Former Barra Hall Children's Centre, Wood End Green Road, Hayes

Transport Statement

PL/AH/35726
April 2025

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DATE	Version	Revision Notes
17.04.25	1.0	Issued for client review
17.04.25	2.0	Finel report issued

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1 INTRODUCTION

1.1.1 DHA has been commissioned by Fusion to provide transport planning advice in support of the change of use application for the former Barra Hall Children's Centre, off Wood End Green Road, in Hayes.

1.1.2 The proposals comprise the change of use of the site from a Children's Centre to a Special Education Needs and Disabilities (SEND) college.

1.1.3 This Transport Statement (TS) has been produced in accordance with the Planning Practice Guidance (2014) and Transport for London (TfL)'s Healthy Streets Guidance (2019).

1.1.4 Following this introduction, the TS is structured as follows:-

- Section 2 summarises the existing transport conditions local to the site;
- Section 3 sets out the development proposals;
- Section 4 provides an assessment of compliance with applicable transport planning policy;
- Section 5 looks at the forecast trip attraction of the proposals; and
- Section 6 provides a summary and conclusion.

2 EXISTING TRANSPORT CONDITIONS

2.1 EXISTING SITE

2.1.1 The site is located to the south of Wood End Green Road, approximately 770m to the east of Hayes and 5.1km to the south-east of Uxbridge town centre. The site is shown in a local context in Figure 2-1 below.

FIGURE 2-1: SITE LOCATION (COURTESY OF GOOGLE MAPS)

2.1.2 Barra Hall Children's Centre was accommodated within the Barra Hall manor house, which was constructed in the 18th Century. Vehicular access to the site is achieved from Wood End Green Road to the north via a gated priority junction.

2.1.3 There are multiple pedestrian access points into Barra Hall Park, some of which also lead to the subject site. These include a dedicated pedestrian gate adjacent to the vehicular access, a further gate approximately 25m to the east of this, another on Botwell Lane to the west, five to the south on Freemans Lane, one to the east on Church Green, one to the east on Church Road, one to the north on Church Walk and two further to the north on Uxbridge Road.

2.1.4 The site is bound to the north by Wood End Green Road, to the east and south by Barra Hall Park and to the west by residential dwellings located on Reid Close.

2.2 LOCAL HIGHWAY NETWORK

2.2.1 Wood End Green Road takes a general east / west alignment along the site frontage, has a carriageway width of between 5.0m and 6.0m and is subject to a 30mph speed limit and street lighting. It is noted that vertical speed restraint features in the form of cushions are provided at regular intervals along the road.

2.2.2 To the east of the site, Wood End Green Road meets Wood End, which continues northbound connecting with Grange Road. Grange Road in turn connects with the A4020 Uxbridge Road at a signalised junction.

2.2.3 To the west, Wood End Green connects with Botwell Lane at a three-arm mini roundabout junction. Wood End Green Road continues westbound from this junction, where it is subject to a 20mph speed limit, and connects with Angel Lane, Kingsway and Morgan's Lane at a four-arm roundabout.

2.2.4 To the east, the A4020 Uxbridge Road connects with the A312 The Parkway at a grade-separated four-arm roundabout junction. To the north-west, the A4020 provides a route towards Uxbridge town centre, as well as a connection with the M40 and A40 at Junction 1.

2.3 WALKING AND CYCLING INFRASTRUCTURE

2.3.1 Footways measuring between 1.5m and 3.0m in width and subject to street lighting are provided on both sides of Wood End Green Road. It is noted that the footways along the site frontage.

2.3.2 Dropped kerbs with tactile paving are provided at all local junctions and a crossing of Wood End Green Road is located a short distance to the east of the site access, which is provided with dropped kerbs, tactile paving and a pedestrian refuge island.

2.3.3 Figure 2-2 overleaf displays the Public Rights of Way (PRoW) network local to the site, with purple lines denoting Footpaths and red lines denoting Byways Open to all Traffic.

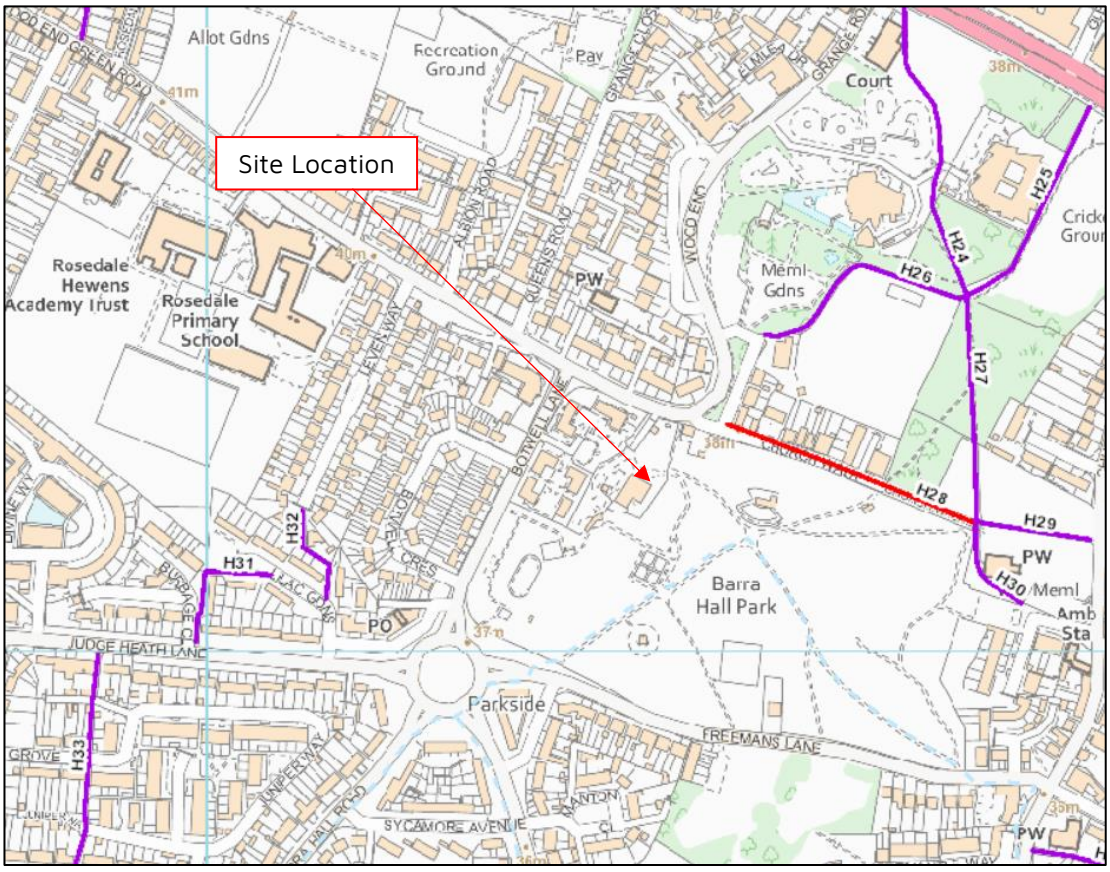

FIGURE 2-2: LOCAL PROW NETWORK (COURTESY OF HILLINGDON COUNCIL)

2.3.4 Figure 2-3 overleaf displays the designated cycle routes within proximity to the site, with Local Cycle Routes highlighted in blue and Promoted Routes in purple.

