



22-24 Sussex Road, Haywards Heath

TRANSPORT STATEMENT

for Proposed Children's Day Nursery
on behalf of Mr Eamonn O'Connor

26/9324/TS02

June 2026

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1 INTRODUCTION

1.1 Overview

- 1.1.1 RGP has been commissioned by Mr Eamonn O'Connor (the 'Applicant') to provide transport advice in relation to the proposed operation of a children's day nursery and associated works (the 'proposed scheme') at 22-24 Sussex Road, Haywards Heath, RH16 4EA (the 'site'). RGP has advised on numerous successful nursery sites across the country and is well placed to advise on these matters.
- 1.1.2 The site is situated within the administrative boundaries of Mid Sussex District Council (MSDC) as Local Planning Authority (LPA) and West Sussex County Council (WSCC) as Local Highway Authority (LHA).
- 1.1.3 The site currently accommodates a detached, two-storey commercial building which is currently vacant although previously operated as an audiology clinic. The proposed scheme comprises the operation of a children's day nursery at the site, including associated works.
- 1.1.4 It is significant that the existing and proposed site uses both fall under a Class E use, with the functional characteristics and associated impacts of both of the uses therefore falling under the 'Commercial, Business and Services' category. That said, an assessment of the transport related impacts of the proposed scheme is set out herein.
- 1.1.5 The nursery would have capacity for up to 80 children. A copy of the proposed site layout plan is included at **Appendix A**.

1.2 Report Context and Purpose

- 1.2.1 This Transport Statement (TS) has been prepared to support the transport strategy of the scheme and sets out matters including the site access arrangements, site accessibility by non-car modes, car and cycle parking, and the projected traffic generation and associated impact of the scheme on the local transport network.
- 1.2.2 Whilst the nursery would operate with 'up to' 80 children, it should be noted that this TS has been prepared on the robust assumption that the nursery would operate at full capacity (i.e. 80 children) at all times.
- 1.2.3 The proposed scheme, including the scope of this TS and accompanying transport related documentation, has been discussed and agreed with WSCC during the course of a formal pre-application consultation process. The pre-application consultation process was supported by a Transport Technical Note prepared by RGP, which sets out key transport related matters associated with the site and the proposed scheme. This included the results of car parking demand surveys of existing local public car parking areas (the results of which are also set out within this TS). A pre-application meeting was then held on 9th June 2026, attended by the Applicant and representatives of RGP and WSCC.
- 1.2.4 A copy of the written pre-application comments received from WSCC is included at **Appendix B**. The proposed scheme was received positively by WSCC, with no adverse comments raised. The scope of this TS reflects the pre-application comments received.

1.2.5 The remainder of this TS is structured as follows:

- Chapter 2: Baseline Conditions - details the existing conditions at the site and local area, including the local road network and the site's accessibility credentials by non-car modes;
- Chapter 3: Proposed Scheme - summarises the proposed scheme, including the proposed site access, parking and servicing arrangements;
- Chapter 4: Traffic Generation and Impact - sets out the projected traffic generation associated with the existing and proposed site uses and considers the associated net impact on the local transport network, including the effect of linked trips;
- Chapter 5: Car Parking – sets out the projected nursery car parking accumulations (including drop-off / pick-up activity) and the associated impacts upon local public car parking areas. This includes reference to the results of independent car parking demand surveys locally to the site; and,
- Chapter 6: Summary and Conclusions - summarises and concludes this TS.

1.2.6 A Travel Plan Statement (TPS) - including car parking management plan - has also been prepared as part of the application, as agreed with WSCC during the course of pre-application discussions. The TPS is provided under separate cover.

2 BASELINE CONDITIONS

2.1.1 The site is located at 22-24 Sussex Road, Haywards Heath, RH16 4EA. The location of the site is identified at **Figure 1**.

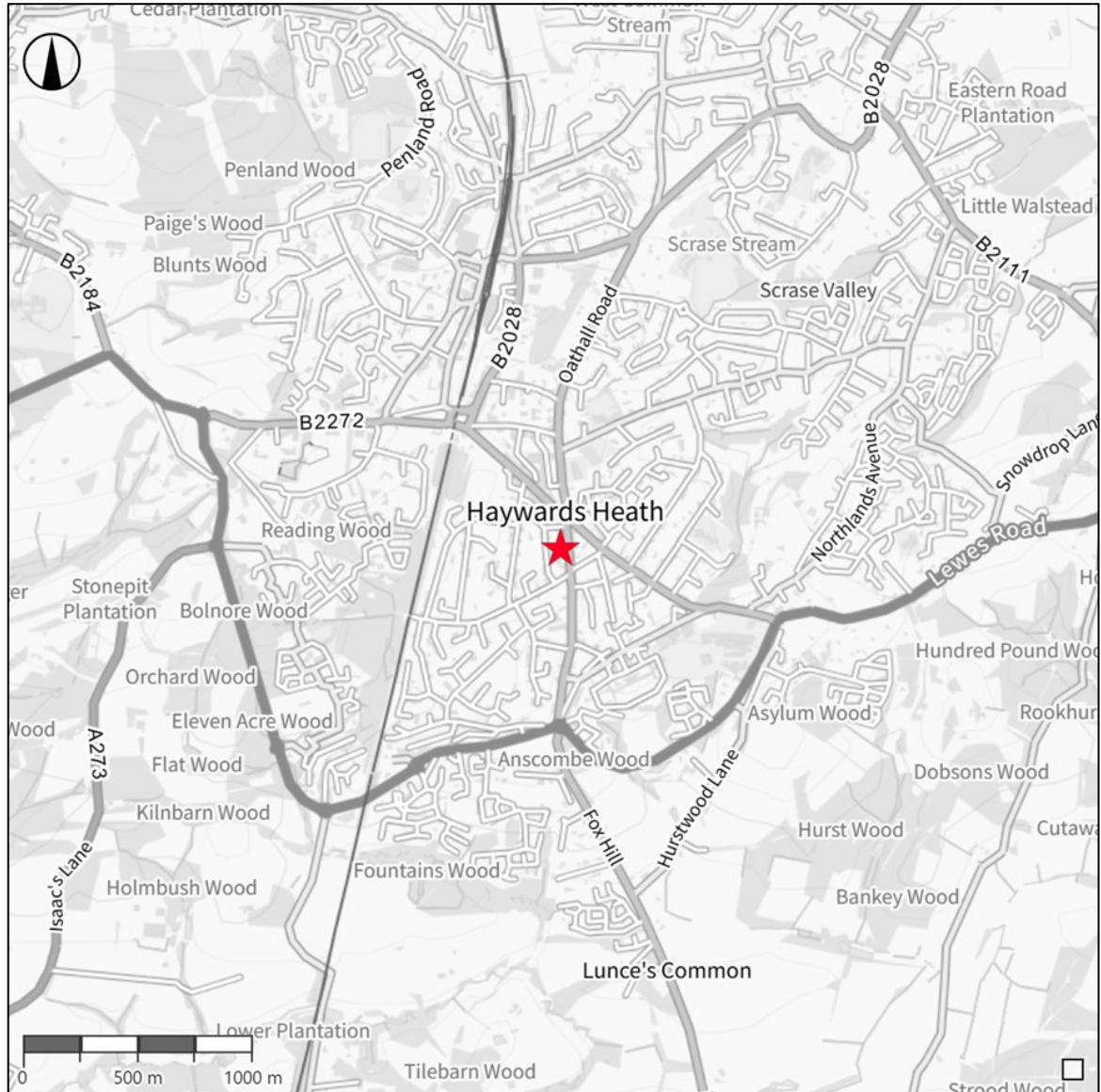


Figure 1 Site Location (Strategic)

2.1.2 The site location in a more localised context is shown at **Figure 2**.

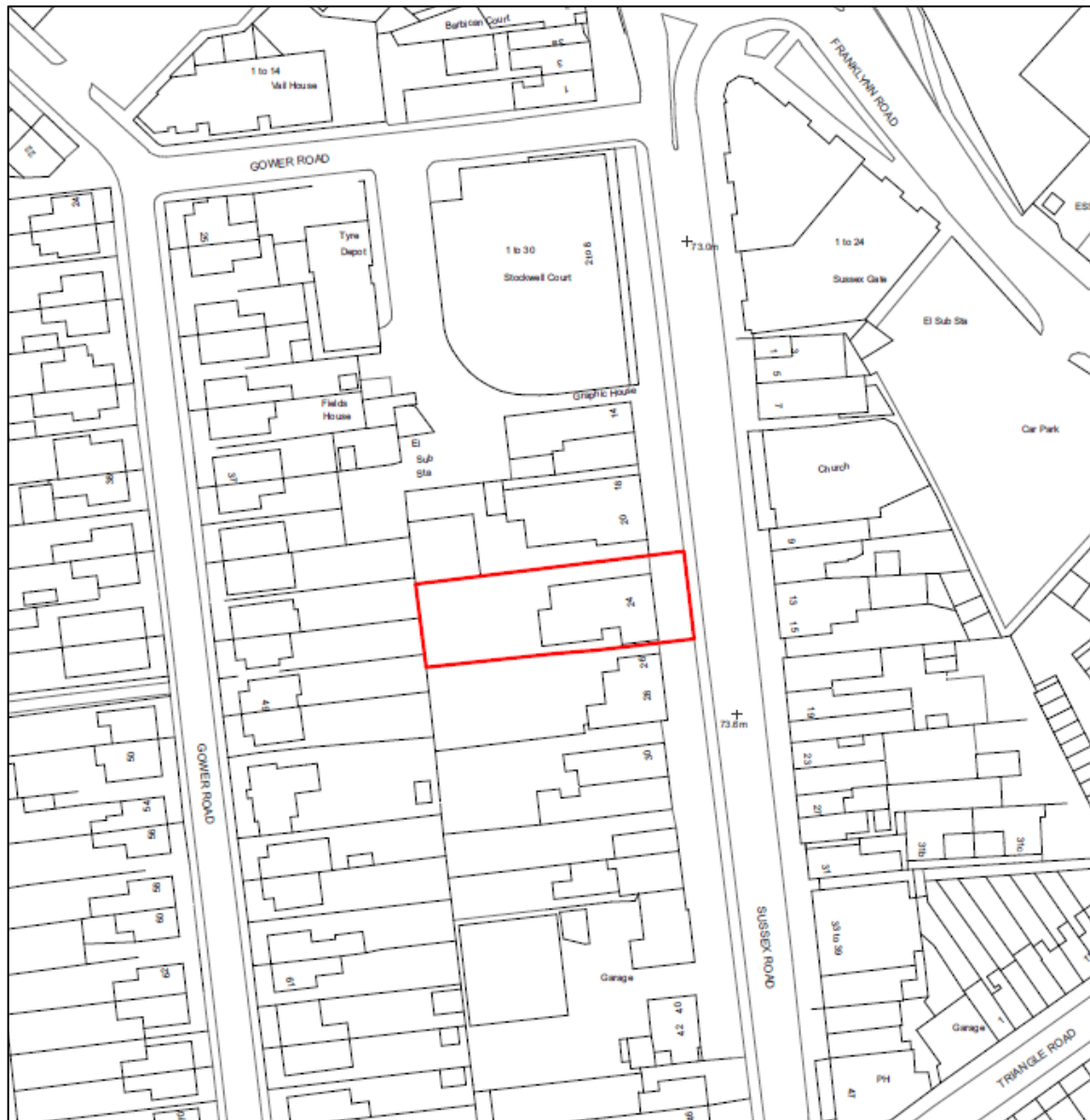


Figure 2 Site Location (Local)

- 2.1.3 The site is located within the Town Centre Boundary of Haywards Heath, as defined in MSDC's Adopted Policy Map that accompanies the Mid Sussex District Plan 2014 – 2031 (March 2018). It also remains within the Town Centre Boundary as defined in the emerging District Plan 2021 – 2039, which is currently at Examination stage and is anticipated to be adopted by MSDC at the end of 2026. The Site is located within MSDC's 'Secondary Shopping Frontage' area, some 120 metres south (a 1 to 2-minute walk) of the 'Primary Shopping Frontage' area, which commences at South Road. The site is therefore ideally located in relation to the centre of Haywards Heath and its associated amenities and employment destinations.
- 2.1.4 The site currently accommodates a detached, two-storey commercial building which is currently vacant although previously operated as an audiology clinic.
- 2.1.5 The ground floor is currently configured to provide a retail area to the front and multiple treatment rooms to the rear. The first floor comprises largely office floor space. The site is understood to currently operate under Use Class E. The Gross Floor Area (GFA) of the building amounts to 298 square metres.

2.1.6 The site frontage as existing is shown in the photograph below.



Photograph 1 Site Frontage at Sussex Road

2.1.7 There is a car park with 14 marked spaces on the rear part of the site, accessed by way of a dropped kerb from the western side of Sussex Road and associated driveway of some 30 metres in length. The driveway operates as shared surface environment at a width of some 3 metres between the building and fence line to the adjoining property, thereby offering only single way vehicular working to and from the rear car park. A further 3 car parking spaces are provided at the front of the site in a perpendicular arrangement behind the footway on the western side of Sussex Road.

2.1.8 Principal pedestrian access to the building is provided directly from Sussex Road, with additional pedestrian access also provided via the driveway at the northern part of the site.

Site Context and Local Highway Network

2.1.9 The area within the immediate vicinity of the site is characterised primarily by commercial premises fronting both sides of Sussex Road.

