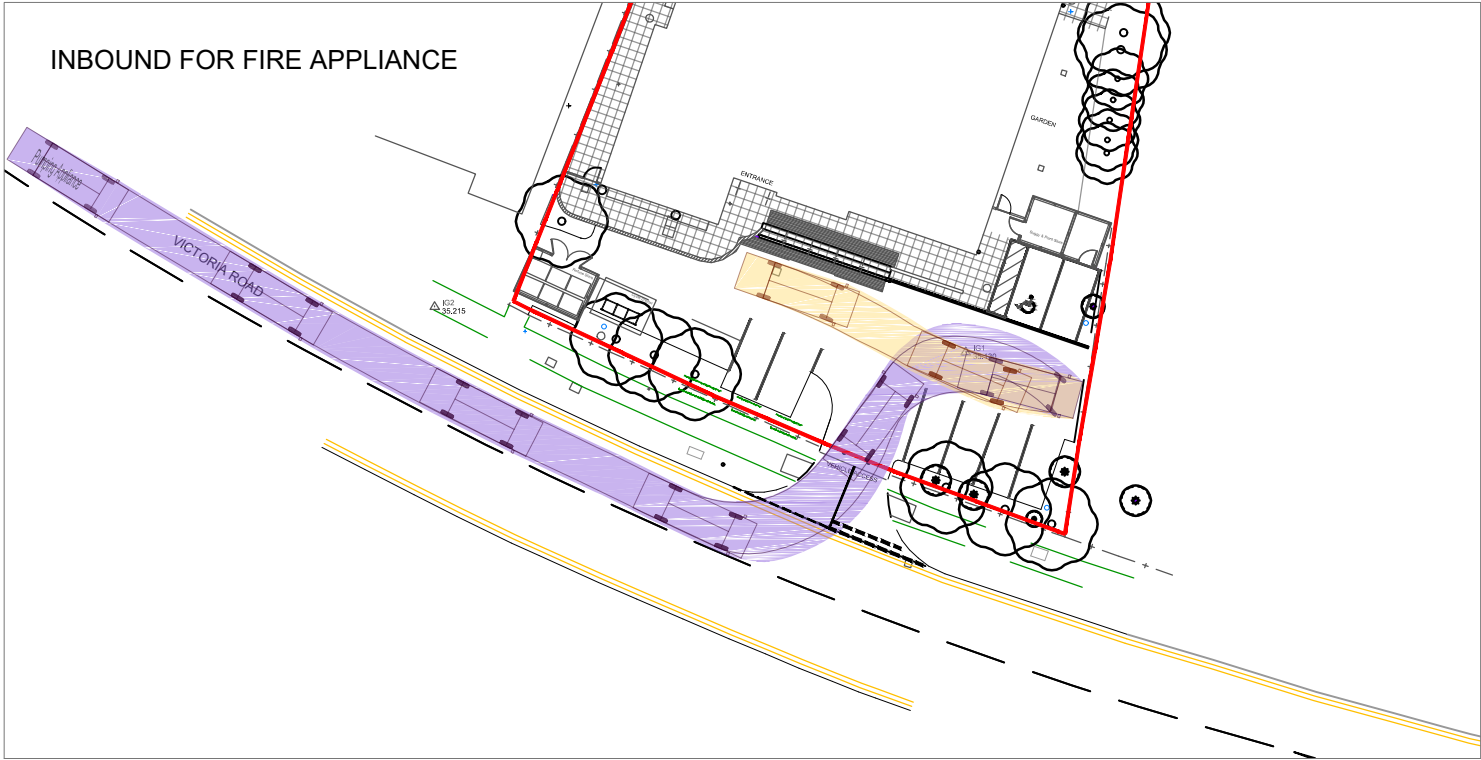
B	03.09.26	MS	UPDATED SITE LAYOUT	DS	DS
A	12.08.26	MS	UPDATED SWEEP PATH ANALYSIS	JD	DS
-	06.08.26	MS	INITIAL ISSUE	JD	DS
REV	DATE	BY	DESCRIPTION	CHK	APP