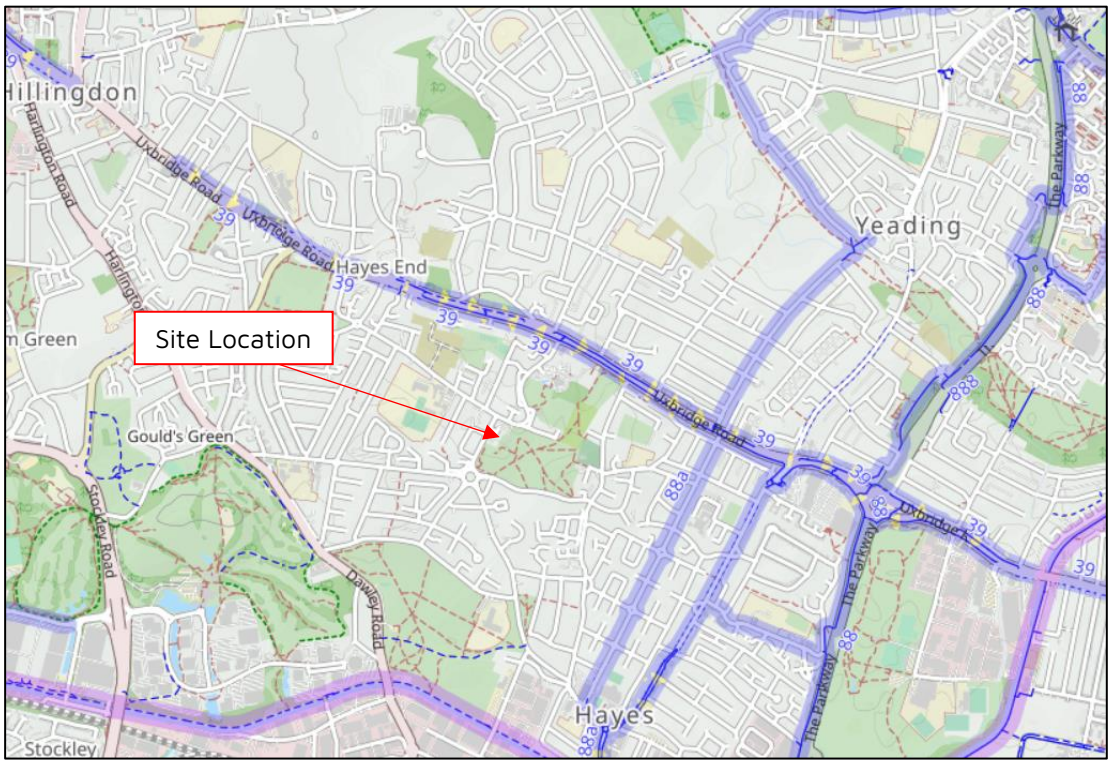

FIGURE 2-3: LOCAL CYCLE NETWORK (COURTESY OF OPENCYCLEMAP)

2.3.5 Local Cycle Route (LCR) 39 is accessible on the A4020 Uxbridge Road and provides a route between Hillingdon and Shepherds Bush, via Southall, Hanwell and Ealing.

2.3.6 LCRs 88 and 88a can be accessed to the west of the site and provide a route towards Hayes, as well as a connection with the promoted route along the Grand Union Canal.

2.3.7 It is further noted that Wood End Green Road and Botwell Lane are a low-speed environment and suitable for on-carriageway cycling by competent cyclists.

2.4 PUBLIC TRANSPORT INFRASTRUCTURE

2.4.1 The closest bus stops are located approximately 500m and 660m, respectively, to the south on Botwell Lane, accessible within a seven to nine-minute walk time from the principal site access on Wood End Green Road. A further pair of stops is located approximately 600m to the north on the A4020 Uxbridge Road, accessible within an eight-minute walk time. Each of these stops is provided with flags and posts, shelters and clearways. Real-time bus departure information is also provided at the Uxbridge Road bus stops. A summary of the services accessible from these stops is provided in Table 2-1 overleaf.

SERVICE NO.	ROUTE	SERVICE FREQUENCY		
		WEEKDAYS	SATURDAYS	SUNDAYS
Uxbridge Road				
278	Heathrow Central - Ruislip	3-4 per hour	2-3 per hour	2-3 per hour
427	Uxbridge - Southall	5-6 per hour	4-5 per hour	4-5 per hour
697	Hayes End - Ickenham	School Service	No Service	No Service
698	West Drayton – Ickenham	School Service	No Service	No Service
H98	Hounslow – Hayes End	4-6 per hour	4-5 per hour	4-5 per hour
Botwell Lane				
U4	Hayes – Uxbridge	6-7 per hour	4-6 per hour	4-5 per hour

TABLE 2-1: BUS SERVICES ACCESSIBE FROM UXBRIDGE ROAD AND BOTWELL LANE

2.4.2 Hayes and Harlington Railway Station is located approximately 2.7km (representing an approximate nine-minute cycle time) to the south-east of the site access on Wood End Green Road. Routes 278, 698 and H98 from the Uxbridge Road stops and U4 from the Botwell Lane stop also provide direct access to this station. The station is on the Elizabeth Line and provides access to train services to Abbey Wood and Shenfield (via Central London) and Heathrow, Maidenhead and Reading at a frequency of 2-3 services per hour in each direction on weekdays. This station is provided with 40 cycle parking spaces and step-free access to all platforms.

2.5 PTAL ASSESSMENT

2.5.1 A Public Transport Accessibility Level (PTAL) assessment for the site has been completed via the Transport for London (TfL) website. The PTAL assessment considers the walking distance from the point of interest to each public transport node (within 640m for bus stops and 960m for railway stations) and the frequency of services available between 08:15 and 09:15. The output index ranges between 0 and 40 plus, which relates to PTAL scores of between 1a and 6b.

2.5.2 Figure 2-4 overleaf summarises the assessment and indicates that the site has a PTAL rating of 1b, with parts of it falling within a PTAL 2. As has been noted however, there is a bus stop within a seven-minute walk time of the site access

providing access to frequent services to destinations including Hayes and Harlington and Uxbridge Stations.

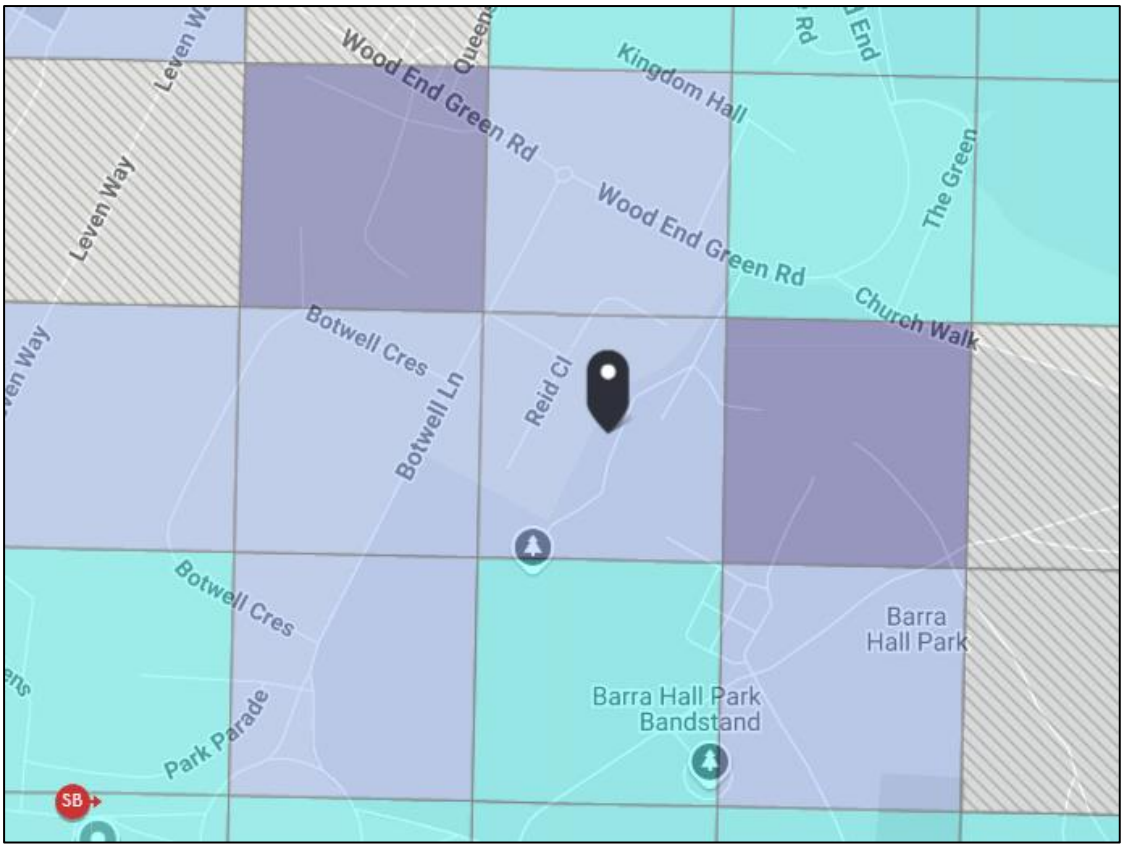

FIGURE 2-4: PTAL ASSESSMENT (COURTESY OF TFL)

2.6 HIGHWAY SAFETY

2.6.1 Personal Injury Collision (PIC) data has been sourced from the CrashMap database for the area surrounding the proposal site for the latest available five-year period between 2019 and 2023. Figure 2-5 overleaf displays the PIC study area.