2.1.10 Sussex Road (B2112) provides an arterial route to / from the centre of Haywards Heath and surrounding areas from the south. It also provides frontage access to various residential and commercial properties on both sides of the road. The section of Sussex Road close to the site frontage is shown at the following photograph.



Photograph 2 **Sussex Road (Towards the North)**

- 2.1.11 Sussex Road is subject to a speed limit of 30mph. It benefits from a network of street lighting and footways on both sides of the road that continue into the centre of Haywards Heath and key surrounding areas. This includes the public car parks at Gower Road (some 200 metres from the site on-foot) and Franklynn Road (some 150 metres from the site on-foot via the signal-controlled crossing south of the site and footpath connection from the eastern side of Sussex Road).
- 2.1.12 As set out above, there is a signal-controlled pedestrian crossing facility (Puffin crossing) located some 40 metres south of the site on Sussex Road, providing access to / from locations on the eastern side of Sussex Road, including the Franklynn Road car park. This crossing facility is shown below. The Gower Road junction with Sussex Road (on the route north to the centre of Haywards Heath and the Gower Road car park) incorporates an uncontrolled, dropped kerb crossing.



Photograph 3 Signal-Controlled Crossing Facility on Sussex Road South of Site

- 2.1.13 Sussex Road has a typical carriageway width of some 9.0 metres locally to the site. Marked, on-carriageway parallel parking bays are provided along parts of the eastern side of the road locally to the site. These parking bays are free of charge although are subject to a 1-hour maximum duration of stay (no return within 2 hours), enforceable between 0800 hours and 1800 hours, Monday to Saturday. The presence of these parking bays reduces the residual carriageway width on Sussex Road to some 7.0 metres, which is still suitable to easily accommodate two-way vehicle movement.
- 2.1.14 Away from these marked parking bays, Sussex Road locally to the site is generally subject to single yellow line parking restrictions, enforceable between 0800 hours and 1800 hours, Monday to Saturday.

2.2 Accessibility Credentials

- 2.2.1 The site is in a highly accessible location, being located within MSDC's defined town centre area, a short walk (120 metres) from the primary shopping area of Haywards Heath at South Road. The site is therefore located a short walk from various shops, services and employment destinations, including those where a number of parents with children at the nursery are likely to travel to for work following the morning drop-off, and vice versa in the evening.
- 2.2.2 There are also extensive residential areas situated within a short walk of the site, including Gower Road, Ashenground Road and Triangle Road, all of which are located within 5-minutes' walk of the site. Numerous other residential streets are also located close by. A significant proportion of those attending the nursery are likely to reside in these areas and could therefore easily travel to the site by foot (or cycle).

2.2.3 The accessibility credentials of the site, including local public transport connections is shown at following **Figure 3**.

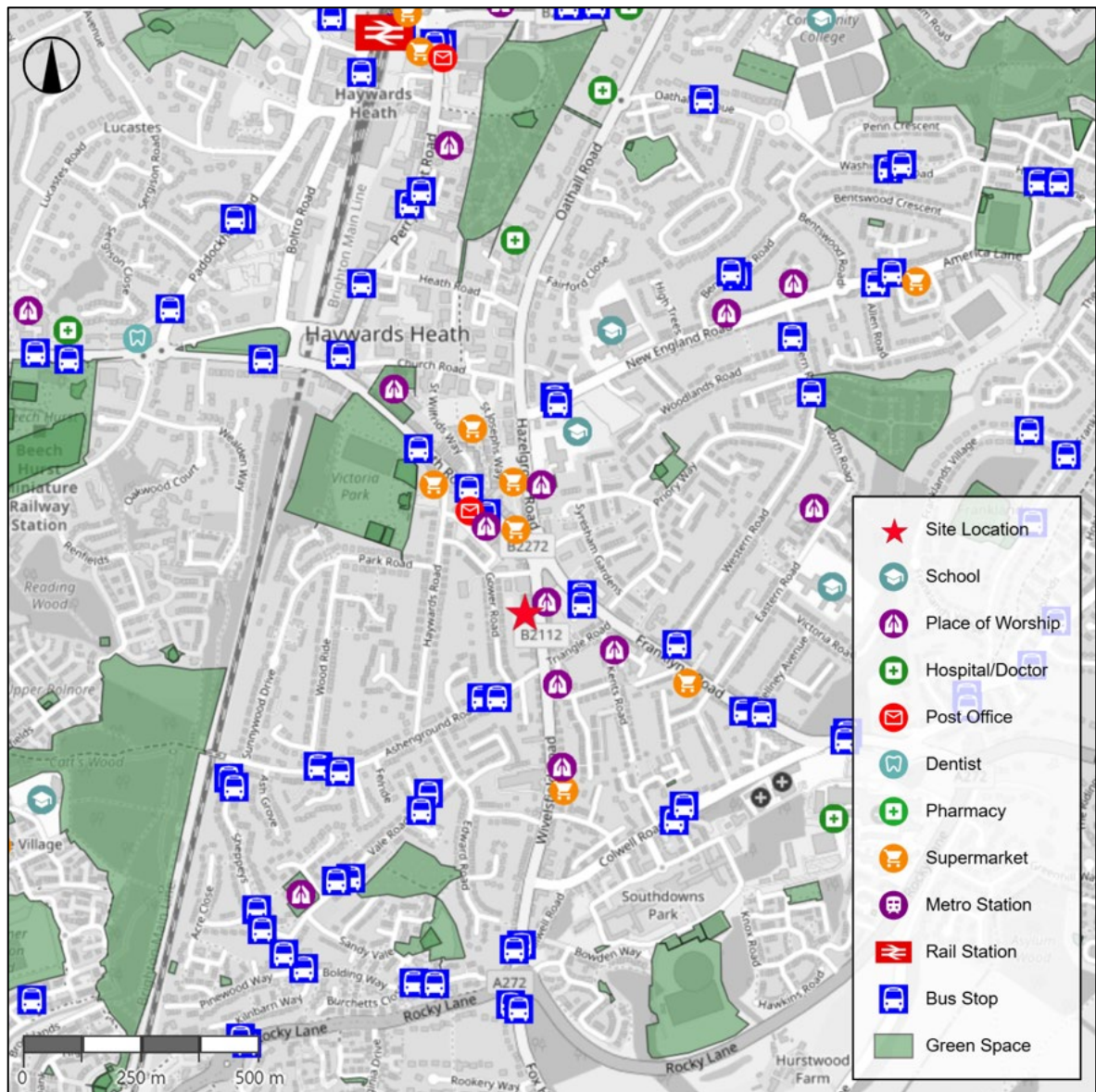


Figure 3 Site Accessibility Plan

2.2.4 A review of local bus and rail services is provided further below.

Bus

2.2.5 The nearest bus stops to the site are 'The Priory' bus stops on Franklynn Road, located within 250 metres of the site on-foot (a 2-minute walk). A summary of the principal bus services that call at these stops is provided in the following **Figure 4**.

Route No. / Operator / Summary		Typical Daytime Frequency	Hours of Operation (Weekday)
31 / 3A / 31B (Compass Travel)	Uckfield - Haywards Heath	Hourly	06:15 – 18:40
33 (Compass Travel)	Hurstpierpoint - Haywards Heath	Hourly	07:20 – 17:55
166 (Compass Travel)	Lewes - Haywards Heath	Every 2 Hours	08:10 – 17:59
270 (Metrobus)	East Grinstead - Brighton	Hourly	07:02 – 20:35
271 (Metrobus)	Crawley - Burgess Hill - Brighton (via Handcross and Cuckfield)	Every 1-2 Hours	05:39 – 22:16
272 (Metrobus)	Crawley - Burgess Hill – Brighton (via Ardingly and Lindfield)	Every 1-2 Hours	06:25 – 23:16

Figure 4 Summary of Local Bus Services from 'The Priory' Stops

- 2.2.6 It is apparent that the local bus stops provide access to bus routes that provide a good level of service to various local and wider destinations, including Brighton and Crawley.

Rail

- 2.2.7 Haywards Heath Rail Station is located some 1.4km from the site on foot (a 16-minute walk) and provides access to Southern, Gatwick Express and Thameslink services to a wide range of destinations, including London Victoria and Brighton.
- 2.2.8 A summary of selected destinations served and associated journey times from Haywards Heath is provided at following **Figure 5**. The list of destinations served is by no means exhaustive.

Destination Station	Daytime Frequency from Haywards Heath	Journey Time from Haywards Heath
Gatwick Airport	10 Services Per Hour	11 - 14 Minutes
Brighton	6 Services Per Hour	14 - 21 Minutes
London Victoria	6 Services Per Hour	45 - 49 Minutes
Littlehampton	2 Services Per Hour	60 Minutes
Eastbourne	2 Services Per Hour	39 – 45 Minutes
Worthing	2 Services Per Hour	37 Minutes

Figure 5 Summary of Rail Services from Haywards Heath Station

- 2.2.9 It is evident that rail travel from Haywards Heath offers frequent services to a range of key local and wider destinations, including high-frequency, direct services to London Victoria, Brighton and Gatwick Airport.

Walking and Cycling

- 2.2.10 As set out previously in this TS, the local area is equipped with a network of good quality, lit footways that facilitate access within and around the centre of Haywards Heath – commensurate with a town centre environment. This includes a wide footway at the site frontage on Sussex Road. The site is located a short walk from the centre of Haywards Heath via good quality, lit footways.
- 2.2.11 As set out previously and as shown earlier at **Photograph 3**, there is a signal-controlled pedestrian crossing facility (Puffin crossing) located some 40 metres south of the site on Sussex Road, providing access to / from locations on the eastern side of Sussex Road, including the Franklynn Road car park.
- 2.2.12 A footpath connection is then provided from the eastern side of Sussex Road (adjacent to Haywards Heath Baptist Church) that provides direct access to the Franklynn Road car park from Sussex Road, without requiring users to route further north in order to access the car park via Franklynn Road.
- 2.2.13 The footpath connection from the Franklynn Road car park to Sussex Road is shown at following **Photograph 4**.



Photograph 4 Footpath Link Between Franklynn Road Car Park and Sussex Road

- 2.2.14 Use of the above-mentioned signal-controlled crossing facility (**Photograph 3**) and footpath link (**Photograph 4**) provides a safe and convenient walking route between the Franklynn Road car park and the site – a walking distance of approximately 150 metres (2-minutes or so).
- 2.2.15 The site is also located just 190 metres on foot (a 2–3-minute walk) from the Gower Road public car park, which is easily accessible via the existing footway network north of the site without requiring the crossing of Sussex Road. The Franklynn Road and Gower Road car parks are shown in the photographs below.



Photographs 5 & 6 Franklynn Road Car Park (Left) and Gower Road Car Park (Right)

- 2.2.16 A plan showing the recommended walking routes to the Franklynn Road and Gower Road car parks is provided at following **Figure 6** and is also incorporated as part of the TPS. A copy of this plan (or an equivalent version) will also be provided within a communal area of the site and disseminated to all parents and staff at the nursery.

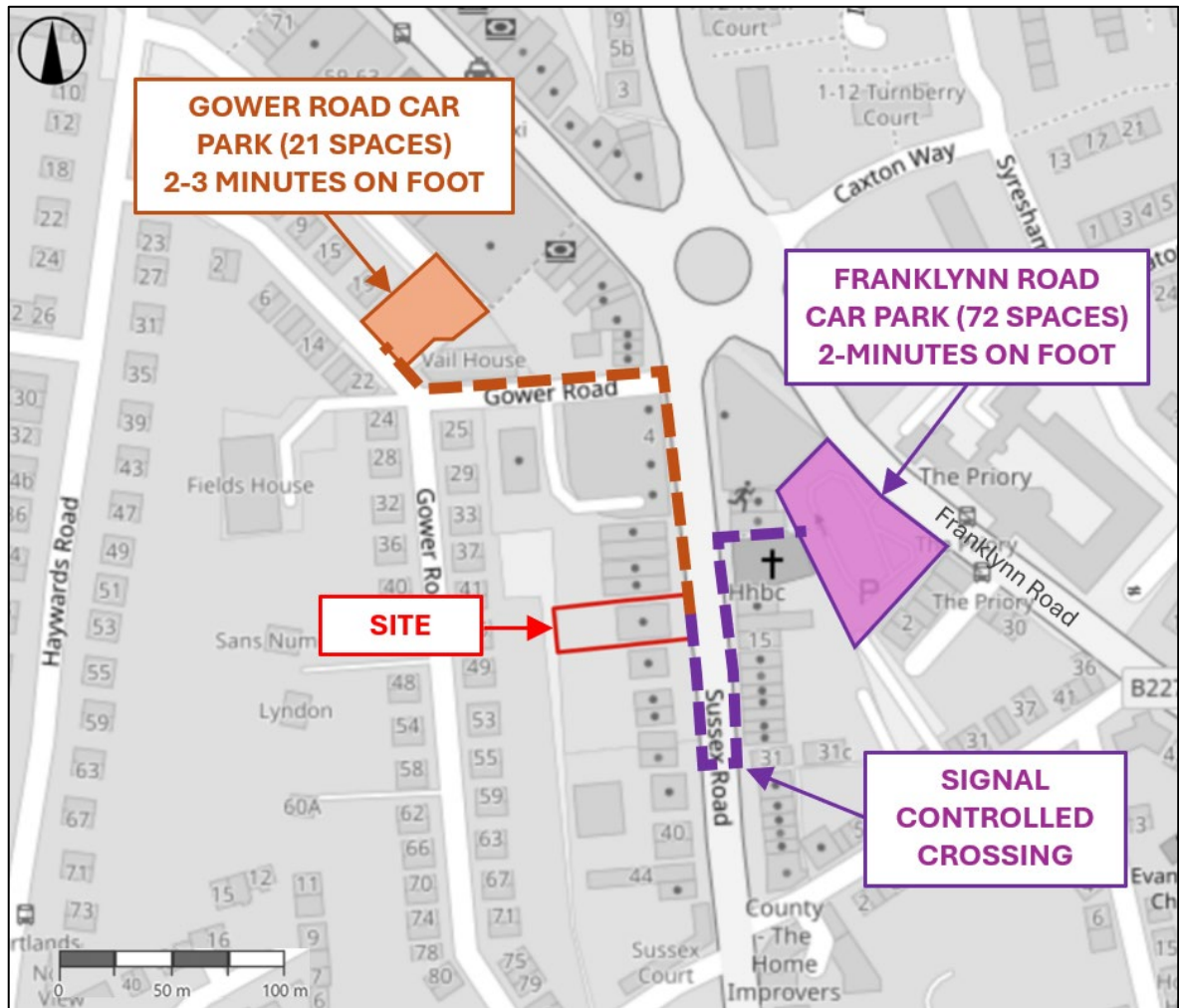


Figure 6 Walking Routes Between Site and Nearest Public Car Parks

2.2.17 Much of the local area is also considered conducive to cycling, with a 30mph speed limit in place along the majority of roads within the area and a network of relatively lightly trafficked, lit residential streets being in-place to the east and west of the main arterial routes such as Sussex Road.