BRIGHT HORIZONS

SCALE 1:250

0m 2.5m 5m 7.5m 10m 12.5m

3



7.9

1.5

4.4

Pumping Appliance

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

7.900m

2.500m

3.300m

0.350m

2.500m

4.00s

7.750m

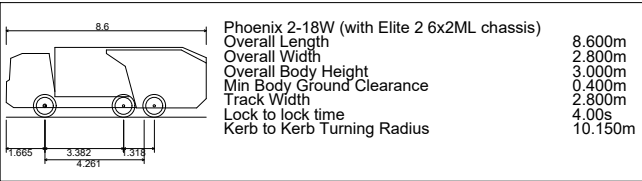
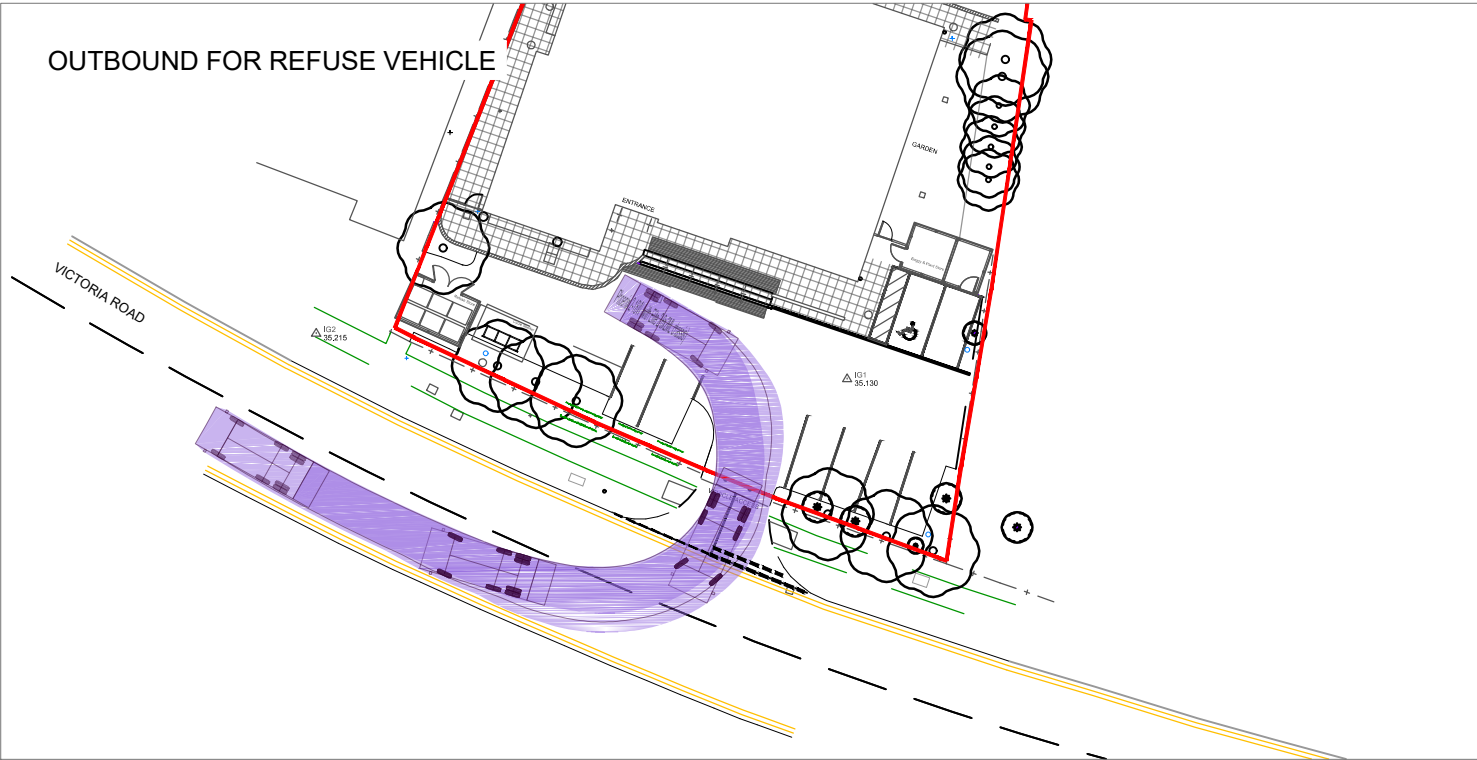
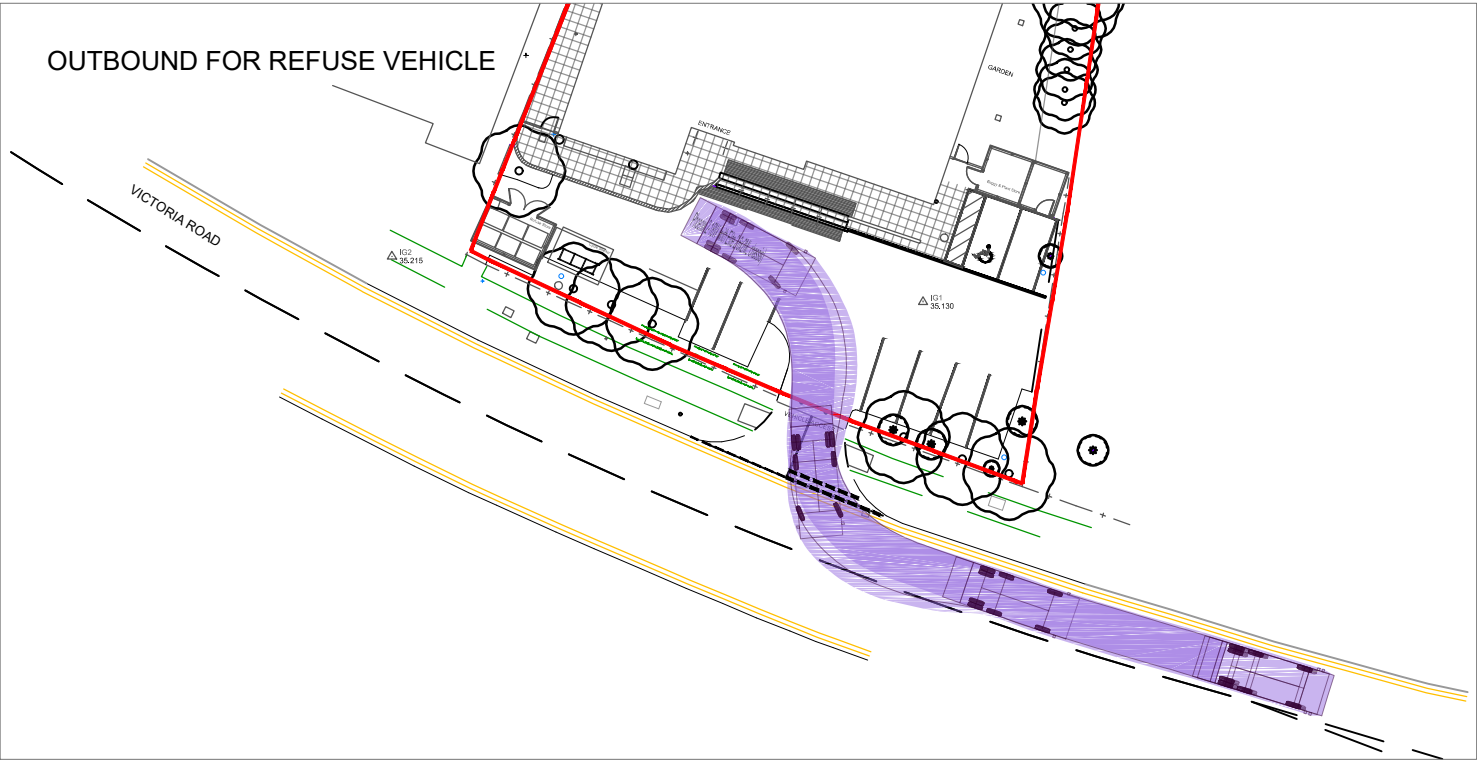