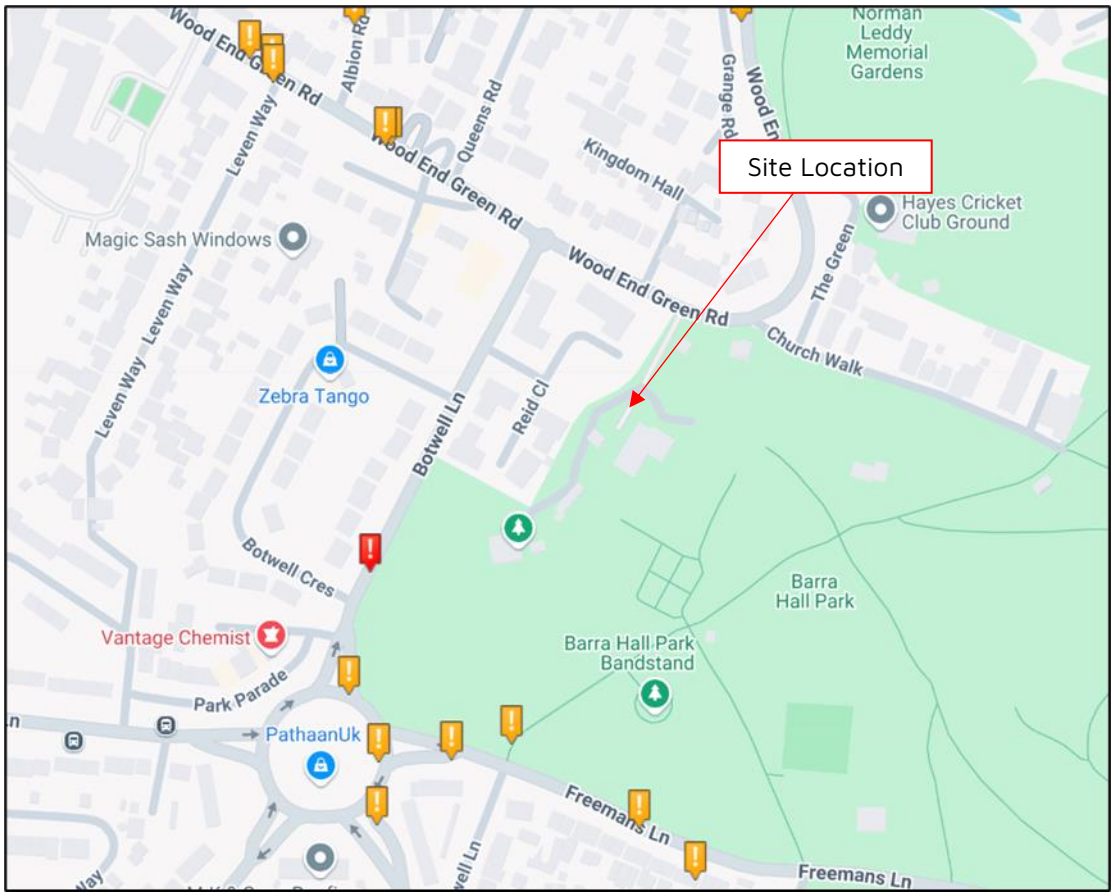

FIGURE 2-5: PIC STUDY AREA (COURTESY OF CRASHMAP)

2.6.2 It is noted that no incidents have occurred in the vicinity of the vehicular site access within the latest five-year study period, with the closest incident occurring approximately 170m to the north-west. It is noted that this incident involved a single vehicle and resulted in one casualty.

2.6.3 None of the incidents along the footway routes to the nearest bus stops involved pedestrians. The 'serious' incident to the west of the site on Botwell Lane involved a cyclist and a young driver.

2.6.4 On this basis, it is not considered that the proposed development would materially exacerbate the existing highway safety record, particularly in view of the site's former use as a children's centre.

3 PROPOSED DEVELOPMENT

3.1 OVERVIEW

3.1.1 The proposals comprise the change of use of the former manor house from a children's centre to an education facility to accommodate pupils with Special Educational Needs and Disabilities (SEND). The new facility will be known as the Uxbridge College, Barra Hall Campus.

3.1.2 The college will accommodate a total of 70 SEND pupils (aged 16-23) who will be supported by 25 Full Time Equivalent (FTE) members of staff. It has been advised that the college will attract visits from a maximum of five external professionals each day. Its operating hours would be 08:30 to 16:30.

3.1.3 The proposed site layout plan is included at **Appendix A**.

3.2 ACCESS

3.2.1 Vehicular access to the site will continue to be achieved via the existing junction with Wood End Green Road to the north. It is considered that this access is provided with sufficient visibility and is of a suitable design to serve the proposals given the modest increase in vehicle movements forecast relative to the extant site use and its good highway safety record.

3.2.2 The access road widens to approximately 5m within the site confines, which provides adequate space for two vehicles to pass.

3.2.3 With respect to pedestrian access, it is noted that a new fence will be implemented around the building and the pedestrian gate adjacent to the vehicular access will not be utilised and will remain locked. The gate located a short distance to the east will instead be used as the only pedestrian access. A 1.5m footpath routes from this gate to a separate secure gate located on the eastern boundary of the proposal site and then a demarked route comprising a change of surface will be provided from this gate to the main entrance of the building.

3.3 PARKING

3.3.1 The proposals include the provision of 24 vehicle parking spaces, which will comfortably accommodate the demand arising from the 25 members of staff. The proposals also include the provision of a pupil pick-up and drop-off area, noting that the majority of pupils will be transported via mini buses.

3.3.2 The pick-up/drop-off area will comprise an area of hardstanding to the north of the building which is suitable to accommodate four queuing mini buses and also

provides space for them to turn and exit the site. There are a further two parking spaces on the access road to accommodate an additional two mini buses and this is where the college-owned mini buses will be parked overnight.

3.3.3 Two of the vehicle parking spaces will be designated disabled bays and two will be provided with Electric Vehicle (EV) charging facilities.

3.3.4 The existing site accommodates a cycle shed to the north of the building, which can accommodate 10 cycles. This will be retained so that staff and visitors can securely store cycles on the site. This cycle shed is sheltered and secure, located directly to the north of the building and is of a suitable size to accommodate larger accessible bicycles, if required.

3.4 SITE SERVICING

3.4.1 To ensure that the proposed site layout is accessible to relevant vehicles, swept path analysis has been undertaken. A fire tender, refuse vehicle, mini bus and estate car have been assessed. The associated drawings are included at **Appendix B**.

3.4.2 The drawings demonstrate that the site layout can comfortably accommodate these vehicle movements, ensuring that they can access and egress the site in a forward gear.

3.5 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

3.5.1 It is noted that there will be limited construction work involved in implementing the proposed change of use. Access to the site will be secured and operated in accordance with current health and safety legislation. Delivery and construction traffic will be accommodated on the site, with no requirement for waiting on the public highway. Daily movements of goods vehicles in particular will be timed to avoid peak traffic times.

3.5.2 Third-party suppliers and contractors visiting the site will be made aware of the construction access and routing arrangements at the start of the project. Site management will ensure compliance with the construction access arrangements.

4 TRANSPORT PLANNING POLICY

4.1 NATIONAL PLANNING POLICY FRAMEWORK (NPPF, 2024)

4.1.1 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other developments can be produced. The NPPF is a material consideration in planning decisions.

4.1.2 At the heart of the NPPF is a presumption in favour of sustainable development. This is reflected in Section 9 of the document where it is noted that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering genuine choice of transport modes.

4.1.3 The NPPF advises at Paragraph 115 that in assessing sites, it should be ensured that:-

> *(a) "Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
>
> *(b) Safe and suitable access to the site can be achieved for all users;*
>
> *(c) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
>
> *(d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*

4.1.4 Paragraph 116 states that:-

> *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*

4.1.5 Paragraph 117 then goes on to note that applications for development should:-

> *(a) "Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public*

transport services, and appropriate facilities that encourage public transport use;

(b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

(c) Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

(d) Allow for the efficient delivery of goods, and access by service and emergency vehicles; and

(e) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

4.1.6 Paragraph 118 states that:-

"*All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed.*"

4.2 PLANNING PRACTICE GUIDANCE (PPG)

4.2.1 The PPG was established in 2014 as a supporting resource in conjunction with the NPPF, which is also a material consideration in determining planning applications. With respect to transport, the PPG includes a section titled '*Travel Plans, Transport Assessments and Statements*. This provides general guidance on the process of producing these documents.