2.2.18 The site is located a short walk / cycle from various residential areas within and around Haywards Heath where a number of children and staff at the nursery are likely to reside and could therefore easily travel by foot or cycle.

2.3 Summary of Baseline Conditions

2.3.1 The above review demonstrates that the site is very well located in relation to its proximity to the centre of Haywards Heath and surrounding areas, as well as local public transport services and active travel infrastructure, enabling trips to and from the site to be undertaken by modes other than the private car.

2.3.2 In summary, it is clear that the site is very well located to facilitate access to key local residential and employment areas by non-car modes. A significant proportion of those with children attending the proposed nursery are likely to already work and / or reside in the local Haywards Heath area, while a significant proportion of those working at the nursery are also likely to live locally and could therefore walk or cycle to the site.

- 2.3.3 It is considered that the location of the site is such that it fully aligns with relevant local and national planning policy on accessibility matters and this would help support the proposed conversion of the site to a nursery use.

3 PROPOSED SCHEME

3.1 Overview

- 3.1.1 The proposed scheme comprises the conversion and associated alterations to the site to provide a nursery with capacity for up to 80 children. A copy of the proposed site layout plan is included at **Appendix A**.

3.2 Site Access

- 3.2.1 Access to the site for pedestrians would continue to be provided from the western side of Sussex Road, albeit alterations to building entrance would be made as part of the proposed scheme.
- 3.2.2 In order to provide a nursery garden - and given the operational constraints of the driveway serving the rear part of the site – it is proposed that the existing car park at the rear of the site would be removed as part of the proposals. The 3 car parking spaces at the front of the site at Sussex Road would be retained in a broadly similar arrangement to existing. These spaces would be allocated to nursery staff only (e.g. the nursery manager and assistant managers). Further detail and management measures relating to these spaces is set out in the TPS.
- 3.2.3 The omission of the rear car park and the removal of the associated existing vehicular access serving the rear car park will mitigate against potential issues associated with the operation of the driveway, including potential conflict between those arriving and departing the site. It is considered that the proposed amendments to the site access arrangements represent a net benefit to the safe and efficient operation of Sussex Road when compared to existing, in particular the notable reduction in vehicle movements across footway on the western side of Sussex Road.
- 3.2.4 It is acknowledged that the on-site car parking provision would then reduce to 3 spaces under the proposals, however this is considered to be appropriate for the subject site given its excellent accessibility credentials and the availability of off-site public car parking locally (as detailed later in this TS).

3.3 Car Parking

- 3.3.1 As set out above, a total of 3 marked car parking spaces would be retained at the site as part of the proposed scheme.
- 3.3.2 Relevant local car parking standards at time of writing are those set out within WSCC's 'Guidance on Parking at New Developments' document (September 2020) ('the WSCC Guidance'). It is understood that these standards also utilised by MSDC.
- 3.3.3 In relation to the proposed nursery use, no prescribed standards are in place. The WSCC Guidance states that a 'site-specific assessment based on travel plan and needs' should be undertaken.
- 3.3.4 It is noted that the accompanying text within the WSCC Guidance states:

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

3.3.5 An assessment of projected parking accumulations throughout the course of a typical day associated with the proposed nursery is provided later in this TS.

3.3.6 It is also noted that the WSCC Guidance also states:

"Local circumstances should be taken into account when setting such standards, including the accessibility of the site, the likely demand for parking, and the viability of the site. Therefore, although new guidance has been prepared, it should only be used as an initial guide for developers, who should undertake a site-specific assessment and seek to balance operational needs, space requirements, efficient use of land and cost attributed to providing parking and where relevant, attracting/retaining staff."

3.3.7 The proposed development and associated car parking strategy is considered to fully align with the above, given the high accessibility credentials of the site and its proximity to the centre of Haywards Heath.

3.3.8 The WSCC Guidance also states:

"If parking could reasonably be expected to take place in existing streets, then it will be necessary to demonstrate through a parking capacity survey (see Section 7) that there is sufficient capacity to accommodate the expected parking demand."

3.3.9 The results of a car parking capacity survey of local streets and public car parks are set out at Chapter 5 of this TS.

3.3.10 It is also noted that the Mid Sussex District Plan 2014-2031 (March 2018) refers at Policy DP21 (Transport) to parking provision at new developments, stating that decisions on development proposals will take account of whether:

"The scheme provides adequate car parking for the proposed development taking into account the accessibility of the development, the type, mix and use of the development and the availability and opportunities for public transport."

3.3.11 As set out previously, the site is in a highly accessible location, close to the centre of Haywards Heath and local car parks. Given this context, the proposed car parking strategy is considered fully appropriate for the site and the proposed scheme. Further details and justification for the proposed car parking strategy are provided at Chapter 5 of this TS.

Car Parking Provision at Other Nurseries

3.3.12 The 'car lite' parking provision proposed is in no way at odds with many other nurseries in this, and many other, areas of the country.

3.3.13 RGP has advised on many successful nursery sites where on-site car parking provision is limited (or entirely car-free). Many such sites are in less accessible locations than the subject site at Sussex Road and also benefit from less off-site public car parking availability than in this case. There are also several nurseries within the Haywards Heath area that offer limited on-site car parking and are located further from local public car parks than the subject site at Sussex Road.

3.3.14 The Applicant has also promoted many successful nursery sites through the planning process that are now operational, all of which provide zero on-site parking for parents and the majority of which also provide zero on-site car parking for staff. Details relating to these sites and their associated operational profiles are provided at **Appendix C**.

3.4 Cycle Parking

3.4.1 Relevant local cycle parking standards are also set out within the WSCC Guidance and again states that for children's day nurseries, provision should be based on a 'site-specific assessment based on travel plan and needs'.

3.4.2 As shown at the proposed site layout plan (**Appendix A**) a total of 5 secure, covered Sheffield stands would be provided on site with total capacity for 10 cycles. Based on experience, this is considered sufficient for likely cycle parking demands amongst nursery users.

3.4.3 A buggy / pram storage area would also be provided, enabling parents to leave these items at the site during the course of the day, further encouraging and facilitating non-car trips to and from the site.

3.5 Servicing

3.5.1 Servicing would continue to take place in accordance with the existing arrangements for the site with delivery and refuse vehicles waiting on-street on Sussex Road to service the site.

3.5.2 A bin store would be provided at the north-western part of the site. It is anticipated that nursery staff would transfer the bins to the front of the site at Sussex Road prior to collection and vice versa.

4 TRAFFIC GENERATION & IMPACT

4.1.1 This section sets out the projected traffic generation associated with the proposed nursery operation at the site, including the projected net change against existing.

Baseline Site Operation

4.1.2 In order to establish the level of traffic that could be generated by the site under its existing operation, a review of the TRICS database (version 8.26.3) has been undertaken based on the following search parameters. Whilst the site could accommodate various different types of occupiers under its existing operational consent, the assessment has been undertaken with respect to the 'Health – Clinics' TRICS category, broadly reflective of the most recent occupier.

- (i) Main Land Use: Health;
- (ii) Sub-Land Use: Clinics;
- (iii) Location Type: Edge of Town Centre;
- (iv) Survey Days: Weekdays;
- (v) Gross Floor Area: All Sites; and,
- (vi) Survey Dates: 01/01/16 Onwards.

4.1.3 The TRICS outputs are included at **Appendix D**, while **Figure 7** summarises the vehicular trip rates per 100sqm for the traditional highway network peak hours (0800-0900 hours / 1700-1800 hours) and across the course of a typical day. Also shown is the subsequent trip generation based on the floor area of the building (298sqm).

Time Period	Clinic Vehicular Trip Rates (per 100sqm)		
	Arrivals	Departures	2-Way
AM Peak Hour (08:00-09:00)	0.725	0.000	0.725
PM Peak Hour (17:00-18:00)	0.415	0.518	0.933
Daily (07:00-19:00)	9.178	7.790	16.968
Clinic Traffic Generation (298sqm)			
AM Peak Hour (08:00-09:00)	2	0	2
PM Peak Hour (17:00-18:00)	1	2	3
Daily (07:00-19:00)	27	23	50

Figure 7 Vehicle Trip Rates (Per 100sqm) and Traffic Generation: Baseline Use

- 4.1.4 It is apparent that the existing operation of the site as a health clinic could generate in the order of 2 or 3 two-way vehicle movements during the traditional highway network peak hours (0800-0900 hours and 1700-1800 hours). Across the course of a typical day, it could generate in the order of 50 two-way vehicle movements.
- 4.1.5 For robustness, a separate interrogation of the TRICS database was also undertaken on the basis of a standard office occupier at the site, the outputs of which are included at **Appendix E**. This assessment suggests a greater level of peak hour traffic than the clinic TRICS parameter, with between 7 and 9 two-way vehicle movements during each of the traditional highway network peak hours under a standard office occupier. The level of daily traffic was however comparable to a clinic operation, with 48 two-way vehicle movements daily.
- 4.1.6 The use of the values at **Figure 6** therefore represents a robust assessment in respect to the site's current operation and the associated potential traffic generation under its existing use.

Proposed Nursery Use (Prior to Allowance for Linked Trips)

- 4.1.7 The TRICS database has also been interrogated in respect to the proposed nursery operation, based on the following search parameters:
- (i) Main Land Use: Education;
 - (ii) Sub-Land Use: Nursery;
 - (iii) Location Type: Edge of Town Centre;
 - (iv) ≥ 1 km walk to nearest rail station;
 - (v) Number of children: Between 25 and 210;
 - (vi) Survey Days: Weekdays;
 - (vii) Survey Dates: 01/01/14 Onwards; and,
 - (viii) Surveys undertaken during Covid manually filtered out.
- 4.1.8 The TRICS outputs are included at **Appendix F**, while **Figure 8** summarises the vehicular trip rates per child for the traditional highway network peak hours and across the course of a typical day. It is noteworthy that these traditional highway peak hour trip rates also coincide with the observed peak hour trip rates from the TRICS outputs.
- 4.1.9 Also shown is the subsequent trip generation based on the proposed 80-child capacity. This includes all vehicle movements associated with the site (parents, staff, deliveries etc.).

Time Period	Nursery Vehicular Trip Rates (per pupil)		
	Arrivals	Departures	2-Way
AM Peak Hour (08:00-09:00)	0.131	0.123	0.254
PM Peak Hour (17:00-18:00)	0.123	0.147	0.270
Daily (07:00-19:00)	0.791	0.788	1.579
Nursery Traffic Generation (80 Pupils)			
AM Peak Hour (08:00-09:00)	10	10	20
PM Peak Hour (17:00-18:00)	10	12	22
Daily (07:00-19:00)	63	63	126

Figure 8 Vehicle Trip Rates (Per Pupil) and Traffic Generation: Proposed Nursery Use (Prior to Allowance for Linked-Trips)

- 4.1.10 It is apparent that a nursery with 80 no. children could generate in the order of 20 two-way vehicle movements during AM peak hour and 22 two-way vehicle movements during the PM peak hour. Across the course of a typical day, it could generate in the order of 126 two-way vehicle movements.
- 4.1.11 It should be noted that this included zero allowance for linked trips, the projected effect of which is presented later in this chapter.

Net Traffic Impact (Prior to Allowance for Linked Trips)

- 4.1.12 The projected net traffic impact, based on the difference in values at **Figure 8** and **Figure 7**, is presented at **Figure 9**.