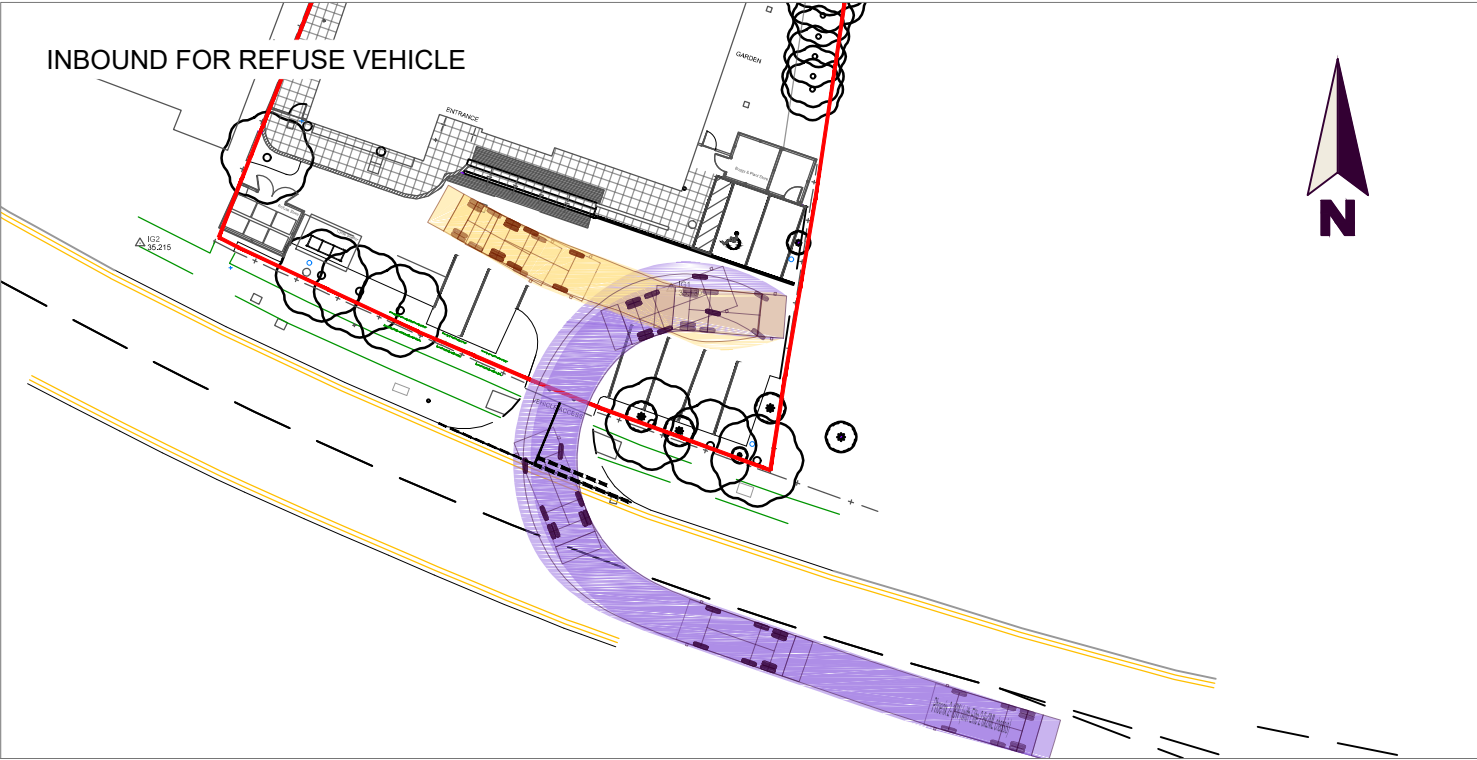
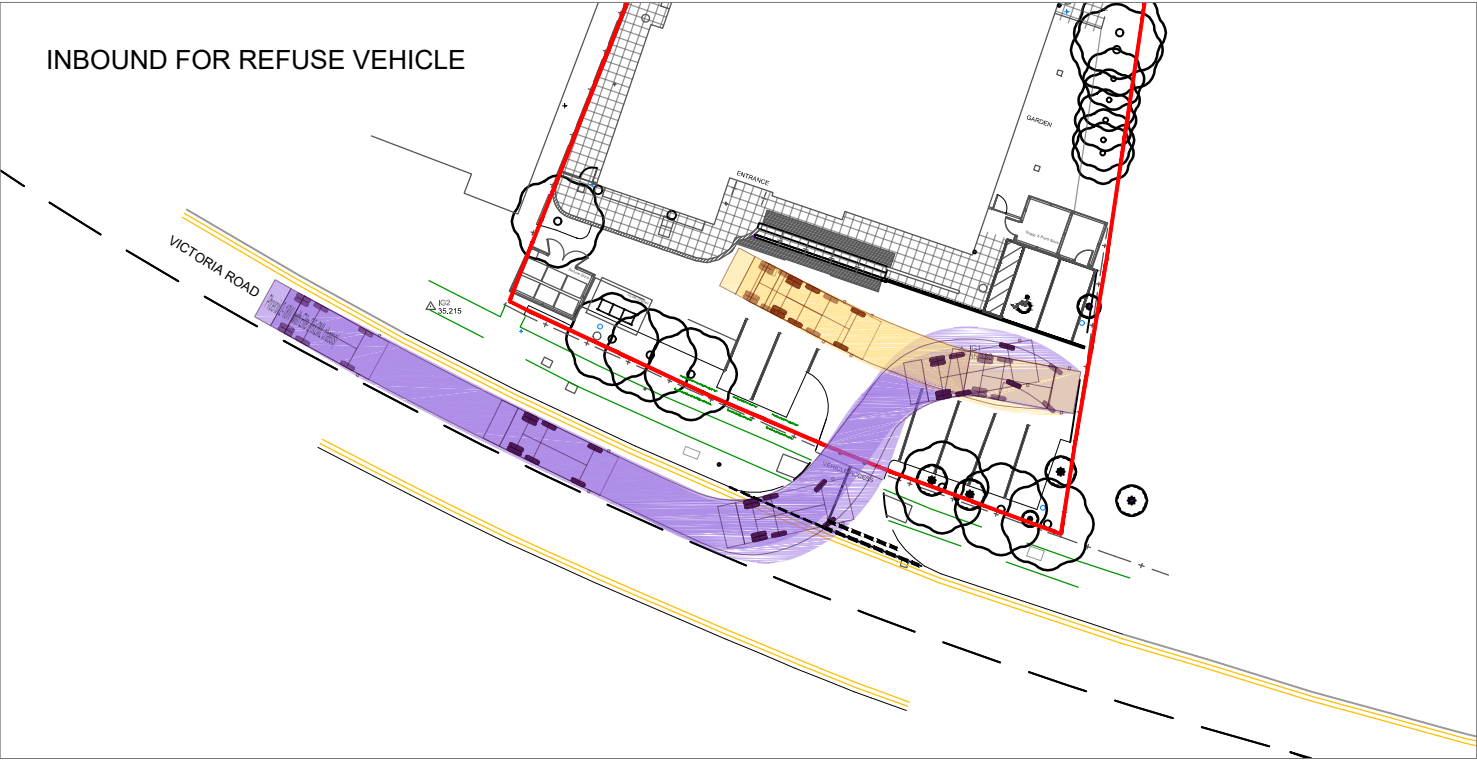
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B	03.09.26	MS	UPDATED SITE LAYOUT	DS	DS
A	12.08.26	MS	UPDATED SWEEP PATH ANALYSIS	JO	DS
-	06.08.26	MS	INITIAL ISSUE	JO	DS
REV	DATE	BY	DESCRIPTION	CHK	APD