4.2.2 With regard to the purpose of a Transport Assessment or Statement it is noted that:-

"*The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development."*

4.3 THE LONDON PLAN 2021

4.3.1 The London Plan was adopted in March 2021. It is a strategic document which sets out an integrated economic, transport, social and environmental framework for

the future development of London over the next 20 to 25 years. Chapter 10 focuses on transport.

4.3.2 Policy T4 relates to assessing and mitigating transport impacts, noting the following:-

a) "Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

b) When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.

c) Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

d) Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

e) The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

f) Development proposals should not increase road danger."

4.3.3 Policy T5 relates to cycling:-

a) "Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

1) Supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure;

2) Securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should

provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3 ensuring that a minimum of two short stay and two long stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

b) Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

c) Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.

d) Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on-street car parking. Alternatively, in town centres, adding the required provisions to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.

e) Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of standards. These may include options such as providing spaces in secure, conveniently located, on-street parking facilities such as bicycle hangers.

f) Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied."

4.3.4 Policy T6 relates to car parking:-

a) "Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.

b) 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'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.

c) An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.

d) The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.

e) Adequate provision should be made for efficient deliveries and servicing and emergency access.

f) Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6.1 Residential Parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London."

4.4 THE MAYOR'S TRANSPORT STRATEGY (2018)

4.4.1 The Mayor's Transport Strategy (2018) is one of the supporting documents to The London Plan and sets out the transport vision for London to 2041. At the core of the Strategy is the Mayor's Vision:-

> "*The central aim of this strategy – the Mayor's vision – is to create a future London that is not only home to more people, but it a better place for all those people to live in.*"

4.4.2 Policy 1 of the Strategy seeks to reduce car dependency:-

> "*The Mayor, through TfL and the boroughs, and working with stakeholders, will reduce Londoners' dependency on cars in favour of active, efficient and sustainable modes of travel, with the central aim for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041.*"

4.4.3 Policy 2 seeks to further encourage the use of active travel modes:-

> "*The Mayor, through TfL and the boroughs, and working with stakeholders, will seek to make London a city where people choose to walk and cycle more often by improving street environments, making it easier for everyone to get around on foot and by cycle, and promoting the benefits of active travel. The Mayor's aim is that, by 2041, all Londoners do at least the 20 minutes of active travel they need to stay health each day.*"

4.4.4 Policy 3 relates to highway safety considerations:-

> "*The Mayor, through TfL and the boroughs, and working with stakeholders, will adopt Vision Zero for road danger in London. The Mayor's aim is for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041.*"

4.4.5 The strategy also highlights the importance of the Healthy Streets Approach, with Policy 10 stating:-

> "*The Mayor, through TfL and the boroughs, and working with stakeholders, will use the Healthy Streets Approach to deliver coordinated improvements to public transport and streets to provide an attractive whole journey experience that will facilitate mode shift away from the car.*"

4.5 LONDON BOROUGH OF HILLINGDON LOCAL PLAN (2012-2026)

4.5.1 The London Borough of Hillingdon Local Plan was adopted in 2012 and sets out the Council's spatial development strategy to 2026.

4.5.2 Policy T1: Accessible Local Destinations within Part 1 of the Local Plan notes the following:-

> *"The Council will steer development to the most appropriate locations in order to reduce their impact on the transport network. All development should encourage access by sustainable modes and include good cycling and walking provision.*
>
> *The Council will ensure access to local destinations which provide services and amenities.*
>
> *The Council will promote active travel through improvements to Hillingdon's public rights of way."*

4.5.3 Policy DMT 1: Managing Transport Impacts contained with Part 2 notes the following:-

> *"A) 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.

B) Development proposals will be required to undertake a satisfactory Transport Assessment and Travel Plan if they meet or exceed the appropriate thresholds. All major developments11 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."

4.5.4 Policy DMT 2: Highways Impacts notes the following:-

"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."

4.6 PARKING POLICY

4.6.1 It is noted that there are no specific vehicle parking standards for education uses within either the London Plan or Hillingdon Local Plan.

4.6.2 Table 10.6 of the London Plan notes that for education uses, five per cent of the total parking provision should be designated disabled bays, with a further five per cent provided as enlarged bays.

4.6.3 With regard to cycle parking, for universities and colleges long-term parking should be provided at a rate of one space per four Full-Time Equivalent (FTE) staff plus one space per 20 FTE students. A further one space per 7 FTE students should be provided as short-stay parking.

Electric Vehicle Charging

4.6.4 Requirement S5 and Regulation 44H of the Building Regulations 2010 Part S detail the requirements for Electric Vehicle (EV) parking for non-residential buildings undergoing major renovation work.

4.6.5 Requirement S5 states that:-

> *"Where a building undergoing major renovation, which is not a residential building or a mixed-use building, will have more than 10 parking spaces after the major renovation is completed—*
>
> *(a) one of those parking spaces must have access to one electric vehicle charge point; and*
>
> *(b) cable routes for electric vehicle charge points must be installed in a minimum of one fifth of the total number of remaining parking spaces."*

4.7 POLICY COMPLIANCE

4.7.1 The proposed development is seen to comply with the applicable national and local transport planning policy requirements. The site is deemed to be in a sustainable location, with high-frequency bus services available within a reasonable walking distance. It is considered that a safe and suitable access can be provided, with a segregated pedestrian route available.

4.7.2 As noted above, there are no specific vehicle parking spaces for a SEND education facility and therefore the site's parking requirements have been assessed on an individual basis. The Census 2011 data presented in Section 5 of this TS highlights that up to 18 members of staff are likely to drive to the site and therefore the 24 spaces proposed are deemed sufficient to meet the demand arising from both staff and visitors on a daily basis.

4.7.3 The parking provision is reflective of the specialist needs of the college, based on information provided regarding the operation of other SEND colleges. Due to the nature of the college, a number of specialist staff conveying heavy and/or bulky equipment will be required to visit the site on a regular basis in addition to general teaching staff. There will also be occasions where parents will park within the site to walk pupils directly to the school building outside of the typical drop-off and collection periods.

4.7.4 As has been noted, the site is in close proximity to frequent bus and train services and as part of the Travel Plan, staff will be encouraged to car share and use alternative travel modes where possible. In light of the above, it is considered that the on-site parking provision is suitable and complies with national and London Plan policy on sustainable travel.

4.7.5 A policy-compliant level of disabled parking and Electric Vehicle (EV) charging provision is proposed.

4.7.6 An existing cycle shed which can accommodate 10 cycles is located on site which can be utilised by staff and visitors. Based on the mode share data presented in Section 5 below, this is considered an adequate provision. This cycle shed is sheltered and secure, located directly to the north of the building and is of a suitable size to accommodate larger accessible bicycles, if required.

4.7.7 As is detailed in the following section of this TS, the net vehicular trip attraction of the proposed use will be modest and will not have a material impact on the operation of the local highway network.

4.7.8 Given the above, the proposed development would not give rise to 'severe' residual transport impacts, in line with Paragraph 116 of the NPPF.

5 TRIP ATRACTION

5.1 OVERVIEW

5.1.1 This section outlines the methodology employed to forecast the vehicular trip attraction potential of the extant and proposed site uses in order to identify the residual impact.

5.2 EXTANT USE TRIP ATTRACTION

5.2.1 It is noted that there are no sites within the national TRICS trip rate database which directly represent the extant children's centre use of the site; however children's nurseries fall within the same Planning use class and therefore the trip attraction assessment has been undertaken on this basis.

5.2.2 TRICS surveys in the category '04 – Education / D – Nursery' were selected for sites in Greater London, England, Scotland and Wales in 'Edge of Town' and 'Suburban'. Any surveys undertaken during Covid-19 travel restrictions have been excluded. The population parameters have also been adjusted to reflect the site location.

5.2.3 A summary of the resulting average TRICS trip rates and the total trip attraction forecast is provided in Table 5-1 below. Please note that any apparent inaccuracies in the totals are due to rounding to whole numbers in MS Excel. The full TRICS output is included at **Appendix C**.