Time Period	Net Traffic Impact		
	Arrivals	Departures	2-Way
AM Peak Hour (08:00-09:00)	+8	+10	+18
PM Peak Hour (17:00-18:00)	+9	+10	+19
Daily (07:00-19:00)	+36	+40	+76

Figure 9 Proposed Scheme: Net Traffic Impact (Prior to Allowance for Linked-Trips)

- 4.1.13 The projected net traffic impact of the proposed scheme would amount to an additional 18 two-way vehicle movements during the AM peak hour and an additional 19 two-way vehicle movements during the PM peak hour. Over the course of a typical day, there would be in the order of 76 additional two-way vehicle movements.
- 4.1.14 The above increase in traffic is not considered to be significant and would not have a material impact upon the operation of the local highway network. On average, it equates to an average of less than 1 additional vehicle movement every 3 minutes at peak times.
- 4.1.15 It should also be borne in mind that the peak hour traffic increase resulting from the proposed nursery use when considered against a standard office occupier at the site would be even lower, amounting to 11 two-way (AM peak hour) and 10 two-way (PM peak hour).

- 4.1.16 The above assessments also do not include any allowance for linked trips - i.e. vehicle movements that are already on the highway network - of which there would likely be a notable proportion associated with the proposed nursery use given its convenient location relative to the centre of Haywards Heath. The effect of linked trips is presented below.

Effect of Linked Trips

- 4.1.17 Linked trips are trips which are already on the highway network. This is different from a 'new' or 'primary' trip, which would be a trip to a nursery, or any other trip attractor, for the sole purpose of going to that location. Primary trip types are like to form the majority of trips to / from the site under its current health clinic / office operation for example.
- 4.1.18 Whilst primary trips may well be the case for nursery staff, albeit staff would be sought from the local residential area and would therefore likely walk in any event, in RGP's experience a significant proportion of nursery journeys form part of a linked trip – usually a journey to or from a place of work.
- 4.1.19 It is highly unusual for a parent to undertake a journey to a nursey and then to travel straight back home again. A large demand for childcare facilities are from working parents who, of course, need to travel to that place work and would therefore drop-off / collect their child(ren) as part of that commute. These commuting trips are already occurring in any event. The projected nursery traffic flows as presented in this report should therefore not be considered as being entirely 'new' in the context of the road network locally to the site.
- 4.1.20 Moreover, many of these nursery trips would likely be linked to trips to / from the centre of Haywards Heath that are already being experienced in any event – e.g. a parent dropping off their child at the nursery prior to their working day in or around the centre of Haywards Heath. Any such vehicle movements (and parking demands) are therefore already being undertaken and already form part of the existing traffic conditions being experienced locally.
- 4.1.21 From experience, and based on professional judgement, it is conservatively estimated that 50% of trips to and from the nursery would be linked trips – i.e. trips that are being made to this area in any event – with the remaining trips being 'new' trips on the network. In practice, the actual level of linked trips is likely to be even greater than 50%. Notwithstanding this, the effect of linked trips (50%) on the nursery traffic generation figures (**Figure 8**) is shown at **Figure 10**.

Time Period	Nursery Traffic Generation (80 Pupils)		
	Arrivals	Departures	2-Way
AM Peak Hour (08:00-09:00)	5	5	10
PM Peak Hour (17:00-18:00)	5	6	11
Daily (07:00-19:00)	32	32	64

Figure 10 Vehicle Trip Rates (Per Pupil) and Traffic Generation: Proposed Nursery Use (After Allowance for Linked-Trips)

- 4.1.22 The subsequent net traffic impact is presented at **Figure 11**.

Time Period	Net Traffic Impact		
	Arrivals	Departures	2-Way
AM Peak Hour (08:00-09:00)	3	5	8
PM Peak Hour (17:00-18:00)	4	4	8
Daily (07:00-19:00)	5	9	14

Figure 11 Proposed Scheme: Net Traffic Impact (After Allowance for Linked-Trips)

- 4.1.23 After accounting for the effect of linked trips, the net traffic impact of the proposed scheme would be negligible, with an increase of just 8 two-way vehicle movements during the peak hours and an increase of just 14 two-way vehicle movements over the course of a typical day. When considered against an office occupier under the baseline site use, the net impact from the nursery use would be even less, amounting to just 2 or 3 additional two-way movements during the peak hours.

5 CAR PARKING

- 5.1.1 This section sets out matters relating to car parking, including drop-off and pick-up activity. This includes a review of the capacity and availability of existing public car parking areas locally to the site.
- 5.1.2 As set out previously, in order to provide a nursery garden - and given the operational constraints of the driveway serving the rear part of the site – it is proposed that the existing car park at the rear of the site would be removed as part of the proposals.
- 5.1.3 The 3 car parking spaces at the front of the site at Sussex Road would be retained in a broadly similar arrangement to existing. These spaces would be allocated to nursery staff only (e.g. the nursery manager and assistant managers).
- 5.1.4 The omission of the rear car park will mitigate against potential issues associated with operation of the driveway, including potential conflict between those arriving and departing the site. It is acknowledged that the on-site car parking provision would then reduce under the proposals, however this is considered to be appropriate for the subject site given its excellent accessibility credentials and the availability of off-site public car parking locally (demonstrated further below).
- 5.1.5 In particular, the site is located just 150 metres on-foot from the Franklynn Road public car park, which is easily accessible via the signal-controlled crossing south of the site and the footpath connection to the car park from the eastern side of Sussex Road (**Figure 6**). The site is also located just 190 metres on foot from the Gower Road public car park.

Projected Nursery Parking Accumulations

- 5.1.6 A review of likely car parking demands and associated accumulations associated with the proposed nursery use has been undertaken based on the TRICS information outlined in Chapter 4 (outputs at **Appendix F**).
- 5.1.7 **Figure 12** shows the projected vehicular arrival and departure profiles, and associated parking accumulations associated with the proposed nursery use across a typical weekday. The figures include all vehicle movements and associated parking demands from the proposed nursery's operation (staff, drop-offs, pick-ups, visitors etc.).

Time Period	Projected Parking Accumulation - 80-Child Nursery (Based on TRICS)		
	Arrivals	Departures	Parking Accumulation
07:00-08:00	11	7	4
08:00-09:00	10	10	4
09:00-10:00	5	5	4
10:00-11:00	3	3	4
11:00-12:00	4	4	4
12:00-13:00	2	2	4
13:00-14:00	3	3	4
14:00-15:00	2	2	4
15:00-16:00	6	8	2
16:00-17:00	5	6	1
17:00-18:00	10	12	0
18:00-19:00	0	2	0

Figure 12 Projected Nursery Parking Accumulations Based on TRICS Data

- 5.1.8 The data at **Figure 12** shows that an 80-child nursery in this location would be expected to generate a typical parking accumulation of in the order of 4 cars at any one time.
- 5.1.9 The data also shows that nursery arrivals and departures are dispersed across a number of hours during both the morning and evening periods. In RGP's experience, this is typical for nurseries with drop-offs and pick-ups occurring over a number of hours. This is reflective of individual families' varying childcare requirements. There would be no 'school bell', around which time a flurry of activity could reasonably be expected. It is also significant that parking durations associated with a nursery are generally very short – typically up to 5-10 minutes. This lowers the subsequent parking accumulation levels due to the high turnover of spaces.
- 5.1.10 Notwithstanding the above, it is acknowledged that the TRICS data presented above is precise to an hourly extent only – i.e. it does not account for short-term fluctuations in nursery parking accumulation during the hourly periods presented. Additional independent survey data held by RGP in respect to the following nursery site has therefore also been considered. The full data is included at **Appendix G**.
- (i) **Windsor Day Nursery, St Leonards Road, Windsor, SL4 3DX** – Surveyed on Wednesday 12th July 2017 - 80 children in attendance - 1.5km from the centre of Windsor / 1.8km from nearest rail station (Windsor & Eton Central).
- 5.1.11 The survey data set for the above nursery include all vehicular arrivals and departures at 15-minute intervals, as opposed to only an hourly interval presented in the TRICS data.
- 5.1.12 The above surveyed nursery in Windsor is of a similar scale to that proposed at Haywards Heath (80 children) however the Windsor nursery is in notably less accessible location than the subject site at Haywards Heath, being some 1.5km away from their nearest respective town centre (Windsor). The level of vehicle use amongst the surveyed Windsor site is therefore likely to be greater than that of the proposed nursery at Haywards Heath. The following assessment is therefore particularly robust.

5.1.13 The parking accumulation data based on the surveyed Windsor nursery is presented in following **Figure 13**.

Time	Projected Parking Accumulation – 80-Child Nursery (Based on Windsor Survey)
07:00	2
07:15	4
07:30	6
07:45	5
08:00	3
08:15	3
08:30	1
08:45	3
09:00	1
09:15	3
09:30	4
09:45	3
10:00	4
10:15	3
10:30	3
10:45	5
11:00	5
11:15	5
11:30	5
11:45	5
12:00	5
12:15	7
12:30	8
12:45	9
13:00	5
13:15	5
13:30	5
13:45	6
14:00	5
14:15	5
14:30	5
14:45	5
15:00	4
15:15	4
15:30	4
15:45	4
16:00	7
16:15	8
16:30	10
16:45	9
17:00	7
17:15	7
17:30	6
17:45	7
18:00	4
18:15	7
18:30	4
18:45	0
19:00	0

Figure 13 Observed Parking Accumulations at Windsor Nursery (80-Child Nursery)

- 5.1.14 The above data shows that in the order of 3 – 6 parked cars would typically be expected at any one time across the majority of the day, broadly commensurate with the TRICS data, although this would increase to in the order of 7 - 9 cars during the late afternoon / evening period, peaking at 10 cars for around a 15-minute period.
- 5.1.15 The Windsor survey also recorded duration of stay amongst those dropping off or collecting children. These results are summarised as follows:
- (i) 1-5 Minutes – 38%
 - (ii) 6-10 Minutes – 36%
 - (iii) 11-15 Minutes – 18%
 - (iv) Longer than 15 Minutes – 8%
- 5.1.16 Again therefore, given the high turnover of nursery parking the level of parking accumulation at any one time from the nursery would be relatively low.

In-Practice Number of Children at Nursery

- 5.1.17 Although the application is for a nursery for up to 80 children, the reality of nurseries is that the number of children that actually attend on a daily basis is, on average, far fewer. Average daily attendance rates are generally 20-30% below capacity.
- 5.1.18 There are many reasons for this, including:
- (i) The booking patterns that parents arrange for their children. This could be a Tuesday morning, Wednesday full day and full day on a Thursday for one family and a Tuesday full day, Wednesday afternoon and a morning session on a Thursday for another. This means that there are often unused gaps of sessions in each room on any given day - whilst some sessions will be full.
 - (ii) Mondays and Fridays are generally less desired due to parents that work part-time preferring not to work on those days and because of the number of bank holidays that fall on Mondays (making that day traditionally less popular with parents as fees are still applicable).
 - (iii) The number of children who are absent on holiday or illness (which can be up to 10 children per day or even more in the Summer months).
 - (iv) Due to the school intake of new pupils being once per year in September, there is a significant reduction in occupancy levels from the end of June through to the start of September when children leave to start school (often after a break for the Summer, especially in cases where their older siblings go to school). Up to 25% of children can leave in the Summer for this reason.
 - (v) The spaces vacated by these older children are then filled by younger children and this process starts usually at the start of September and then occupancy gradually increases back up again, with the 25% of spaces left by school leaving children eventually being filled by around mid-March.
- 5.1.19 On this basis, the actual typical occupancy figure of the nursery would likely be 70-80% of the 80-child capacity, on average. As such, whilst the data presented above is based on 100% occupancy, the true number of children attending on a daily basis and therefore impacting on the transport network would be notably lower.

Car Parking Demand Surveys

- 5.1.20 In accordance with the WSCC Guidance, a review of the availability of existing public car parking areas locally to the site (within 250m or so on-foot) has been undertaken in order to determine whether there is sufficient capacity to accommodate the projected nursery parking accumulations.
- 5.1.21 Whilst there are numerous additional public car parking areas available slightly beyond those set out below, the consideration of only the following parking areas provides a robust assessment. Notably, the Hazelgrove Public Car Park (118 spaces) is located just 300 metres from the site by foot in the centre of Haywards Heath. No allowance for the Hazlegrove Public Car Park has been made in this review.
- 5.1.22 The following public car parking areas and associated lawful capacities were assessed as part of these surveys. The stated distances from the site relates to the walking journey, including diverting via the signalised crossing on Sussex Road (**Photograph 3**) where applicable.
- (i) **Franklynn Road Public Car Park** – 72 Spaces. Approx. 150m from the site.
 - (ii) **Gower Road Public Car Park** – 21 Spaces. Approx. 190m from the site.
 - (iii) **East Public Car Park** – 41 Spaces. Approx. 275m from the site.
 - (iv) **Sussex Road (East Side) Short Stay Parking** (Max. 1 hour stay) – 13 Spaces. Approx. 100 metres from the site.
 - (v) **Ashenground Road (South Side) Short Stay Parking** (East of Gower Road) (Max. 4 hour stay) – 8 Spaces. Approx. 150 metres from the site.
 - (vi) **Triangle Road (North Side) Short Stay Parking** (Max. 1 hour stay) – 14 Spaces. Approx. 175 metres from the site.
- 5.1.23 The surveys were undertaken by an independent data collection company (Charge Surveys) on Wednesday 29th April 2026. Beat counts were undertaken at 30-minute intervals between 0700 hours and 1900 hours, reflecting a full nursery day. The full results of the parking stress survey, including a plan of the study area, are included at **Appendix H**.
- 5.1.24 The results are summarised below at **Figure 14**. It should be noted that the 'occupied' figures include any cars parked outside of the designated parking area, albeit these areas are not counted as part of the capacity figure for robustness. The core AM / PM drop-off periods are shown in bold.