TITLE:	SWEPT PATH ANALYSIS - FIRE APPLIANCE		DRAWING STATUS:	FOR INFORMATION	DESIGN STAGE:	CONCEPT
PROJECT:	543 VICTORIA ROAD, RUISLIP		SCALE @ A3:	1:500	PROJECT No:	ITS211161
CLIENT:	BRIGHT HORIZONS		DRAWING No:	ITS211161-GA-004	REV:	B



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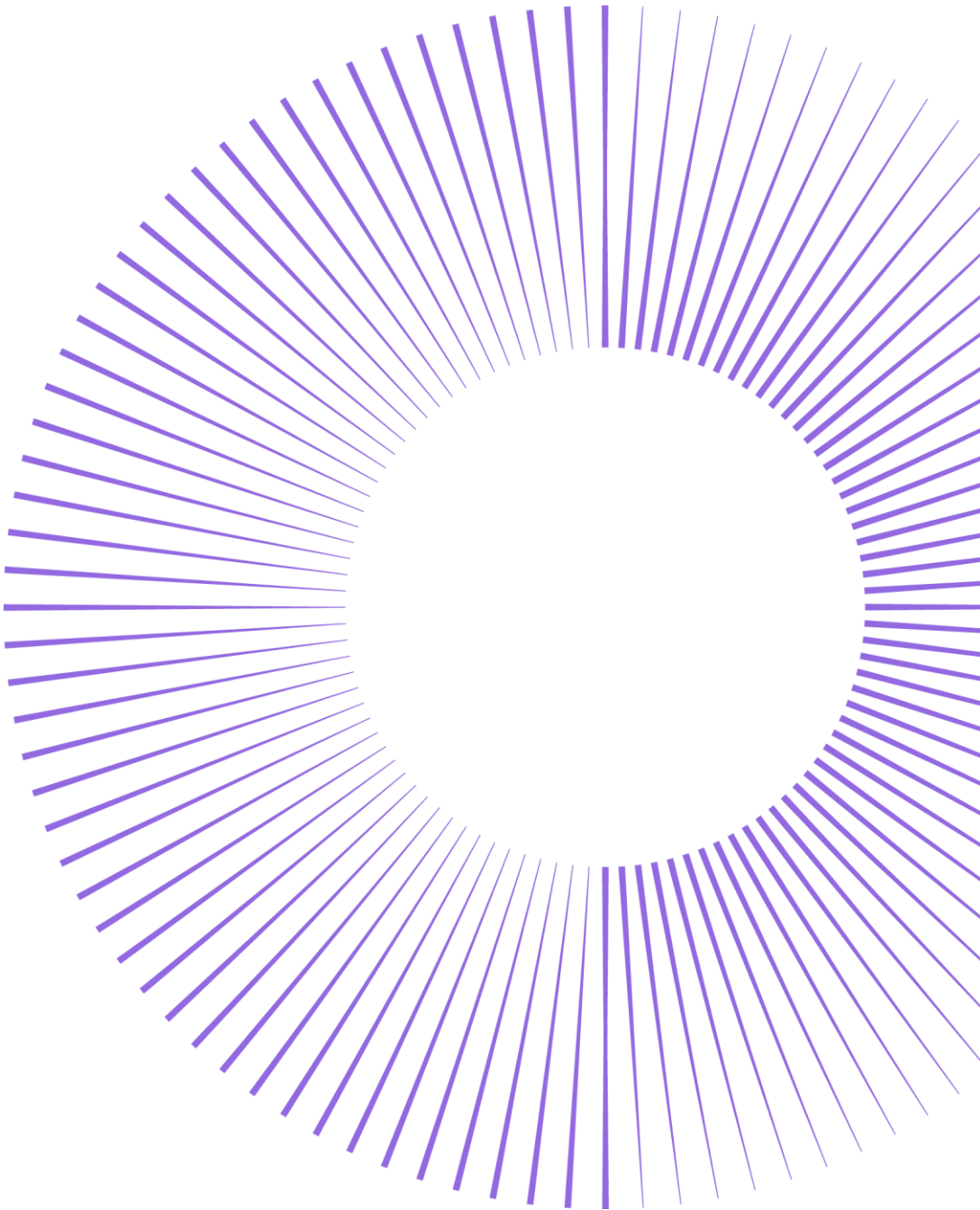
Lakeside North Harbour, Building 1000,
Lakeside North Harbour Western Road,
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Tel: 03316 300366
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B	03.09.26	MS	UPDATED SITE LAYOUT	DS	DS
A	12.08.26	MS	UPDATED SWEEP PATH ANALYSIS	JD	DS
-	06.08.26	MS	INITIAL ISSUE	JD	DS
REV	DATE	BY	DESCRIPTION	CHK	APD