	TRICS TRIP RATES (PER 100SQM)			TOTAL TRIPS (438SQM)		
Period	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (0800-0900)	3.156	2.559	5.715	14	11	25
School PM Peak (15:00-16:00)	0.634	0.783	1.417	3	3	6
PM Peak (1700-1800)	2.187	2.982	5.169	10	13	23
Daily (0700-1900)	14.266	14.137	28.403	62	62	124

TABLE 5-1: TRICS RATES AND TOTAL TRIP ATTRACTION FOR CHILDREN'S NURSERY (438SQM)

5.2.4 It is noted that the extant site use could attract approximately 124 vehicle trips across the 12-hour working day (07:00-19:00). Of these, 25 trips would occur in the highway network AM peak hour and 23 trips in the PM peak hour. This equates to approximately 10 movements per hour across the 12-hour day.

5.3 PROPOSED USE TRIP ATTRACTION

5.3.1 The vehicular trip attraction of the proposed SEND college and the mode share for pupils has been forecast utilising information provided by the college. It is noted that a significant majority of pupils can be expected to travel to and from the site by minibuses or conveyed by parents.

5.3.2 Based on the data provided and the proposed pupil enrolment of 70, the forecast pupil mode share is detailed below in Table 5-2. Please note that any inaccuracies are the result of rounding in MS Excel.

MODE	PERCENTAGE	PUPILS
Mini Bus	70%	49
Car	30%	21
Total	**100%**	**70**

TABLE 5-2: FORECAST PUPIL MODE SHARE

5.3.3 The college have advised that they will utilise minibuses of a size that are capable of accommodating seven pupils. Based on these occupancy rates and in conjunction with parent pick-up and drop-off, this would equate to a pupil vehicular trip attraction of 28 vehicles at the beginning and end of the day.

5.3.4 To gain an understanding of the likely mode share of staff, an assessment has been undertaken using the 2011 Census data for the Middle-Layer Super Output Area (MSOA) 'Hillingdon 027' in which the site is located. A summary of the mode share data is included in Table 5-3 overleaf. Please note that any inaccuracies are the result of rounding in MS Excel.

MODE OF TRAVEL	PERCENTAGE	STAFF
Work mainly at or from home	0%	0
Underground, metro, light rail or tram	3%	1
Train	5%	1
Bus, minibus or coach	11%	3
Taxi	0%	0
Motorcycle, scooter or moped	1%	0
Driving a car or van	72%	18
Passenger in a car or van	3%	1
Bicycle	2%	0
On foot	4%	1
Other method of travel to work	0%	0
Total	100%	**25**

TABLE 5-3: CENSUS 2011 'BUSINESS DESTINATION' MODE SHARE – MSOA HILLINGDON 027

5.3.5 On this basis, it is robustly forecast that up to 18 staff members will travel to the site by car; however not all of them will do so during the morning and afternoon peak periods. Based on data from staff travel surveys undertaken at a number of education facilities in the South East and London, the following anticipated arrival and departure profile is anticipated:-

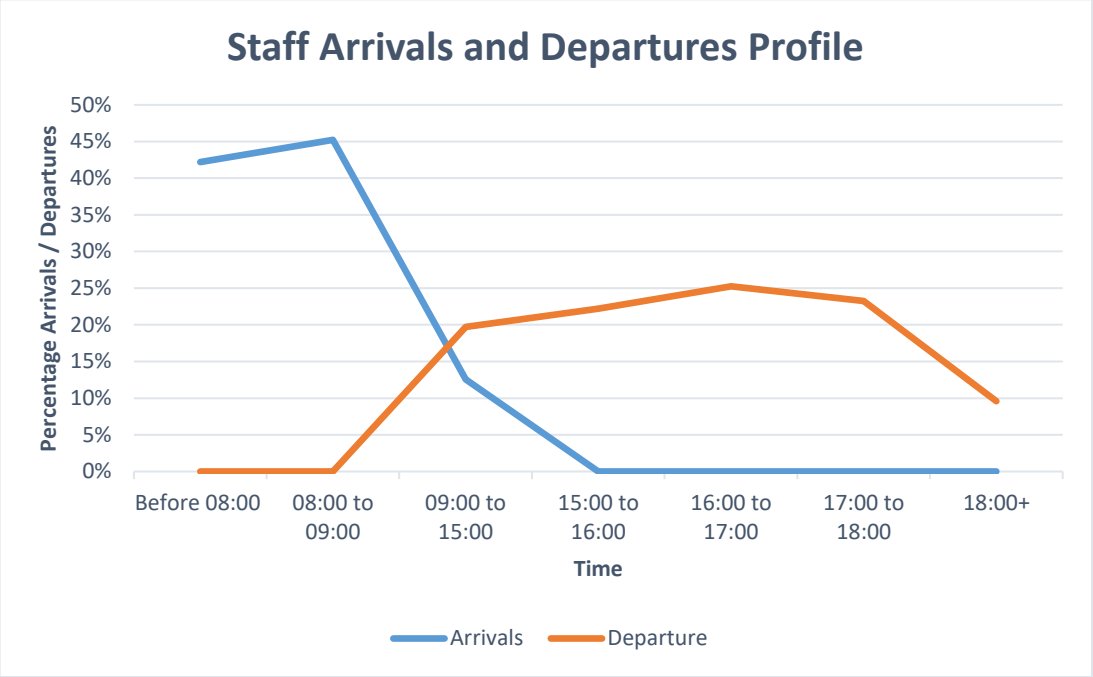

FIGURE 5-1: STAFF ARRIVAL AND DEPARTURE PROFILE

5.3.6 Applying this profile to the anticipated mode share of staff results in the trip attraction detailed in Table 5-4 below. Please note that it has been advised that there would be a maximum of five visiting professionals to the site daily. These visitors are unlikely to travel during the peaks but have been added to the daily movements below.

TIME	ARRIVALS	DEPARTURES	TOTAL
School AM Peak (08:00-09:00)	8	0	8
School PM Peak (15:00-16:00)	0	4	4
Network PM Peak (17:00-18:00)	0	4	4
Daily (0700-1900)	23	23	46

TABLE 5-4: STAFF AND VISITOR VEHICLE TRIP ATTRACTION

5.3.7 The equivalent pupil trip attraction is detailed in Table 5-5Table 5-5 overleaf. Please note that any inaccuracies are the result of rounding in MS Excel.

TIME	ARRIVALS	DEPARTURES	TOTAL
School AM Peak (08:00-09:00)	28	28	56
School PM Peak (15:00-16:00)	28	28	56
Network PM Peak (17:00-18:00)	0	0	0
Daily (0700-1900)	56	56	112

TABLE 5-5: PUPIL VEHICLE TRIP ATTRACTION

5.3.8 On this basis, the anticipated total vehicular trip attraction of the proposed use is detailed in Table 5-6 below. Please note that any inaccuracies are the result of rounding in MS Excel.

TIME	ARRIVALS	DEPARTURES	TOTAL
School AM Peak (08:00-09:00)	36	28	64
School PM Peak (15:00-16:00)	28	32	60
Network PM Peak (17:00-18:00)	0	4	4
Daily (0700-1900)	79	79	158

TABLE 5-6: TOTAL FORECAST VEHICLE TRIP ATTRACTION

5.3.9 It is noted that the site has the capacity to attract approximately 64 vehicle movements in the school AM peak hour, 60 in the school PM peak hour and four in the highway network PM peak hour.

5.4 RESIDUAL TRAFFIC IMPACT

5.4.1 The residual traffic impact has been calculated by subtracting the extant use trip attraction potential from the proposed use trip attraction forecast. This is summarised in Table 5-7 overleaf.

TIME	ARRIVALS	DEPARTURES	TOTAL
School AM Peak (08:00-09:00)	22	17	39
School PM Peak (15:00-16:00)	25	29	54
Network PM Peak (17:00-18:00)	-10	-9	-19
Daily (0700-1900)	17	17	34

TABLE 5-7: RESIDUAL TRAFFIC IMPACT

5.4.2 It is noted that the proposed change of use would result in an increase of 34 vehicle trips across the 12-hour daytime period (07:00-19:00), with an increase of 39 two-way vehicle trips forecast in the highway network AM peak hour, an increase of 54 two-way vehicle trips during the school PM peak hour and a reduction of 19 two-way vehicle trips in the PM peak hour. It is not considered that this would result in a 'severe' impact to the operation of the local highway network with reference to Paragraph 116 of the NPPF.