Time	Franklynn Road Car Park (72 Spaces)		Gower Road Car Park (21 Spaces)		East Car Park (41 Spaces)		Sussex Road Short Stay (13 Spaces)		Ashen. Road Short Stay (8 Spaces)		Triangle Road Short Stay (14 Spaces)		TOTAL 169 SPACES		
	Occ.	Av.	Occ.	Av.	Occ.	Av.	Occ.	Av.	Occ.	Av.	Occ.	Av.	Occ.	Av.	%
07:00:00	13	59	3	18	27	14	9	4	3	5	8	6	63	106	37.3%
07:30:00	10	62	3	18	21	20	7	6	2	6	8	6	51	118	30.2%
08:00:00	10	62	3	18	10	31	5	8	2	6	9	5	39	130	23.1%
08:30:00	18	54	3	18	12	29	10	3	1	7	10	4	54	115	32.0%
09:00:00	31	41	10	11	16	25	7	6	2	6	13	1	79	90	46.7%
09:30:00	51	21	6	15	22	19	9	4	6	2	11	3	105	64	62.1%
10:00:00	51	21	6	15	31	10	11	2	7	1	14	0	120	49	71.0%
10:30:00	57	15	9	12	32	9	13	0	8	0	13	1	132	37	78.1%
11:00:00	51	21	12	9	31	10	14	-1	7	1	14	0	129	40	76.3%
11:30:00	55	17	12	9	30	11	13	0	8	0	15	-1	133	36	78.7%
12:00:00	55	17	10	11	28	13	14	-1	7	1	14	0	128	41	75.7%
12:30:00	54	18	11	10	32	9	13	0	7	1	13	1	130	39	76.9%
13:00:00	48	24	10	11	32	9	14	-1	5	3	12	2	121	48	71.6%
13:30:00	44	28	11	10	30	11	12	1	8	0	15	-1	120	49	71.0%
14:00:00	40	32	9	12	29	12	12	1	8	0	15	-1	113	56	66.9%
14:30:00	40	32	13	8	26	15	13	0	7	1	17	-3	116	53	68.6%
15:00:00	40	32	12	9	25	16	15	-2	8	0	16	-2	116	53	68.6%
15:30:00	32	40	13	8	24	17	12	1	5	3	14	0	100	69	59.2%
16:00:00	30	42	12	9	21	20	13	0	8	0	15	-1	99	70	58.6%
16:30:00	38	34	10	11	26	15	10	3	7	1	15	-1	106	63	62.7%
17:00:00	41	31	12	9	26	15	13	0	8	0	15	-1	115	54	68.0%
17:30:00	39	33	6	15	28	13	7	6	7	1	16	-2	103	66	60.9%
18:00:00	32	40	10	11	21	20	12	1	7	1	17	-3	99	70	58.6%
18:30:00	24	48	7	14	23	18	13	0	6	2	16	-2	89	80	52.7%
19:00:00	23	49	7	14	24	17	12	1	7	1	17	-3	90	79	53.3%

'Occ.' = Number of Parking Spaces Occupied

'Av.' = Number of Parking Spaces Available

Figure 14 Summary of Car Parking Beat Survey Results

- 5.1.25 It is evident that the local car parking areas have significant residual capacity such that the projected nursery parking demands can be accommodated without issue.
- 5.1.26 In particular, it is noted that the Franklynn Road car park exhibits between 40 and 60 or so available spaces before 0900 hours and between 30 and 50 or so available spaces after 1700 hours. As such, sufficient capacity is available within the Franklynn Road car park alone at key nursery drop-off and pick-up times. Indeed, MSDC have also identified the Franklynn Road car park as being underutilised at the current time within their Mid Sussex Parking Strategy 2020-2030 document.
- 5.1.27 Within the study area as a whole there are typically between 90 and 130 spaces available before 0900 hours and between 54 and 80 spaces available after 1700 hours. Whilst existing demands are unsurprisingly greater during the middle parts of the day, even at these times the local car parks still exhibit suitable spare capacity.

5.1.28 The local on-street car parking areas exhibit less general availability, which is unsurprising given the fewer overall spaces that are provided in these areas. That said, the local on-street car parking locations also exhibit some availability at key drop-off / pick-up times, including the short-stay spaces on Sussex Road opposite the site during the key AM drop-off period.

5.1.29 It is therefore considered that the car parking demands associated with the proposed nursery use can easily be accommodate in formal parking areas locally without issue. Parents of children at the nursery will be directed to use the local car parks when dropping-off and picking-up. A range of parking management measures would be put in place to this effect, as set out below.

5.2 Car Parking Management

5.2.1 A number of car parking management measures would be implemented at the nursery. The following measures are set out within the Car Parking Management Plan which forms part of the submitted TPS.

Local Staff Recruitment

5.2.2 A local staff recruitment policy would be implemented, whereby staff would be recruited from the extensive residential areas locally to the site wherever possible. These areas are easily accessible on-foot, and it is anticipated that the vast majority of staff would therefore walk or cycle (or use public transport) to reach the site.

5.2.3 Indeed, in RGP's and the Applicant's experience of nursery sites, the vast majority of nursery staff do not drive and instead travel to work by non-car modes. Many nursery staff are employed on living wage or similar rates and as a consequence, choose a position close to their home to reduce the cost of their commute. Generally, the running costs of a private car make-up a high proportion of their income and as such they choose not to own a private car and travel more sustainably.

5.2.4 Furthermore, the majority of nursery staff tend to be relatively young (early 20s) and would therefore have disproportionately high car insurance premiums, contributing to the likelihood of staff not driving to the site. Any staff that are not local to the site and still require use of a car would be likely to car share.

5.2.5 Nursery staff would be advised during the recruitment process that no car parking provision is available at the site - aside from limited parking provision (3 spaces) on a strict allocation basis.

5.2.6 All remaining staff choosing to drive to work would be directed to park within one of the various local car parks within and around the centre of Haywards Heath.

Allocation of On-Site Parking Spaces

5.2.7 As set out previously, three on-site car parking spaces would be provided at the front of the site adjacent to Sussex Road, broadly reflective of the existing provision in this area. These spaces would be for allocated members of nursery staff only (likely the nursery manager and assistant managers).

- 5.2.8 No other nursery staff would be permitted to park on the site at any time and this would be made clear to all staff prior to and during their employment. Any staff that do drive to the site would instead be instructed to park in local public car parks. The exception to this would be three allocated staff cars (likely the nursery manager and assistant managers) who would have the option of parking within the on-site parking spaces at the front of the site.
- 5.2.9 It should be noted that staff management would typically arrive early in the morning (i.e. prior to child drop-off times) and depart later in the evening (i.e. following child pick-up times) such that the turnover of these on-site car parking spaces would be very low and vehicular movements to and from these spaces would not coincide with child drop-off and pick-up activity.
- 5.2.10 No parents / guardians dropping off or collecting children would be permitted to park on-site at any time. This would be clearly communicated prior to a child's enrolment at the nursery and in perpetuity, as set out below.
- 5.2.11 The provision of zero drop-off or pick-up provision on the site will mitigate against potential opportunistic parking and will ensure there is no possibility for confusion amongst parents in this respect.

Communication With Parents

- 5.2.12 The car parking arrangements for the nursery will be clearly communicated to parents during the enrolment process and in perpetuity. In particular, it will be reiterated that there is no on-site drop-off / pick-up parking available at the site and parents will instead be directed to park in the various local public car parking areas. In particular, parents will be directed to the Franklynn Road car park.
- 5.2.13 Parents will be instructed to park only in designated parking locations and to not park in any restricted or inappropriate locations at any time.
- 5.2.14 A plan (**Figure 6** or equivalent) of the safe walking routes between the site and the nearest public car parks (Franklynn Road and Gower Road) will be provided to all parents and this plan will also be on display at a communal area of the site. This will incorporate the signalised crossing on Sussex Road for routes between the site and parking areas east of Sussex Road (including the Franklynn Road car park).
- 5.2.15 The above will be continually communicated by way of email / postal correspondence and verbally as required. Noticeboards and signage will be provided within a communal area of the site to further reiterate the above.

Travel Planning

- 5.2.16 Parents and staff will be encouraged to travel by non-car modes of transport wherever possible. Noticeboards detailing local walking and cycling routes, as well as local public transport routes / timetables will be provided within a communal area of the site and will be kept up to date.
- 5.2.17 Secure, covered cycle parking will be provided on the site (10 spaces), along with dedicated pram / buggy storage, allowing parents to easily travel onwards from the nursery via non-car modes. A Travel Plan Statement (TPS) is provided under separate cover.

Complaints

- 5.2.18 A complaints log will be set up and managed by nursery staff. This will set out any traffic and transport related complaints raised. Contact details (name / email / telephone) for the nursery will be provided at the front of the site. The nursery manager will acknowledge receipt of any complaints within 1 business day. The nursery manager will then investigate the complaint with the team and respond to the complainant within 28 days. The nursery manager will keep a log of complaints and actions taken to resolve them.

6 SUMMARY & CONCLUSIONS

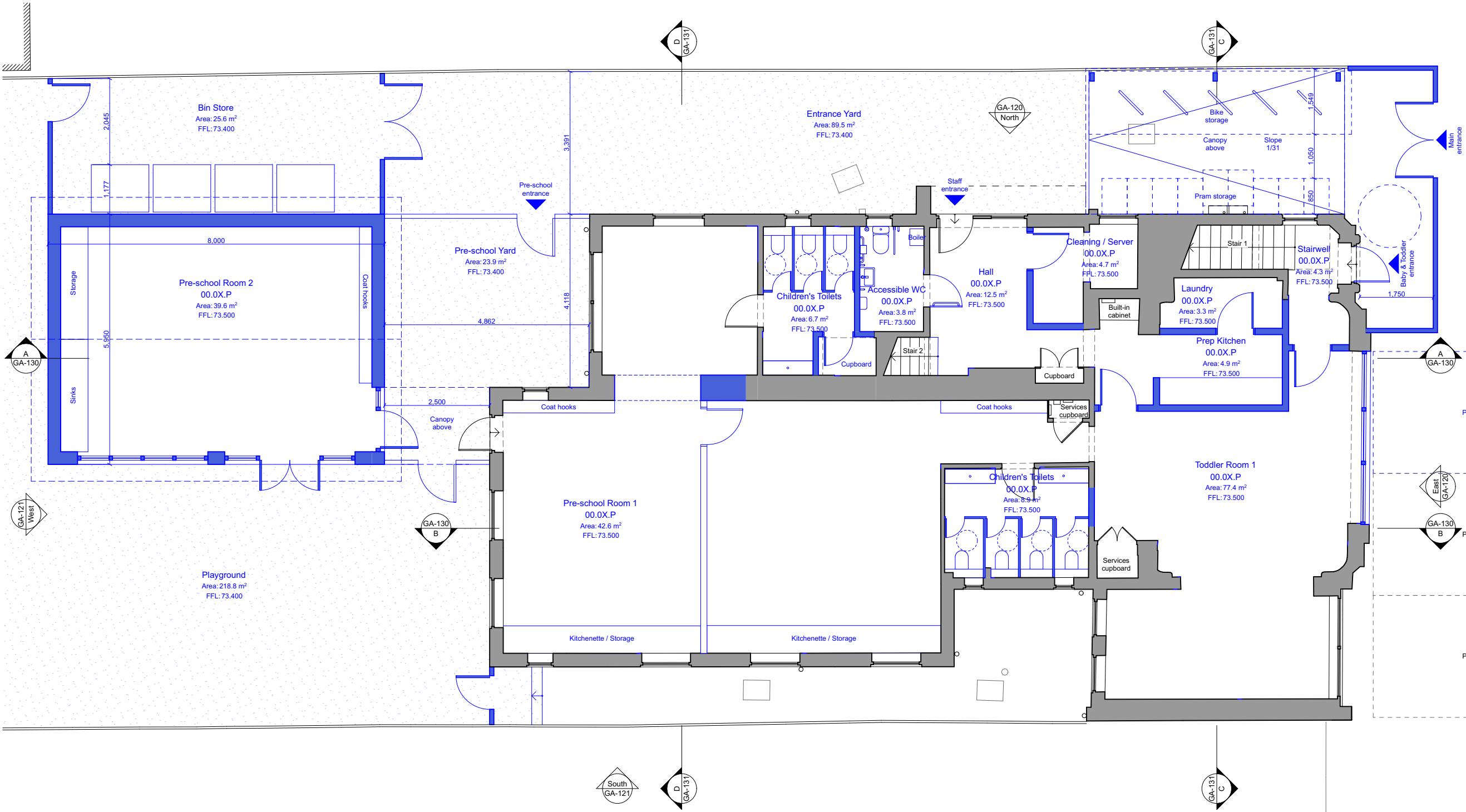
- 6.1.1 RGP has been commissioned by Mr Eamonn O'Connor (the 'Applicant') to provide transport advice in relation to the proposed operation of a children's day nursery and associated works at 22-24 Sussex Road, Haywards Heath, RH16 4EA (the 'site').
- 6.1.2 The site is situated within the administrative boundaries of Mid Sussex District Council (MSDC) as Local Planning Authority (LPA) and West Sussex County Council (WSCC) as Local Highway Authority (LHA).
- 6.1.3 The site currently accommodates a detached, two-storey commercial building which is currently vacant although previously operated as an audiology centre. The development proposals comprise the operation of a children's day nursery at the site, including associated works. The nursery would have capacity for up to 80 children.
- 6.1.4 In summary, this Transport Statement demonstrates:
- (i) The existing and proposed site uses both fall under a Class E use, with the functional characteristics and associated impacts of both of the uses falling under the 'Commercial, Business and Services' category;
 - (ii) The site is situated in a highly accessible location within Haywards Heath town centre;
 - (iii) Many prospective parents with children at the nursery are likely to already work in or around the town centre and can easily drop-off / pick-up their child as part of a pre-existing linked trip to / from work;
 - (iv) There are extensive residential areas within a short walk of the site where a significant proportion of those attending the nursery (including both children and staff) are likely to reside;
 - (v) The net traffic impact of the proposed scheme would not be significant. After accounting for the effect of linked trips, it would amount to an additional 8 or so two-way vehicle movements on the local road network during the AM and PM peak hours and an additional 14 or so two-way vehicle movements on the network daily;
 - (vi) Suitable cycle parking provision would be incorporated on the site;
 - (vii) A suitable servicing strategy would be provided for the site;
 - (viii) Access to the site for all users would continue to be provided from the western side of Sussex Road, albeit alterations to building entrance locations would be made as part of the proposed scheme;
 - (ix) Three car parking spaces would be retained at the front of the site at Sussex Road in a broadly similar arrangement to existing. These spaces would be allocated to nursery staff only;