TITLE: SWEPT PATH ANALYSIS - REFUSE VEHICLE	DRAWING STATUS: FOR INFORMATION	DESIGN STAGE: CONCEPT
PROJECT: 543 VICTORIA ROAD, RUISLIP	SCALE @ A3: 1:500	PROJECT No: ITS211161
CLIENT: BRIGHT HORIZONS	DRAWING No: ITS211161-GA-005	REV: B

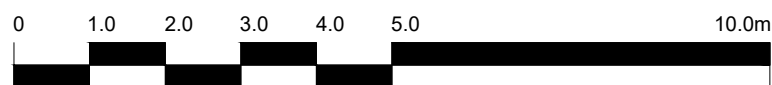
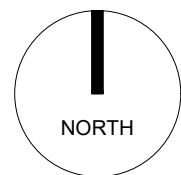
APPENDICES



APPENDIX A. SITE LAYOUT PLAN



1 PROPOSED SITE & BLOCK PLAN
1:200@A2



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P-06	UPDATED BUGGY & PLANT STORE, ADJUSTED SITE LAYOUT	02.09.26	CH	JH
P-05	INDICATED CYCLE SHELTER AND HOOPS	01.09.26	CH	JH
P-04	PLANT REMOVED; BUGGY STORE ENLARGED TO ACCOMMODATE PLANT	21.08.2026	IH	CT
P-03	KERBLINE UPDATED	12.08.2026	DW	CH
P-02	BIN & BUGGY STORE DETAILS REMOVED & INCLUDED ON NEW DRAWING	04.08.2026	DW	CH
P-01	DRAWING UPDATED INLINE WITH PLANNING CONSULTANT'S COMMENTS	28.07.2026	DW	CH
P-00	PLANNING APPLICATION ISSUE	24.07.2026	DW	CH
Rev.	Description	Date	Drw.	Chk.

Client
**BRIGHT HORIZONS
FAMILY SOLUTIONS**

Project
SOUTH RUISLIP YOUTH CENTRE

Drawing Title
PROPOSED SITE & BLOCK PLAN

Drawing Status
PLANNING

Corstorphine & Wright

Tamworth Studio
5 Aldergate, Tamworth, B79 7DJ
01827 671 23
corstorphine-wright.com

Drawing No. 260211-0301				Revision P-06
Drawn DW	Checked CH	Paper Size A2	Scale 1:200	Date JULY 2026

APPENDIX B. TRICS OUTPUTS – YOUTH CENTRE



Audit Code: 643fb98b-fc05-4e80-93b6-925e2244bcf7

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 07 - LEISURE

Category: Q - COMMUNITY CENTRE

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

03	SOUTH WEST		
	BA	BATH & NORTH EAST SOMERSET	1 day
	WL	WILTSHIRE	1 day
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 day
09	NORTH		
	HP	HARTLEPOOL	1 day
	TV	TEES VALLEY	1 day
10	WALES		
	SW	SWANSEA	1 day
11	SCOTLAND		
	FA	FALKIRK	1 day
16	ULSTER (REPUBLIC OF IRELAND)		
	DN	DONEGAL	1 day

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

Audit Code: 643fb98b-fc05-4e80-93b6-925e2244bcf7

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:	GFA
Actual Range:	100 to 675 (units:sqm)
Range Selected by User:	100 to 800 (units:sqm)
Parking Spaces Range:	0 - 70

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	03/09/97 to 13/10/25

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

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	2 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	8
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:

Town Centre	1 days
Edge of Town Centre	3 days
Suburban Area	4 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:

High Street	2 days
No Sub Category	1 days
Residential Zone	4 days
Retail Zone	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 Included	1 days
Servicing vehicles Unknown	7 days



Audit Code: 643fb98b-fc05-4e80-93b6-925e2244bcf7

Secondary Filtering Selection:

Use Class:

F2(b) 8 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:

310 - 3000

Population within 1 mile:

1,001 to 5,000	1 surveys
5,001 to 10,000	2 surveys
10,001 to 15,000	1 surveys
15,001 to 20,000	1 surveys
25,001 to 50,000	3 surveys

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

Population within 5 miles:

5,001 to 25,000	1 surveys
25,001 to 50,000	1 surveys
100,001 to 125,000	4 surveys
125,001 to 250,000	2 surveys

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 surveys
1.1 to 1.5	3 surveys
1.6 to 2.0	1 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: 643fb98b-fc05-4e80-93b6-925e2244bcf7

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 8 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 8 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: 643fb98b-fc05-4e80-93b6-925e2244bcf7

1	BA-07-Q-02	COMMUNITY CENTRE	BATH & NORTH EAST SOMERSET
OFF THE A36 BATH Edge of Town Centre Residential Zone Gross floor area: 415.00 sqm Survey date: Monday 02/10/2006			
		Survey Type: Manual	
2	CA-07-Q-02	COMMUNITY CENTRE	CAMBRIDGESHIRE
HIGH STREET CAMBOURNE Edge of Town Centre High Street Gross floor area: 629.00 sqm Survey date: Thursday 07/06/2018			
		Survey Type: Manual	
3	DN-07-Q-01	COMMUNITY CENTRE	DONEGAL
STATION ROAD BUNDORAN Town Centre Retail Zone Gross floor area: 500.00 sqm Survey date: Wednesday 24/04/2024			
		Survey Type: Manual	
4	FA-07-Q-01	COMMUNITY CENTRE	FALKIRK
DAVID'S LOAN FALKIRK BAINSFORD Suburban Area Residential Zone Gross floor area: 675.00 sqm Survey date: Thursday 19/04/2007			
		Survey Type: Manual	
5	HP-07-Q-01	COMMUNITY CENTRE	HARTLEPOOL
JUTLAND ROAD HARTLEPOOL Suburban Area No Sub Category Gross floor area: 500.00 sqm Survey date: Friday 28/09/2007			
		Survey Type: Manual	
6	SW-07-Q-01	COMMUNITY CENTRE	SWANSEA
HIGH STREET SWANSEA Edge of Town Centre High Street Gross floor area: 500.00 sqm Survey date: Tuesday 22/10/2013			
		Survey Type: Manual	
7	TV-07-Q-01	COMMUNITY CENTRE	TEES VALLEY
FULBECK ROAD MIDDLESBROUGH Suburban Area Residential Zone Gross floor area: 225.00 sqm Survey date: Wednesday 26/09/2007			
		Survey Type: Manual	



Audit Code: 643fb98b-fc05-4e80-93b6-925e2244bcf7

8	WL-07-Q-01	COMMUNITY CENTRE	WILTSHIRE
OLD COURT			
WOOTTON BASSETT			
Suburban Area			
Residential Zone			
Gross floor area: 210.00 sqm			
Survey date: Tuesday 03/10/2006			
			Survey Type: Manual

Audit Code: 643fb98b-fc05-4e80-93b6-925e2244bcf7

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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					
07:00-08:00	3	543	0.123	0.000	0.123
08:00-09:00	8	457	0.766	0.137	0.903
09:00-10:00	8	457	1.286	0.876	2.162
10:00-11:00	8	457	0.602	0.547	1.149
11:00-12:00	8	457	0.493	0.985	1.478
12:00-13:00	7	490	0.962	0.933	1.895
13:00-14:00	7	490	0.525	0.525	1.050
14:00-15:00	7	490	0.875	0.758	1.633
15:00-16:00	7	490	0.875	1.137	2.012
16:00-17:00	7	490	0.292	0.525	0.817
17:00-18:00	7	490	1.458	0.787	2.245
18:00-19:00	7	490	1.750	0.992	2.742
19:00-20:00	6	488	1.741	2.083	3.824
20:00-21:00	6	488	0.444	1.263	1.707
21:00-22:00	4	450	0.389	1.778	2.167
22:00-23:00					
23:00-00:00					
Total Rates:			12.581	13.326	25.907

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

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Audit Code: 643fb98b-fc05-4e80-93b6-925e2244bcf7

Parameter Summary:

Trip rate parameter range selected:	100 - 800 (units: sqm)
Survey date date range:	02/10/2006 - 24/04/2024
Number of weekdays (Monday-Friday):	8
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 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: 643fb98b-fc05-4e80-93b6-925e2244bcf7

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

Total People

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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					
07:00-08:00	3	543	0.246	0.000	0.246
08:00-09:00	8	457	1.779	0.219	1.998
09:00-10:00	8	457	5.501	1.560	7.061
10:00-11:00	8	457	2.436	2.271	4.707
11:00-12:00	8	457	1.943	4.570	6.513
12:00-13:00	7	490	2.246	2.391	4.637
13:00-14:00	7	490	1.983	1.721	3.704
14:00-15:00	7	490	1.750	1.750	3.500
15:00-16:00	7	490	2.129	2.770	4.899
16:00-17:00	7	490	1.050	1.779	2.829
17:00-18:00	7	490	3.470	1.429	4.899
18:00-19:00	7	490	3.587	1.837	5.424
19:00-20:00	6	488	2.970	4.814	7.784
20:00-21:00	6	488	0.239	2.561	2.800
21:00-22:00	4	450	0.167	4.056	4.223
22:00-23:00					
23:00-00:00					
Total Rates:			31.496	33.728	65.224

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: 643fb98b-fc05-4e80-93b6-925e2244bcf7

Parameter Summary:

Trip rate parameter range selected:	100 - 800 (units: sqm)
Survey date date range:	02/10/2006 - 24/04/2024
Number of weekdays (Monday-Friday):	8
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 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: 643fb98b-fc05-4e80-93b6-925e2244bcf7