6 SUMMARY AND CONCLUSION

6.1.1 This Transport Statement has been prepared on behalf of Fusion in support of the proposed change of use application for the former Barra Hall Children's Centre, Wood End Green Road, Hayes.

6.1.2 The proposals comprise the change of use of the former manor house from a children's centre to a college to accommodate pupils with Special Educational Needs and Disabilities (SEND).

6.1.3 The college will accommodate a total of 70 SEND pupils and will be supported by 25 FTE members of staff.

6.1.4 Vehicular access to the site will continue to be achieved via the existing junction with Wood End Green Road to the north. It is considered that this access is provided with sufficient visibility and is of a suitable design to serve the proposals given the modest increase in vehicle movements forecast relative to the extant site use and its good highway safety record.

6.1.5 With respect to pedestrian access, it is noted that a new fence will be implemented around the building and the pedestrian gate adjacent to the vehicular access will not be utilised and will remain locked. The gate located a short distance to the east will instead be used as the only pedestrian access. A 1.5m footpath routes from this gate to a separate secure gate located on the eastern boundary of the proposal site and then a demarked route comprising a change of surface will be provided from this gate to the main entrance of the building.

6.1.6 The proposals include the provision of 24 vehicle parking spaces, which will comfortably accommodate the demand arising from the 25 members of staff. The proposals also include the provision of a pupil pick-up and drop-off area, noting that the majority of pupils will be transported via mini buses.

6.1.7 The parking provision is reflective of the specialist needs of the college, based on information provided regarding the operation of other SEND colleges. Due to the nature of the college, a number of specialist staff conveying heavy and/or bulky equipment will be required to visit the site on a regular basis in addition to general teaching staff. There will also be occasions where parents will park within the site to walk pupils directly to the school building outside of the typical drop-off and collection periods.

6.1.8 As has been noted, the site is in close proximity to frequent bus and train services and as part of the Travel Plan, staff will be encouraged to car share and use alternative travel modes where possible. In light of the above, it is considered that the on-site parking provision is suitable and complies with national and London Plan policy on sustainable travel.

6.1.9 It is noted that two of the parking spaces will be designated disabled bays and two spaces will be provided with Electric Vehicle (EV) charging facilities.

6.1.10 The existing site accommodates a cycle shed to the north of the building, which can accommodate 10 cycles. This will be retained so that staff and visitors can securely store cycles on the site. This cycle shed is sheltered and secure, located directly to the north of the building and is of a suitable size to accommodate larger accessible bicycles, if required.

6.1.11 It has been demonstrated that the site will result in a modest uplift in vehicle trips and that it will not have a material impact on the operation of the local highway network.

6.1.12 It is therefore concluded that the proposed development should not result in significant detrimental impacts in transport terms; therefore, there should be no sound transport-based objection to this planning application.

APPENDIX
A

HRUC - Barra Hall SEND College
Proposed Site Layout Plan 1:200 @A1

Notes:

1. Refurbished entrance gate and post from storage to be re-installed
2. New Security Building located on existing site - See EV-005
3. New Grass Grid area, specification to suit overflow parking/drop off.
4. New 2.4m High Prison Mesh Fence (painted green)to boundary as shown, with new screen planting to Barra Hall Park.
5. 3no new 2.4m High Security Gates as shown.
6. Existing 1.8m High Metal Fence to be relocated as shown.
7. 1no new and 1no re-located 1.8m high pedestrian gates as shown.
8. Existing Buggy Store to be re-purposed as Bike Store.
9. New Grass Grid area to suit Accessible Social Area as shown.
10. New inset slabs to match existing as shown, this to support lunchtime parking for food van.
11. Existing carpark areas to be cleared of moss, with bay lines re-painted as shown.
12. New pedestrian walkway over tarmac defined.
13. New timber Bin Store at c1500D x 6400L x 2000Hmm. New hard standing and structure to support 4no 1100litre bins, each bay with its own hinged door.

PARKING:

1. 17NO STAFF SPACES
2. 3NO ACCESSIBLE SPACES
3. 2NO EV CHARGING SPACES
4. 3NO VISITORS SPACES
5. NEW DROPOFF SPACES FOR BUSES
6. NEW OVERSPILL DROPOFF SPACES FOR CARS

LEGEND

IC	INSPECTION COVER
FWIC	FOWL WATER IC
SWIC	STORM WATER IC
RP	RODDING POINT
G	GULLY

Plan

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REV	DETAILS	STAGE	DATE
A	NOTATION UPDATE	BC	14-03-25
B	PARKING NOTATION UPDATE	DD	02-04-25
C	TRAFFIC/PLANNING UPDATES	DD	15-04-25

Project Number	SCALE (@ A1)	DATE
TWC 183	AS NOTED	17-Mar-25

CLIENT
HRUC BARRA HALL

PROJECT
BARRA HALL

ADDRESS
WOOD END, HAYES

DRAWING NAME
PROPOSED SITE LAYOUT PLAN

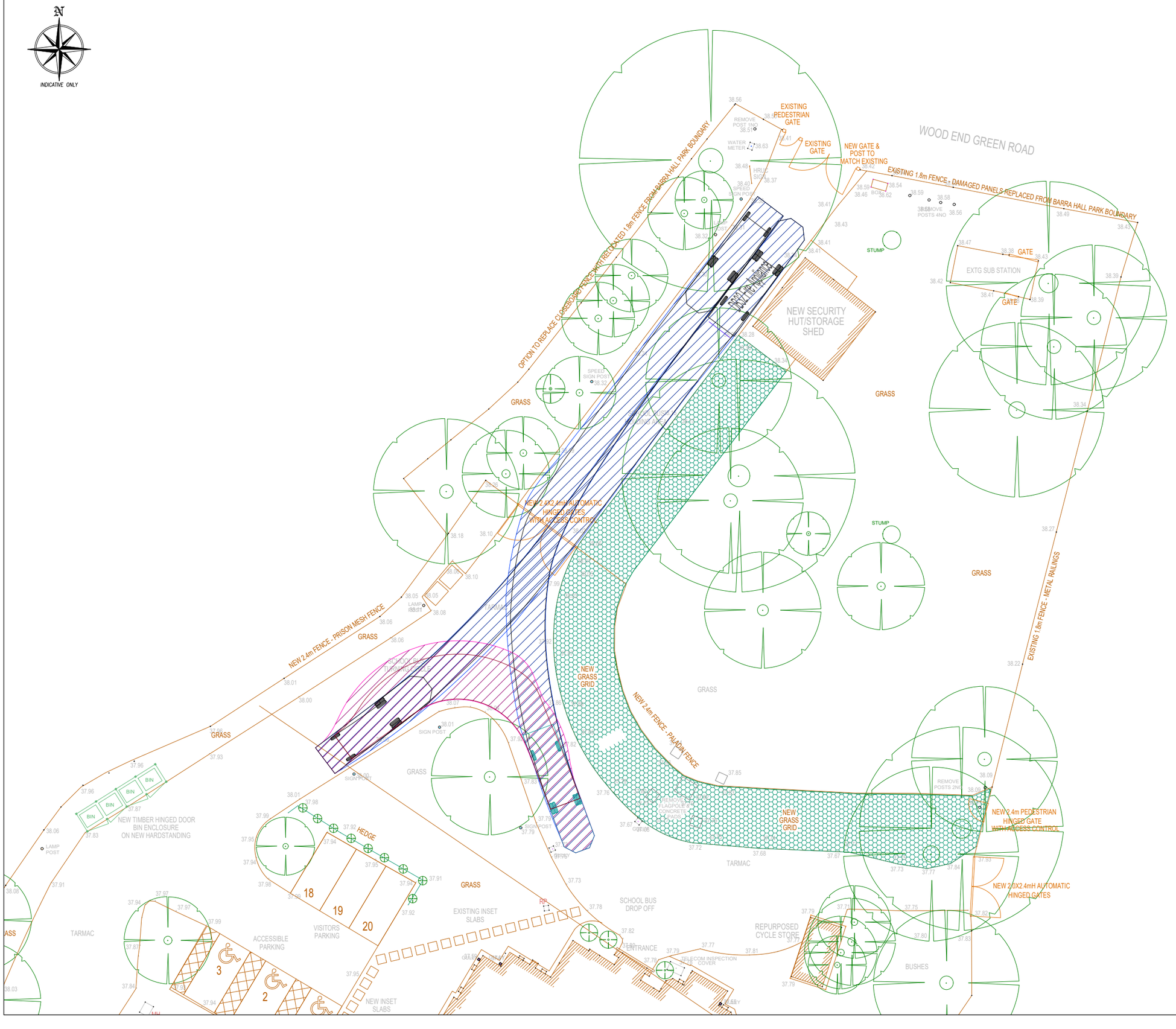
DRAWING NUMBER	REV
SP-003	AS NOTED

DRAWN BY		CHECKED BY
CLC		----

The Workspace Consultants LLP
1 Avenue Business Park
Brockley Road
Elsworth, Cambridgeshire
CB23 4EY
Tel: +44(0)1223 656111