- (x) The removal of the existing rear car park and associated vehicular access represents a net benefit to the safe and efficient operation of Sussex Road;
- (xi) The proposed 'car-lite' parking strategy is considered to fully align with relevant local standards and policy guidance, given the locality of the site within the town centre and the availability of alternative public car parking areas locally;
- (xii) The projected car parking accumulations of the nursery can be accommodated in formal off-site car parking areas locally, in particular the Franklynn Road car park which is located just 150m from the site by foot; and,
- (xiii) A number of measures would be implemented at the site to ensure that the traffic and parking impacts of the nursery are sufficiently controlled and managed.

6.1.5 In conclusion, the National Planning Policy Framework (December 2024) Paragraph 116 states: *"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."*

6.1.6 This report has established that the scheme would not have an unacceptable impact on highway safety, nor would there be a severe residual cumulative impact upon the operation of the local road network. The application should not therefore be resisted on transport grounds.

APPENDIX A



Notes

DRAFT

08.05.26

00 - WIP

Work in Progress

Not in Transmittal Set

Rev

Date

Purpose

Project

Haywards Heath

Client

Eamonn O'Connor

Drawing Title

Ground Floor Plan Proposed

Drawing No.

028-SCS-P-GA-110

Scale

1:100 @ A3

Revision

00 - WIP

Drawn by

MV

Status

Not in Transmittal Set

Issue date

Work in Progress

Checked by

SC

All demolition and construction work subject to Structural Engineer's design. Do not proceed without coordinated structural design information.

Development subject to Planning Consent, Building Control approval and Party Wall awards. All dimensions to be checked by Contractor prior to procurement, manufacture or construction.

Do not scale from this drawing for construction purposes. All dimensions to be checked on site. Any ambiguities or discrepancies in dimensions outside of stated tolerances be reported to the Architect.

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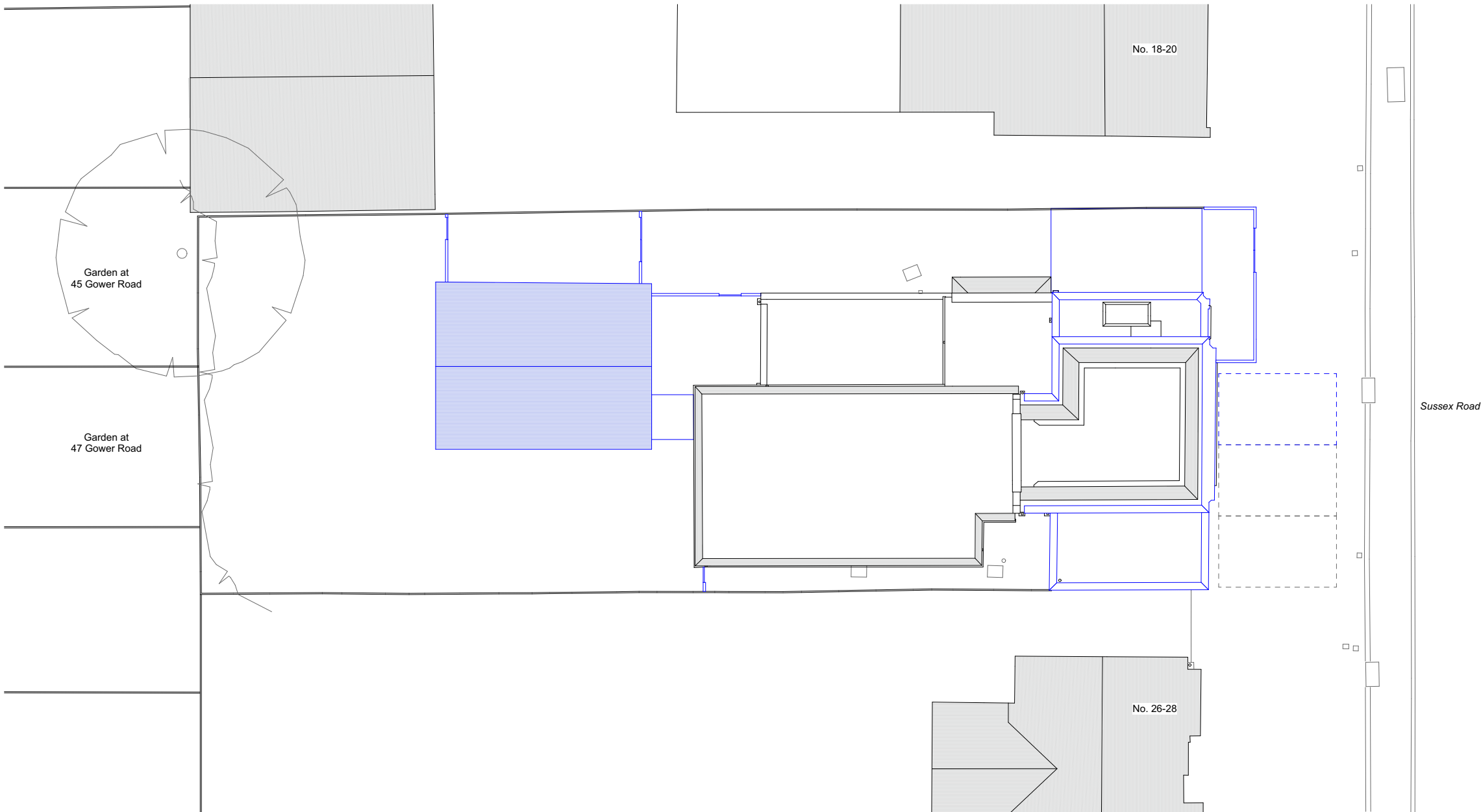
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Notes

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08.05.26

00 - WIP	Work in Progress	Not in Transmittal Set
Rev	Date	Purpose

Project
Haywards Heath

Client
Eamonn O'Connor

Drawing Title
Site Plan
Proposed

Drawing No.
028-SCS-P-GA-101

Scale	Status
1:200 @ A3	Not in Transmittal Set

Revision	Issue date
00 - WIP	Work in Progress

Drawn by	Checked by
MV	SC

All demolition and construction work subject to Structural Engineer's design. Do not proceed without coordinated structural design information.

Development subject to Planning Consent, Building Control approval and Party Wall awards. All dimensions to be checked by Contractor prior to procurement, manufacture or construction.

Do not scale from this drawing for construction purposes. All dimensions to be checked on site. Any ambiguities or discrepancies in dimensions outside of stated tolerances be reported to the Architect.



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APPENDIX B

**WEST SUSSEX COUNTY COUNCIL
PRE APPLICATION CONSULTATION**

TO:	Organisation: RGP FAO: Julian Clement Smith
FROM:	WSCC - Highways Authority
DATE:	9 th June 2026
LOCATION:	24 Sussex Road Haywards Heath RH16 4EA
SUBJECT:	Internal Reference: PRE-43-26 Proposed change of use and associated works to provide a children's day nursery with up to 80 children.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

The Local Highways Authority (LHA) has been consulted for pre-application advice in regard to the proposed children's nursery at 24 Sussex Road, Haywards Heath, RH16 4EA. The LHA has reviewed the Technical Note (May 2026) submitted in support of this application and undertook a internal call with the Design Team on 9th June 2026. These conversations will form the basis of a Transport Statement (TS) which would be submitted with a formal application.

Comments

Having discussed the content of the SN with the Design Team and upon assessment of the SN, the LHA would offer the following comments:

- A site location plan scale (1:1250) with site boundary indicated within the TN
- Schedule of existing uses including planning history with reference numbers included within an formal TS.
- Access to Sussex Road will be via the existing arrangement with no changes proposed and parking for 2/3 staff maximum. The existing parking area to the rear of the site will be closed following this application.
- The LHA would advise that no formal drop off facility is proposed onto Sussex Road to discourage illegal parking or stacking during pick up and drop off times.
- The site is well located in this area of Haywards Heath with street lit footways which are continuous and a signalised pedestrian crossing point near the site. The site is in close proximity to the Franklyn Road car park with a cut through already in place between Sussex Road and the car park. The formal TS will identify this route within the supporting information.

- A number of parking surveys are provided within the SN showing available spaces in nearby roads and car parks. The overall summary has been assessed and the SN's assessments suggests that sufficient parking is available in nearby car parks and roads (where no restrictions apply).
- The LHA advised the Design Team to further investigate if a temporary pass to the nearby car parks can be agreed for parents during the drop off and pick up periods in the morning and evenings.
- Cycle and buggy parking will be provided within the site.
- It was agreed a Travel Plan Statement (TPS) will be provided for staff and parents.
- Proposed trip rates supported with TRICS outputs and site selection methodology have been provided within the TN. These show the proposals will result in an increase in peak AM and PM hours to the local network, but in each case the additional movements are under 30. The Design Team will provide more commentary on linked trips and how this relates to the proposed usage. Other comparable sites in similar locations can be used as examples and how this may see a reduction in the predicted trip rates.

Conclusion

I trust you appreciate that any advice given by council officers for pre-application enquiries does not constitute a formal response or decision of the council with regard to the granting of planning permission in the future. Any views or opinions expressed are given in good faith, and to the best of ability, without prejudice to the formal consideration of any application, which will be the subject of public consultation and ultimately decided by the Local Planning Authority.

Jamie Brown
Planning Services

APPENDIX C

Nurseries – Parking

Nursery Address	No of Children	No of staff*	On-site parking spaces for parents	On-site parking spaces for staff	Parking available	Description
Wigwam Nursery 22 Fatherson Road, Reading, RG1 4PL www.thewigwamnursery.co.uk	36	12	0	0	Metered Parking	A converted house in a residential street. Limited kerbside parking. Metered parking available across a main road. Arrangement with neighbour across the road who has spare land for nursery manager to park.
Toddletown Nursery. ** The Old Gospel Hall Lower Manor Rd Godalming GU7 3EG www.toddletowndaynursery.co.uk	54	15	0	0	Kerbside street parking	A converted 'tin tabernacle' chapel in a residential road. Limited kerbside parking available (many houses in the road have dropped kerbs) and street parking requires residents to park with two wheels on pavement. Parents walk to nursery or park in quieter neighbouring roads and walk (300m +).
Toddletown Nursery. ** The Pump House Kimbers Lane Farnham GU9 9PT www.toddletowndaynursery.co.uk	88	25	0	14	Local Authority Car Park	The nursery has 14 car parking spaces which are all reserved for staff. No parents allowed to park in or near the nursery, which is accessed by a single-file lane from the main

						road. Arrangements in place with Council to utilise a public carpark, 4 minutes walk to the nursery (opposite direction from main road). Nursery pays for annual parking badges that cover ½ hour in the morning (drop-off) and ½ hour in the evening (pick-up).
Mulberry Corner 1 and 2 Castle Lane Chandlers Ford Hampshire SO53 4PW www.mulberrycorner.co.uk	68	18	0	12	Kerbside Street Parking	Staff parking available on site. No parking on site available for parents. Double yellow lines on immediate access road, so parents walk or park in quieter roads (200m+ away).
The Mall Nursery. ** 84 Hampton Road, Twickenham TW2 5QS www.themallnursery.org.uk	75	23	0	1	Metered street parking	One car parking space on site, available to the nursery manager. No parental parking on site. Parents walk or utilise metered parking in the road outside (usually available within 200m).
Big Dreams Nursery** Cox Lane, West Ewell, Epsom KT19 9PS www.bigdreamsnursery.co.uk	60	16	0	0	Car park next door to nursery	Nursery at end of quiet cul-de-sac with plenty of turning space. No available parking on site. Small public car park next door and kerbside parking available.
Dragonflies Nursery** ORU space,	63	15	0	0	Local authority	This nursery is on the third floor of a converted department store in the

7 Throwley Way, Sutton, SM1 4AF www.ditchamdragonflies.com					public car park	centre of Sutton. The development was part of Council-inspired regeneration of town centre. There is a Council car park across the road from the building. Parents who travel by car use this, cross the road and access the nursery via lift. No staff parking available.
--	--	--	--	--	--------------------	--