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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					
07:00-08:00	3	543	0.000	0.000	0.000
08:00-09:00	8	457	0.000	0.000	0.000
09:00-10:00	8	457	0.055	0.027	0.082
10:00-11:00	8	457	0.000	0.000	0.000
11:00-12:00	8	457	0.027	0.027	0.054
12:00-13:00	7	490	0.058	0.029	0.087
13:00-14:00	7	490	0.000	0.029	0.029
14:00-15:00	7	490	0.000	0.000	0.000
15:00-16:00	7	490	0.058	0.058	0.116
16:00-17:00	7	490	0.029	0.058	0.087
17:00-18:00	7	490	0.117	0.000	0.117
18:00-19:00	7	490	0.000	0.000	0.000
19:00-20:00	6	488	0.068	0.137	0.205
20:00-21:00	6	488	0.000	0.034	0.034
21:00-22:00	4	450	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.412	0.399	0.811

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: 643fb98b-fc05-4e80-93b6-925e2244bcf7

Parameter Summary:

Trip rate parameter range selected:	100 - 800 (units: sqm)
Survey date date range:	02/10/2006 - 24/04/2024
Number of weekdays (Monday-Friday):	6
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 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: 643fb98b-fc05-4e80-93b6-925e2244bcf7

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

PSVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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					
07:00-08:00	3	543	0.000	0.000	0.000
08:00-09:00	8	457	0.000	0.000	0.000
09:00-10:00	8	457	0.000	0.000	0.000
10:00-11:00	8	457	0.000	0.000	0.000
11:00-12:00	8	457	0.027	0.000	0.027
12:00-13:00	7	490	0.000	0.000	0.000
13:00-14:00	7	490	0.000	0.000	0.000
14:00-15:00	7	490	0.000	0.029	0.029
15:00-16:00	7	490	0.000	0.000	0.000
16:00-17:00	7	490	0.000	0.000	0.000
17:00-18:00	7	490	0.000	0.000	0.000
18:00-19:00	7	490	0.000	0.000	0.000
19:00-20:00	6	488	0.000	0.000	0.000
20:00-21:00	6	488	0.000	0.000	0.000
21:00-22:00	4	450	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.027	0.029	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.

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Audit Code: 643fb98b-fc05-4e80-93b6-925e2244bcf7

Parameter Summary:

Trip rate parameter range selected:	100 - 800 (units: sqm)
Survey date date range:	19/04/2007 - 19/04/2007
Number of weekdays (Monday-Friday):	1
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 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: 643fb98b-fc05-4e80-93b6-925e2244bcf7

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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					
07:00-08:00	3	543	0.000	0.000	0.000
08:00-09:00	8	457	0.000	0.000	0.000
09:00-10:00	8	457	0.000	0.000	0.000
10:00-11:00	8	457	0.000	0.000	0.000
11:00-12:00	8	457	0.000	0.000	0.000
12:00-13:00	7	490	0.000	0.000	0.000
13:00-14:00	7	490	0.000	0.000	0.000
14:00-15:00	7	490	0.000	0.000	0.000
15:00-16:00	7	490	0.000	0.000	0.000
16:00-17:00	7	490	0.000	0.000	0.000
17:00-18:00	7	490	0.000	0.000	0.000
18:00-19:00	7	490	0.000	0.000	0.000
19:00-20:00	6	488	0.000	0.000	0.000
20:00-21:00	6	488	0.000	0.000	0.000
21:00-22:00	4	450	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			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: 643fb98b-fc05-4e80-93b6-925e2244bcf7

Parameter Summary:

Trip rate parameter range selected:	100 - 800 (units: sqm)
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:	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 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: 643fb98b-fc05-4e80-93b6-925e2244bcf7

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

Vehicle Occupants

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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					
07:00-08:00	3	543	0.123	0.000	0.123
08:00-09:00	8	457	1.067	0.137	1.204
09:00-10:00	8	457	2.053	1.067	3.120
10:00-11:00	8	457	0.930	0.821	1.751
11:00-12:00	8	457	0.602	1.806	2.408
12:00-13:00	7	490	0.962	1.050	2.012
13:00-14:00	7	490	0.583	0.525	1.108
14:00-15:00	7	490	1.283	0.962	2.245
15:00-16:00	7	490	1.108	1.546	2.654
16:00-17:00	7	490	0.233	0.700	0.933
17:00-18:00	7	490	2.391	0.758	3.149
18:00-19:00	7	490	2.829	0.817	3.646
19:00-20:00	6	488	2.424	3.414	5.838
20:00-21:00	6	488	0.239	2.083	2.322
21:00-22:00	4	450	0.167	3.667	3.834
22:00-23:00					
23:00-00:00					
Total Rates:			16.994	19.353	36.347

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: 643fb98b-fc05-4e80-93b6-925e2244bcf7

Parameter Summary:

Trip rate parameter range selected:	100 - 800 (units: sqm)
Survey date date range:	02/10/2006 - 24/04/2024
Number of weekdays (Monday-Friday):	7
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 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: 643fb98b-fc05-4e80-93b6-925e2244bcf7

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

Pedestrians

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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					
07:00-08:00	3	543	0.123	0.000	0.123
08:00-09:00	8	457	0.684	0.082	0.766
09:00-10:00	8	457	3.065	0.465	3.530
10:00-11:00	8	457	1.450	1.450	2.900
11:00-12:00	8	457	1.149	2.682	3.831
12:00-13:00	7	490	1.196	1.312	2.508
13:00-14:00	7	490	1.371	1.167	2.538
14:00-15:00	7	490	0.467	0.700	1.167
15:00-16:00	7	490	0.962	0.846	1.808
16:00-17:00	7	490	0.758	1.021	1.779
17:00-18:00	7	490	0.962	0.671	1.633
18:00-19:00	7	490	0.758	0.992	1.750
19:00-20:00	6	488	0.478	1.263	1.741
20:00-21:00	6	488	0.000	0.444	0.444
21:00-22:00	4	450	0.000	0.389	0.389
22:00-23:00					
23:00-00:00					
Total Rates:			13.423	13.484	26.907