WORKSPACE

APPENDIX
B



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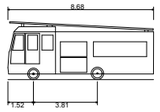

DB32 Fire Appliance

Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

2 0 2 4 6 8 10

Metres (1:250)

REV	DATE	BY	DESCRIPTION	CHK	APD
P1	15.04.25	HL	First Issue	JM	JM

client

FUSION PROJECT MANAGEMENT LTD

project

BARA HALL CHILDREN'S CENTRE

title

VEHICLE SWEPT PATH ANALYSIS
FIRE TENDER

project	drwg	rev
34968	T-02	P1

Drawn	Checked	Approved	scale @ A3	date
HL	JM	JM	1:250	15.04.2025

status: FOR INFORMATION — P

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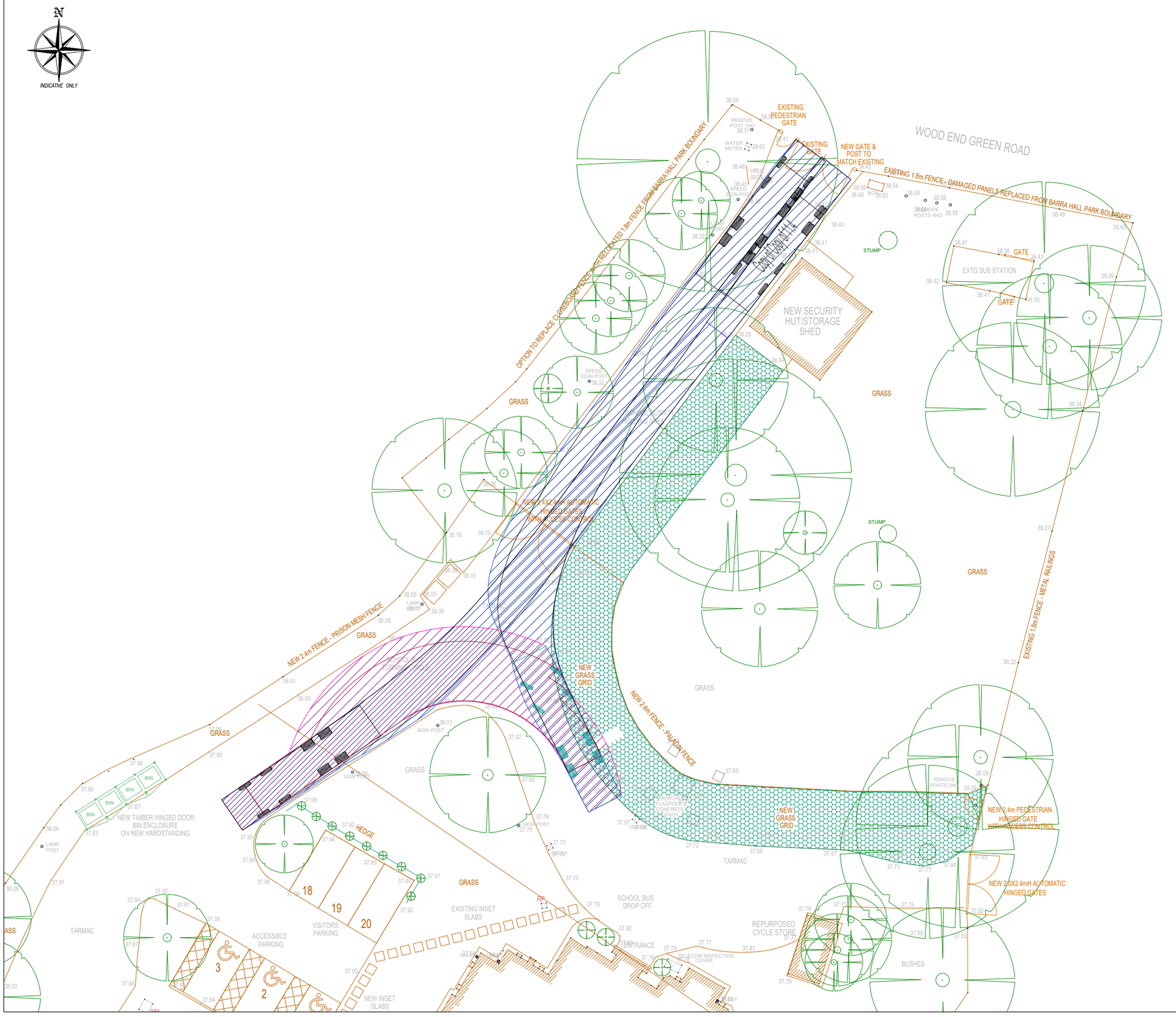
Maidstone, Kent. ME14 3EN
t: 01622 776226 f: 01622 776227
e: info@dhaplanning.co.uk w: www.dhaplanning.co.uk

CAD Reference: A3



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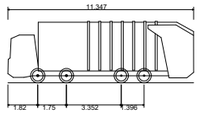

11.4 Refuse Vehicle	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.330m

2 0 2 4 6 8 10

Metres (1:250)

REV	DATE	BY	DESCRIPTION	CHK	APD
P1	15.04.25	HL	First Issue	JM	JM

client

FUSION PROJECT MANAGEMENT LTD

project

BARA HALL CHILDREN'S CENTRE

title

VEHICLE SWEPT PATH ANALYSIS
REFUSE VEHICLE

project	drwg	rev
34968	T-01	P1

Drawn	Checked	Approved	scale @ A3	date
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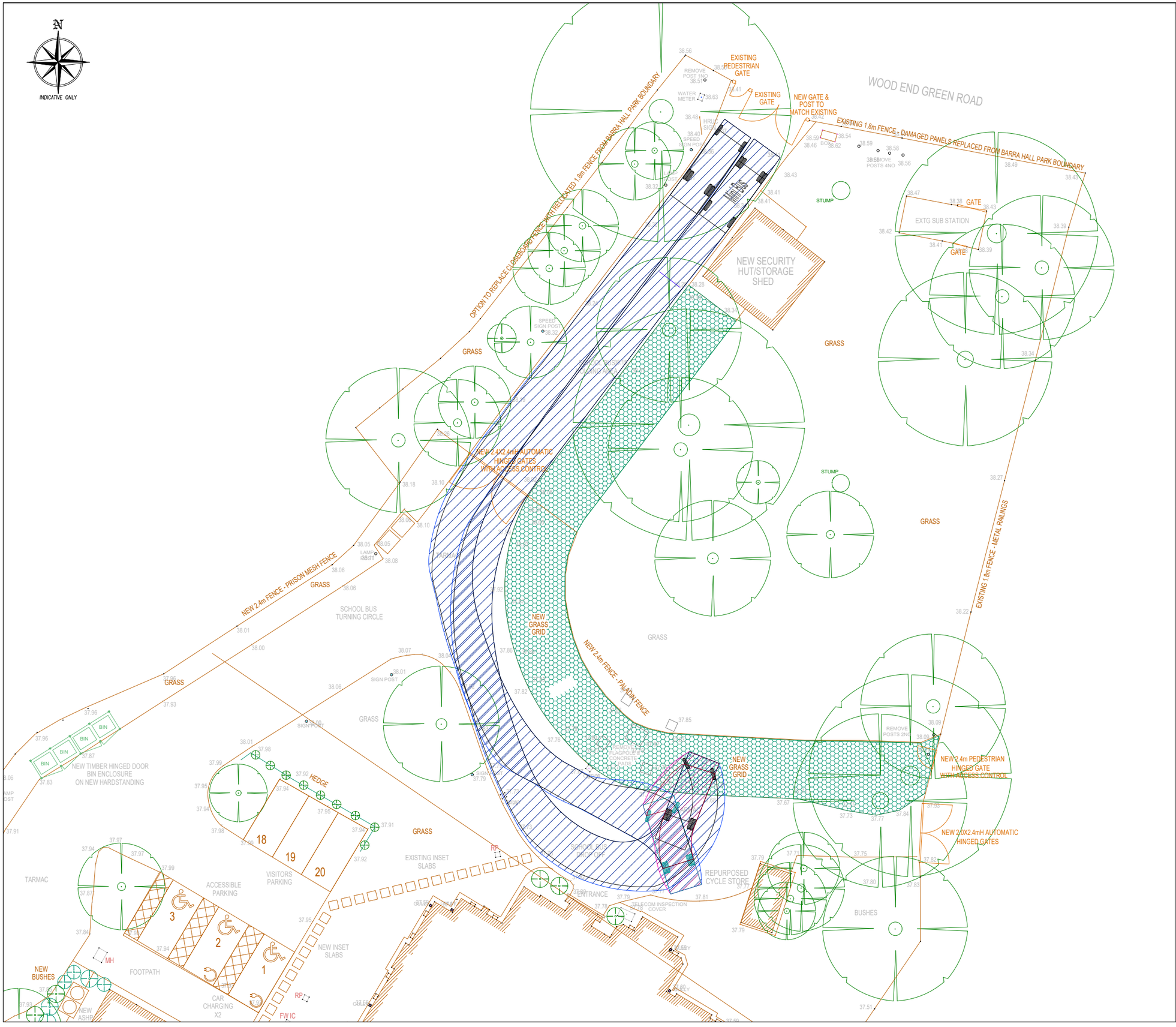