***The average number of staff on site daily**

**** These nurseries were created by us from scratch and all involved planning permission**

APPENDIX D

Audit Code: 672b0c7c-ff57-49df-832f-54fb35c5a46e

Filtering Summary:

Land Use: 05/E HEALTH/CLINICS

Selected Trip Rate Calculation Parameter Range: 32 - 1720 sqm GFA

Actual Trip Rate Calculation Parameter Range: 32 - 1720 sqm GFA

Date Range: Minimum: 01/01/2016 Maximum: 03/06/2025

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 4300 7418

Days of the week selected:

Thursday	1
Tuesday	1
Wednesday	1

Main Location Types selected:

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

Inclusion of Servicing Vehicles Counts:

Servicing Vehicles Included	3
-----------------------------	---

Population <1 Mile ranges selected:

1,001 to 5,000	1
25,001 to 50,000	2

Audit Code: 672b0c7c-ff57-49df-832f-54fb35c5a46e

Population <5 Mile ranges selected:

125,001 to 250,000	2
500,001 or More	1

Car Ownership <5 Mile ranges selected:

0.5 or Less	1
0.6 to 1.0	2

PTAL Rating:

No PTAL Present	3
-----------------	---

Audit Code: 672b0c7c-ff57-49df-832f-54fb35c5a46e

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 05 - HEALTH
Category: E - CLINICS
Selected Vehicle Type: Total Vehicles

Selected regions and areas:			
04	EAST ANGLIA		
	NF	NORFOLK	1 day
08	NORTH WEST		
	MS	MERSEYSIDE	1 day
11	SCOTLAND		
	AD	ABERDEEN CITY	1 day

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

Audit Code: 672b0c7c-ff57-49df-832f-54fb35c5a46e

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:	32 to 1720 (units:sqm)
Range Selected by User:	32 to 1720 (units:sqm)
Parking Spaces Range:	2 - 13

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 03/06/25

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:

Thursday	1 days
Tuesday	1 days
Wednesday	1 days

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

Selected survey types:

Manual count	3
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	3 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:

Built-Up Zone	1 days
Residential Zone	2 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	3 days
-----------------------------	--------

Audit Code: 672b0c7c-ff57-49df-832f-54fb35c5a46e

Secondary Filtering Selection:

Use Class:

E(e)

3 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:

4300 - 7418

Population within 1 mile:

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

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

Population within 5 miles:

125,001 to 250,000	2 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:

0.5 or Less	1 surveys
0.6 to 1.0	2 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: 672b0c7c-ff57-49df-832f-54fb35c5a46e

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 3 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 3 surveys

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

COVID-19 Restrictions:

No

Audit Code: 672b0c7c-ff57-49df-832f-54fb35c5a46e

LIST OF SITES relevant to selection parameters:

Site 1:	AD-05-E-01	Gross floor area:	80.00 sqm
Development Name:	PHYSIOTHERAPY CLINIC	Survey Date:	21/11/2019
Location:	ABERDEEN	Survey Day:	Thursday
Postcode:	AB25 2SG		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 2:	MS-05-E-01	Gross floor area:	615.00 sqm
Development Name:	COSMETIC SURGERY CLINIC	Survey Date:	28/11/2018
Location:	LIVERPOOL	Survey Day:	Wednesday
Postcode:	L1 2TQ		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Built-Up Zone		
PTAL:	n/a		
Site 3:	NF-05-E-02	Gross floor area:	270.00 sqm
Development Name:	COMPLEMENTARY THERAPY	Survey Date:	26/11/2019
Location:	NORWICH	Survey Day:	Tuesday
Postcode:	NR3 4AG		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Audit Code: 672b0c7c-ff57-49df-832f-54fb35c5a46e

TRIP RATE for Land Use 05 - HEALTH/E - CLINICS

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	1	270	0.370	0.000	0.370
08:00-09:00	3	322	0.725	0.000	0.725
09:00-10:00	3	322	1.244	0.518	1.762
10:00-11:00	3	322	1.036	0.829	1.865
11:00-12:00	3	322	0.933	1.244	2.177
12:00-13:00	3	322	0.725	0.725	1.450
13:00-14:00	3	322	0.207	0.415	0.622
14:00-15:00	3	322	0.829	0.311	1.140
15:00-16:00	3	322	0.933	0.622	1.555
16:00-17:00	3	322	1.036	1.140	2.176
17:00-18:00	3	322	0.415	0.518	0.933
18:00-19:00	3	322	0.725	1.036	1.761
19:00-20:00	2	348	0.000	0.432	0.432
20:00-21:00	1	615	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			9.178	7.790	16.968

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: 672b0c7c-ff57-49df-832f-54fb35c5a46e

Parameter Summary:

Trip rate parameter range selected:	32 - 1720 (units: sqm)
Survey date date range:	28/11/2018 - 26/11/2019
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: 672b0c7c-ff57-49df-832f-54fb35c5a46e

TRIP RATE for Land Use 05 - HEALTH/E - CLINICS

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	1	270	0.370	0.370	0.740
08:00-09:00	3	322	0.000	0.000	0.000
09:00-10:00	3	322	0.207	0.000	0.207
10:00-11:00	3	322	0.000	0.000	0.000
11:00-12:00	3	322	0.000	0.000	0.000
12:00-13:00	3	322	0.207	0.000	0.207
13:00-14:00	3	322	0.000	0.207	0.207
14:00-15:00	3	322	0.000	0.000	0.000
15:00-16:00	3	322	0.000	0.000	0.000
16:00-17:00	3	322	0.000	0.000	0.000
17:00-18:00	3	322	0.104	0.000	0.104
18:00-19:00	3	322	0.000	0.104	0.104
19:00-20:00	2	348	0.000	0.000	0.000
20:00-21:00	1	615	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.888	0.681	1.569

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: 672b0c7c-ff57-49df-832f-54fb35c5a46e

Parameter Summary:

Trip rate parameter range selected:	32 - 1720 (units: sqm)
Survey date date range:	21/11/2019 - 26/11/2019
Number of weekdays (Monday-Friday):	2
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: 672b0c7c-ff57-49df-832f-54fb35c5a46e

TRIP RATE for Land Use 05 - HEALTH/E - CLINICS

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	1	270	0.000	0.000	0.000
08:00-09:00	3	322	0.000	0.000	0.000
09:00-10:00	3	322	0.000	0.000	0.000
10:00-11:00	3	322	0.000	0.000	0.000
11:00-12:00	3	322	0.000	0.000	0.000
12:00-13:00	3	322	0.000	0.000	0.000
13:00-14:00	3	322	0.000	0.000	0.000
14:00-15:00	3	322	0.000	0.000	0.000
15:00-16:00	3	322	0.000	0.000	0.000
16:00-17:00	3	322	0.000	0.000	0.000
17:00-18:00	3	322	0.000	0.000	0.000
18:00-19:00	3	322	0.000	0.000	0.000
19:00-20:00	2	348	0.000	0.000	0.000
20:00-21:00	1	615	0.000	0.000	0.000
21:00-22:00					
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: 672b0c7c-ff57-49df-832f-54fb35c5a46e

Parameter Summary:

Trip rate parameter range selected:	32 - 1720 (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: 672b0c7c-ff57-49df-832f-54fb35c5a46e

TRIP RATE for Land Use 05 - HEALTH/E - CLINICS

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	1	270	0.000	0.000	0.000
08:00-09:00	3	322	0.000	0.000	0.000
09:00-10:00	3	322	0.000	0.000	0.000
10:00-11:00	3	322	0.000	0.000	0.000
11:00-12:00	3	322	0.000	0.000	0.000
12:00-13:00	3	322	0.000	0.000	0.000
13:00-14:00	3	322	0.000	0.000	0.000
14:00-15:00	3	322	0.000	0.000	0.000
15:00-16:00	3	322	0.000	0.000	0.000
16:00-17:00	3	322	0.000	0.000	0.000
17:00-18:00	3	322	0.000	0.000	0.000
18:00-19:00	3	322	0.000	0.000	0.000
19:00-20:00	2	348	0.000	0.000	0.000
20:00-21:00	1	615	0.000	0.000	0.000
21:00-22:00					
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: 672b0c7c-ff57-49df-832f-54fb35c5a46e

Parameter Summary:

Trip rate parameter range selected:	32 - 1720 (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: 672b0c7c-ff57-49df-832f-54fb35c5a46e

TRIP RATE for Land Use 05 - HEALTH/E - CLINICS

Taxis

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	1	270	0.000	0.000	0.000
08:00-09:00	3	322	0.000	0.000	0.000
09:00-10:00	3	322	0.104	0.104	0.208
10:00-11:00	3	322	0.000	0.000	0.000
11:00-12:00	3	322	0.104	0.104	0.208
12:00-13:00	3	322	0.104	0.104	0.208
13:00-14:00	3	322	0.000	0.000	0.000
14:00-15:00	3	322	0.000	0.000	0.000
15:00-16:00	3	322	0.104	0.104	0.208
16:00-17:00	3	322	0.104	0.104	0.208
17:00-18:00	3	322	0.000	0.000	0.000
18:00-19:00	3	322	0.000	0.000	0.000
19:00-20:00	2	348	0.000	0.000	0.000
20:00-21:00	1	615	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.520	0.520	1.040

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: 672b0c7c-ff57-49df-832f-54fb35c5a46e

Parameter Summary:

Trip rate parameter range selected:	32 - 1720 (units: sqm)
Survey date date range:	28/11/2018 - 26/11/2019
Number of weekdays (Monday-Friday):	2
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: 672b0c7c-ff57-49df-832f-54fb35c5a46e

TRIP RATE for Land Use 05 - HEALTH/E - CLINICS

Cars

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	1	270	0.370	0.000	0.370
08:00-09:00	3	322	0.725	0.000	0.725
09:00-10:00	3	322	1.036	0.415	1.451
10:00-11:00	3	322	0.933	0.622	1.555
11:00-12:00	3	322	0.725	1.036	1.761
12:00-13:00	3	322	0.622	0.622	1.244
13:00-14:00	3	322	0.207	0.415	0.622
14:00-15:00	3	322	0.829	0.311	1.140
15:00-16:00	3	322	0.829	0.518	1.347
16:00-17:00	3	322	0.933	1.036	1.969
17:00-18:00	3	322	0.415	0.518	0.933
18:00-19:00	3	322	0.622	0.933	1.555
19:00-20:00	2	348	0.000	0.432	0.432
20:00-21:00	1	615	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			8.246	6.858	15.104

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

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

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Audit Code: 672b0c7c-ff57-49df-832f-54fb35c5a46e

Parameter Summary:

Trip rate parameter range selected:	32 - 1720 (units: sqm)
Survey date date range:	28/11/2018 - 26/11/2019
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: 672b0c7c-ff57-49df-832f-54fb35c5a46e

TRIP RATE for Land Use 05 - HEALTH/E - CLINICS

LGVs

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	1	270	0.000	0.000	0.000
08:00-09:00	3	322	0.000	0.000	0.000
09:00-10:00	3	322	0.104	0.000	0.104
10:00-11:00	3	322	0.104	0.207	0.311
11:00-12:00	3	322	0.104	0.104	0.208
12:00-13:00	3	322	0.000	0.000	0.000
13:00-14:00	3	322	0.000	0.000	0.000
14:00-15:00	3	322	0.000	0.000	0.000
15:00-16:00	3	322	0.000	0.000	0.000
16:00-17:00	3	322	0.000	0.000	0.000
17:00-18:00	3	322	0.000	0.000	0.000
18:00-19:00	3	322	0.104	0.104	0.208
19:00-20:00	2	348	0.000	0.000	0.000
20:00-21:00	1	615	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.416	0.415	0.831

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: 672b0c7c-ff57-49df-832f-54fb35c5a46e

Parameter Summary:

Trip rate parameter range selected:	32 - 1720 (units: sqm)
Survey date date range:	28/11/2018 - 26/11/2019
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: 672b0c7c-ff57-49df-832f-54fb35c5a46e

TRIP RATE for Land Use 05 - HEALTH/E - CLINICS

Motorcycles

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	1	270	0.000	0.000	0.000
08:00-09:00	3	322	0.000	0.000	0.000
09:00-10:00	3	322	0.000	0.000	0.000
10:00-11:00	3	322	0.000	0.000	0.000
11:00-12:00	3	322	0.000	0.000	0.000
12:00-13:00	3	322	0.000	0.000	0.000
13:00-14:00	3	322	0.000	0.000	0.000
14:00-15:00	3	322	0.000	0.000	0.000
15:00-16:00	3	322	0.000	0.000	0.000
16:00-17:00	3	322	0.000	0.000	0.000
17:00-18:00	3	322	0.000	0.000	0.000
18:00-19:00	3	322	0.000	0.000	0.000
19:00-20:00	2	348	0.000	0.000	0.000
20:00-21:00	1	615	0.000	0.000	0.000
21:00-22:00					
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: 672b0c7c-ff57-49df-832f-54fb35c5a46e

Parameter Summary:

Trip rate parameter range selected:	32 - 1720 (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: 672b0c7c-ff57-49df-832f-54fb35c5a46e

TRIP RATE for Land Use 05 - HEALTH/E - CLINICS

Servicing 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	1	270	0.000	0.000	0.000
08:00-09:00	3	322	0.000	0.000	0.000
09:00-10:00	3	322	0.000	0.000	0.000
10:00-11:00	3	322	0.104	0.104	0.208
11:00-12:00	3	322	0.207	0.207	0.414
12:00-13:00	3	322	0.000	0.000	0.000
13:00-14:00	3	322	0.000	0.000	0.000
14:00-15:00	3	322	0.000	0.000	0.000
15:00-16:00	3	322	0.000	0.000	0.000
16:00-17:00	3	322	0.000	0.000	0.000
17:00-18:00	3	322	0.000	0.000	0.000
18:00-19:00	3	322	0.104	0.104	0.208
19:00-20:00	2	348	0.000	0.000	0.000
20:00-21:00	1	615	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.415	0.415	0.830

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: 672b0c7c-ff57-49df-832f-54fb35c5a46e

Parameter Summary:

Trip rate parameter range selected:	32 - 1720 (units: sqm)
Survey date date range:	28/11/2018 - 26/11/2019
Number of weekdays (Monday-Friday):	2
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.