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: 643fb98b-fc05-4e80-93b6-925e2244bcf7

Parameter Summary:

Trip rate parameter range selected:	100 - 800 (units: sqm)
Survey date date range:	02/10/2006 - 24/04/2024
Number of weekdays (Monday-Friday):	8
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 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: 643fb98b-fc05-4e80-93b6-925e2244bcf7

TRIP RATE for Land Use 07 - LEISURE/Q - COMMUNITY CENTRE

Public Transport Users

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	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					
07:00-08:00	3	543	0.000	0.000	0.000
08:00-09:00	8	457	0.027	0.000	0.027
09:00-10:00	8	457	0.328	0.000	0.328
10:00-11:00	8	457	0.055	0.000	0.055
11:00-12:00	8	457	0.164	0.055	0.219
12:00-13:00	7	490	0.029	0.000	0.029
13:00-14:00	7	490	0.029	0.000	0.029
14:00-15:00	7	490	0.000	0.087	0.087
15:00-16:00	7	490	0.000	0.321	0.321
16:00-17:00	7	490	0.029	0.000	0.029
17:00-18:00	7	490	0.000	0.000	0.000
18:00-19:00	7	490	0.000	0.029	0.029
19:00-20:00	6	488	0.000	0.000	0.000
20:00-21:00	6	488	0.000	0.000	0.000
21:00-22:00	4	450	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.661	0.492	1.153

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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APPENDIX C. TRICS OUTPUTS - NURSERY



Audit Code: 643fb98b-fc05-4e80-93b6-925e2244bcf7

Parameter Summary:

Trip rate parameter range selected:	100 - 800 (units: sqm)
Survey date date range:	19/04/2007 - 07/06/2018
Number of weekdays (Monday-Friday):	3
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 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: 65250a42-0104-4b06-b6a5-ec6c49334b0c

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 04 - EDUCATION

Category: D - NURSERY

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 day
06	WEST MIDLANDS		
	SH	SHROPSHIRE	1 day
08	NORTH WEST		
	EC	CESHIRE EAST	1 day
09	NORTH		
	TW	TYNE & WEAR	1 day

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

Audit Code: 65250a42-0104-4b06-b6a5-ec6c49334b0c

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:	51 to 110 (units:PUPILS)
Range Selected by User:	18 to 450 (units:PUPILS)
Parking Spaces Range:	0 - 60

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	17/12/97 to 24/11/25

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

Selected survey days:	
Monday	1 days
Tuesday	1 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	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 Centre	4 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:	
No Sub Category	1 days
Residential Zone	3 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 Included	2 days
Servicing vehicles Unknown	2 days



Audit Code: 65250a42-0104-4b06-b6a5-ec6c49334b0c

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:

980 - 5500

Population within 1 mile:

20,001 to 25,000	1 surveys
25,001 to 50,000	3 surveys

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

Population within 5 miles:

75,001 to 100,000	2 surveys
125,001 to 250,000	1 surveys
500,001 or More	1 surveys

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	1 surveys
1.1 to 1.5	3 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: 65250a42-0104-4b06-b6a5-ec6c49334b0c

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 by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: 65250a42-0104-4b06-b6a5-ec6c49334b0c

1 CHESTER ROAD MACCLESFIELD Edge of Town Centre No Sub Category Number of pupils: 70.00 PUPILS Survey date: Monday 24/11/2014	EC-04-D-01	NURSERY	CHESHIRE EAST Survey Type: Manual
2 OLD COLEHAM SHREWSBURY Edge of Town Centre Residential Zone Number of pupils: 56.00 PUPILS Survey date: Wednesday 28/05/2014	SH-04-D-01	NURSERY	SHROPSHIRE Survey Type: Manual
3 COLBY COURT NEWCASTLE UPON TYNE ELSWICK Edge of Town Centre Residential Zone Number of pupils: 51.00 PUPILS Survey date: Tuesday 05/09/2023	TW-04-D-05	NURSERY	TYNE & WEAR Survey Type: Manual
4 FARNCOMBE ROAD WORTHING Edge of Town Centre Residential Zone Number of pupils: 75.00 PUPILS Survey date: Friday 13/05/2022	WS-04-D-01	NURSERY	WEST SUSSEX Survey Type: Manual

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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					
07:00-08:00	4	63	0.143	0.083	0.226
08:00-09:00	4	63	0.131	0.123	0.254
09:00-10:00	4	63	0.067	0.063	0.130
10:00-11:00	4	63	0.040	0.044	0.084
11:00-12:00	4	63	0.052	0.048	0.100
12:00-13:00	4	63	0.024	0.024	0.048
13:00-14:00	4	63	0.040	0.036	0.076
14:00-15:00	4	63	0.020	0.020	0.040
15:00-16:00	4	63	0.079	0.095	0.174
16:00-17:00	4	63	0.067	0.079	0.146
17:00-18:00	4	63	0.123	0.147	0.270
18:00-19:00	3	65	0.005	0.026	0.031
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.791	0.788	1.579

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter Summary:

Trip rate parameter range selected:	18 - 450 (units: PUPILS)
Survey date date range:	28/05/2014 - 05/09/2023
Number of weekdays (Monday-Friday):	4
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