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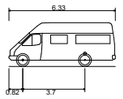
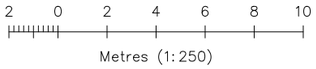


Mini Bus	
Overall Length	6.330m
Overall Width	2.192m
Overall Body Height	2.601m
Min Body Ground Clearance	0.374m
Track Width	2.192m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.450m



REV	DATE	BY	DESCRIPTION	CHK	APD
P1	15.04.25	HL	First Issue	JM	JM

client

FUSION PROJECT MANAGEMENT LTD

project

BARA HALL CHILDREN'S CENTRE

title

VEHICLE SWEPT PATH ANALYSIS
MINIBUS

project	drwg	rev
34968	T-03	P1

Drawn	Checked	Approved	scale @ A3	date
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APPENDIX
C

Calculation Reference: AUDIT-704001-250408-0455

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON		
	RB	REDBRIDGE	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
	SD	SWINDON	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
	LN	LINCOLNSHIRE	1 days
	NN	NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	DR	DONCASTER	1 days
	NY	NORTH YORKSHIRE	2 days
09	NORTH		
	TV	TEES VALLEY	1 days
	TW	TYNE & WEAR	1 days
10	WALES		
	MM	MONMOUTHSHIRE	1 days
11	SCOTLAND		
	DU	DUNDEE CITY	1 days

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range:	150 to 1250 (units: sqm)
Range Selected by User:	109 to 2350 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 06/09/23

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

Selected survey days:

Monday	2 days
Tuesday	5 days
Wednesday	1 days
Thursday	2 days
Friday	4 days

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

Selected survey types:

Manual count	14 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	8
Edge of Town	6

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

Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	12

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	10 days - Selected

Secondary Filtering selection:

Use Class:

E(f)	14 days

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

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	4 days
20,001 to 25,000	1 days
25,001 to 50,000	5 days

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

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	6 days
1.1 to 1.5	6 days
2.1 to 2.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	14 days

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

PTAL Rating:

No PTAL Present	13 days
1b Very poor	1 days

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

LIST OF SITES relevant to selection parameters

1 BR-04-D-01 NURSERY BRISTOL CITY
BURCHELLS GREEN ROAD
BRISTOL
KINGSWOOD
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 718 sqm
Survey date: TUESDAY *02/05/23* *Survey Type: MANUAL*

2 DR-04-D-01 NURSERY DONCASTER
BAWTRY ROAD
DONCASTER

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 1250 sqm
Survey date: FRIDAY *13/05/22* *Survey Type: MANUAL*

3 DU-04-D-01 NURSERY DUNDEE CITY
LONGTOWN TERRACE
DUNDEE

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 325 sqm
Survey date: MONDAY *24/04/17* *Survey Type: MANUAL*

4 DY-04-D-02 NURSERY DERBY
MAXWELL AVENUE
DERBY
DARLEY ABBEY
Edge of Town
Residential Zone
Total Gross floor area: 415 sqm
Survey date: THURSDAY *12/07/18* *Survey Type: MANUAL*

5 LN-04-D-01 NURSERY LINCOLNSHIRE
NEWARK ROAD
LINCOLN
SWALLOW BECK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 600 sqm
Survey date: TUESDAY *31/10/17* *Survey Type: MANUAL*

6 MM-04-D-01 NURSERY MONMOUTHSHIRE
SPOONER CLOSE
NEWPORT
COEDKERNEW
Edge of Town
Commercial Zone
Total Gross floor area: 860 sqm
Survey date: FRIDAY *27/09/19* *Survey Type: MANUAL*

7 NN-04-D-01 NURSERY NORTH NORTHAMPTONSHIRE
ROCKINGHAM ROAD
KETTERING

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 850 sqm
Survey date: TUESDAY *07/06/22* *Survey Type: MANUAL*

8 NY-04-D-02 NURSERY NORTH YORKSHIRE
OAKNEY WOOD ROAD
SELBY

Edge of Town
Industrial Zone
Total Gross floor area: 450 sqm
Survey date: TUESDAY *10/05/22* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	NY-04-D-03 WETHERBY ROAD KNARESBOROUGH	NURSERY		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		300 sqm	
	Survey date: MONDAY		*12/06/23*	*Survey Type: MANUAL*
10	RB-04-D-02 RAY LODGE ROAD WOODFORD GREEN	NURSERY		REDBRIDGE
	Edge of Town Residential Zone Total Gross floor area:		666 sqm	
	Survey date: WEDNESDAY		*22/11/17*	*Survey Type: MANUAL*
11	SD-04-D-01 SHREWSBURY ROAD SWINDON WALCOT	NURSERY		SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		500 sqm	
	Survey date: THURSDAY		*22/09/16*	*Survey Type: MANUAL*
12	TV-04-D-01 COTSWOLD DRIVE REDCAR	NURSERY		TEES VALLEY
	Edge of Town Residential Zone Total Gross floor area:		150 sqm	
	Survey date: FRIDAY		*19/05/17*	*Survey Type: MANUAL*
13	TW-04-D-03 JUBILEE ROAD NEWCASTLE UPON TYNE GOSFORTH	NURSERY		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:		725 sqm	
	Survey date: TUESDAY		*21/05/19*	*Survey Type: MANUAL*
14	WK-04-D-01 THE RIDGEWAY STRATFORD UPON AVON	NURSERY		WARWICKSHIRE
	Edge of Town Residential Zone Total Gross floor area:		340 sqm	
	Survey date: FRIDAY		*29/06/18*	*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
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	450	0.444	1	450	0.000	1	450	0.444
07:00 - 08:00	14	575	2.298	14	575	1.056	14	575	3.354
08:00 - 09:00	14	575	3.156	14	575	2.559	14	575	5.715
09:00 - 10:00	14	575	1.056	14	575	0.832	14	575	1.888
10:00 - 11:00	14	575	0.522	14	575	0.311	14	575	0.833
11:00 - 12:00	14	575	0.335	14	575	0.311	14	575	0.646
12:00 - 13:00	14	575	1.354	14	575	1.391	14	575	2.745
13:00 - 14:00	14	575	0.870	14	575	1.354	14	575	2.224
14:00 - 15:00	14	575	0.373	14	575	0.385	14	575	0.758
15:00 - 16:00	14	575	0.634	14	575	0.783	14	575	1.417
16:00 - 17:00	14	575	1.367	14	575	1.578	14	575	2.945
17:00 - 18:00	14	575	2.187	14	575	2.982	14	575	5.169
18:00 - 19:00	13	608	0.114	13	608	0.595	13	608	0.709
19:00 - 20:00	1	450	0.222	1	450	2.222	1	450	2.444
20:00 - 21:00	1	450	0.000	1	450	0.000	1	450	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			14.932			16.359			31.291

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:	150 - 1250 (units: sqm)
Survey date date range:	01/01/16 - 06/09/23
Number of weekdays (Monday-Friday):	14
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.