APPENDIX E

Audit Code: d10fb1a4-2d5c-43f8-9501-6440565886d5

Filtering Summary:

Land Use: 02/A EMPLOYMENT/OFFICE

Selected Trip Rate Calculation Parameter Range: 118 - 1000 sqm GFA

Actual Trip Rate Calculation Parameter Range: 118 - 925 sqm GFA

Date Range: Minimum: 01/01/2016 Maximum: 24/09/2025

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 682 9836

Days of the week selected:

Friday	1
Monday	2
Thursday	2
Tuesday	2
Wednesday	1

Main Location Types selected:

Edge of Town Centre	8
---------------------	---

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	1
Servicing Vehicles Included	7

Population <1 Mile ranges selected:

1,001 to 5,000	1
15,001 to 20,000	1
20,001 to 25,000	3
25,001 to 50,000	3

Audit Code: d10fb1a4-2d5c-43f8-9501-6440565886d5

Population <5 Mile ranges selected:

100,001 to 125,000	2
125,001 to 250,000	1
25,001 to 50,000	1
250,001 to 500,000	2
5,001 to 25,000	1
75,001 to 100,000	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	4
1.1 to 1.5	4

PTAL Rating:

No PTAL Present	8
-----------------	---

Audit Code: d10fb1a4-2d5c-43f8-9501-6440565886d5

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: A - OFFICE

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 day
	WS	WEST SUSSEX	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
05	EAST MIDLANDS		
	DY	DERBY	1 day
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
09	NORTH		
	CU	CUMBERLAND	1 day
16	ULSTER (REPUBLIC OF IRELAND)		
	CV	CAVAN	1 day

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

Audit Code: d10fb1a4-2d5c-43f8-9501-6440565886d5

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:	118 to 925 (units:sqm)
Range Selected by User:	118 to 1000 (units:sqm)
Parking Spaces Range:	1 - 1471

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 24/09/25

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:

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

Edge of Town Centre	8 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:

Built-Up Zone	2 days
Commercial Zone	1 days
Industrial Zone	1 days
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	7 days
Servicing vehicles Unknown	1 days

Audit Code: d10fb1a4-2d5c-43f8-9501-6440565886d5

Secondary Filtering Selection:

Use Class:

Not Known	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:

682 - 9836

Population within 1 mile:

1,001 to 5,000	1 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	3 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:

100,001 to 125,000	2 surveys
125,001 to 250,000	1 surveys
25,001 to 50,000	1 surveys
250,001 to 500,000	2 surveys
5,001 to 25,000	1 surveys
75,001 to 100,000	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	4 surveys
1.1 to 1.5	4 surveys

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

Audit Code: d10fb1a4-2d5c-43f8-9501-6440565886d5

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	7 surveys
Yes	1 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 that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: d10fb1a4-2d5c-43f8-9501-6440565886d5

LIST OF SITES relevant to selection parameters:

Site 1:	BH-02-A-05	Gross floor area:	280.00 sqm
Development Name:	OFFICES	Survey Date:	04/07/2018
Location:	HOVE	Survey Day:	Wednesday
Postcode:	BN3 4LA		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 2:	CU-02-A-02	Gross floor area:	925.00 sqm
Development Name:	OFFICE	Survey Date:	24/06/2016
Location:	CARLISLE	Survey Day:	Friday
Postcode:	CA2 7AF		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 3:	CV-02-A-02	Gross floor area:	170.00 sqm
Development Name:	SOLICITORS	Survey Date:	25/10/2022
Location:	BALLYJAMESDUFF	Survey Day:	Tuesday
Postcode:	A82 KN26		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 4:	DY-02-A-02	Gross floor area:	594.00 sqm
Development Name:	REAL ESTATE DEVELOPERS	Survey Date:	21/10/2021
Location:	DERBY	Survey Day:	Thursday
Postcode:	DE1 3QB		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 5:	NF-02-A-02	Gross floor area:	894.00 sqm
Development Name:	FINANCIAL PLANNERS	Survey Date:	11/09/2017
Location:	GREAT YARMOUTH	Survey Day:	Monday
Postcode:	NR30 1HE		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 6:	NY-02-A-01	Gross floor area:	178.00 sqm
Development Name:	SOLICITORS	Survey Date:	04/10/2018
Location:	HARROGATE	Survey Day:	Thursday
Postcode:	HG1 5PA		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Built-Up Zone		
PTAL:	n/a		
Site 7:	WK-02-A-02	Gross floor area:	540.00 sqm
Development Name:	OFFICES	Survey Date:	14/11/2022
Location:	RUGBY	Survey Day:	Monday
Postcode:	CV21 3AE		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 8:	WS-02-A-05	Gross floor area:	830.00 sqm
Development Name:	SOCIAL HOUSING COMPANY	Survey Date:	17/05/2022
Location:	WORTHING	Survey Day:	Tuesday
Postcode:	BN11 1ER		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Built-Up Zone		
PTAL:	n/a		

Audit Code: d10fb1a4-2d5c-43f8-9501-6440565886d5

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Total Vehicles

Calculation factor: 100 sqm

Estimated TRIP rate value per 298 sqm shown in shaded columns

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	7	605	0.591	1.760	0.024	0.070	0.615	1.830
08:00-09:00	8	551	2.607	7.769	0.363	1.081	2.970	8.850
09:00-10:00	8	551	1.156	3.445	0.884	2.635	2.040	6.080
10:00-11:00	8	551	0.567	1.689	0.544	1.621	1.111	3.310
11:00-12:00	8	551	0.385	1.148	0.521	1.554	0.906	2.702
12:00-13:00	8	551	0.431	1.284	0.998	2.973	1.429	4.257
13:00-14:00	8	551	0.929	2.770	0.703	2.094	1.632	4.864
14:00-15:00	8	551	0.453	1.351	0.476	1.419	0.929	2.770
15:00-16:00	8	551	0.227	0.676	0.521	1.554	0.748	2.230
16:00-17:00	8	551	0.249	0.743	0.793	2.365	1.042	3.108
17:00-18:00	8	551	0.408	1.216	1.836	5.472	2.244	6.688
18:00-19:00	7	605	0.071	0.211	0.354	1.056	0.425	1.267
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			8.074	24.063	8.017	23.894	16.091	47.956

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: d10fb1a4-2d5c-43f8-9501-6440565886d5

Parameter Summary:

Trip rate parameter range selected:	118 - 1000 (units: sqm)
Survey date date range:	24/06/2016 - 14/11/2022
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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: d10fb1a4-2d5c-43f8-9501-6440565886d5

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Cyclists

Calculation factor: 100 sqm

Estimated TRIP rate value per 298 sqm shown in shaded columns

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	7	605	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	8	551	0.272	0.811	0.000	0.000	0.272	0.811
09:00-10:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	8	551	0.000	0.000	0.023	0.068	0.023	0.068
13:00-14:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	8	551	0.000	0.000	0.023	0.068	0.023	0.068
16:00-17:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	8	551	0.000	0.000	0.204	0.608	0.204	0.608
18:00-19:00	7	605	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.272	0.811	0.250	0.743	0.522	1.554

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: d10fb1a4-2d5c-43f8-9501-6440565886d5

Parameter Summary:

Trip rate parameter range selected:	118 - 1000 (units: sqm)
Survey date date range:	11/09/2017 - 14/11/2022
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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: d10fb1a4-2d5c-43f8-9501-6440565886d5

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

PSVs

Calculation factor: 100 sqm

Estimated TRIP rate value per 298 sqm shown in shaded columns

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	7	605	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	7	605	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.000	0.000	0.000	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: d10fb1a4-2d5c-43f8-9501-6440565886d5

Parameter Summary:

Trip rate parameter range selected:	118 - 1000 (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:	1
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: d10fb1a4-2d5c-43f8-9501-6440565886d5

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

OGVs

Calculation factor: 100 sqm

Estimated TRIP rate value per 298 sqm shown in shaded columns

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	7	605	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	8	551	0.023	0.068	0.023	0.068	0.046	0.136
13:00-14:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	7	605	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.023	0.068	0.023	0.068	0.046	0.135

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: d10fb1a4-2d5c-43f8-9501-6440565886d5

Parameter Summary:

Trip rate parameter range selected:	118 - 1000 (units: sqm)
Survey date date range:	04/07/2018 - 04/07/2018
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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: d10fb1a4-2d5c-43f8-9501-6440565886d5

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Taxis

Calculation factor: 100 sqm

Estimated TRIP rate value per 298 sqm shown in shaded columns

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	7	605	0.024	0.070	0.024	0.070	0.048	0.140
08:00-09:00	8	551	0.136	0.405	0.113	0.338	0.249	0.743
09:00-10:00	8	551	0.068	0.203	0.091	0.270	0.159	0.473
10:00-11:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
11:00-12:00	8	551	0.023	0.068	0.023	0.068	0.046	0.136
12:00-13:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	8	551	0.045	0.135	0.045	0.135	0.090	0.270
14:00-15:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
16:00-17:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	8	551	0.136	0.405	0.136	0.405	0.272	0.810
18:00-19:00	7	605	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.432	1.286	0.432	1.286	0.864	2.573

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: d10fb1a4-2d5c-43f8-9501-6440565886d5

Parameter Summary:

Trip rate parameter range selected:	118 - 1000 (units: sqm)
Survey date date range:	11/09/2017 - 21/10/2021
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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: d10fb1a4-2d5c-43f8-9501-6440565886d5

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Cars

Calculation factor: 100 sqm

Estimated TRIP rate value per 298 sqm shown in shaded columns

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	7	605	0.520	1.549	0.000	0.000	0.520	1.549
08:00-09:00	8	551	2.335	6.959	0.181	0.540	2.516	7.499
09:00-10:00	8	551	0.952	2.837	0.567	1.689	1.519	4.526
10:00-11:00	8	551	0.453	1.351	0.385	1.148	0.838	2.499
11:00-12:00	8	551	0.249	0.743	0.431	1.284	0.680	2.027
12:00-13:00	8	551	0.408	1.216	0.929	2.770	1.337	3.986
13:00-14:00	8	551	0.861	2.567	0.657	1.959	1.518	4.526
14:00-15:00	8	551	0.408	1.216	0.431	1.284	0.839	2.500
15:00-16:00	8	551	0.181	0.540	0.431	1.284	0.612	1.824
16:00-17:00	8	551	0.181	0.540	0.748	2.229	0.929	2.769
17:00-18:00	8	551	0.272	0.811	1.700	5.067	1.972	5.878
18:00-19:00	7	605	0.047	0.141	0.331	0.986	0.378	1.127
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			6.867	20.471	6.791	20.240	13.658	40.711

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: d10fb1a4-2d5c-43f8-9501-6440565886d5

Parameter Summary:

Trip rate parameter range selected:	118 - 1000 (units: sqm)
Survey date date range:	24/06/2016 - 14/11/2022
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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: d10fb1a4-2d5c-43f8-9501-6440565886d5

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

LGVs

Calculation factor: 100 sqm

Estimated TRIP rate value per 298 sqm shown in shaded columns

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	7	605	0.047	0.141	0.000	0.000	0.047	0.141
08:00-09:00	8	551	0.136	0.405	0.068	0.203	0.204	0.608
09:00-10:00	8	551	0.136	0.405	0.227	0.676	0.363	1.081
10:00-11:00	8	551	0.091	0.270	0.159	0.473	0.250	0.743
11:00-12:00	8	551	0.113	0.338	0.068	0.203	0.181	0.541
12:00-13:00	8	551	0.000	0.000	0.045	0.135	0.045	0.135
13:00-14:00	8	551	0.023	0.068	0.000	0.000	0.023	0.068
14:00-15:00	8	551	0.045	0.135	0.045	0.135	0.090	0.270
15:00-16:00	8	551	0.045	0.135	0.068	0.203	0.113	0.338
16:00-17:00	8	551	0.068	0.203	0.045	0.135	0.113	0.338
17:00-18:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	7	605	0.024	0.070	0.024	0.070	0.048	0.140
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.728	2.170	0.749	2.232	1.477	4.403

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: d10fb1a4-2d5c-43f8-9501-6440565886d5

Parameter Summary:

Trip rate parameter range selected:	118 - 1000 (units: sqm)
Survey date date range:	24/06/2016 - 14/11/2022
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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: d10fb1a4-2d5c-43f8-9501-6440565886d5

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

Motorcycles

Calculation factor: 100 sqm

Estimated TRIP rate value per 298 sqm shown in shaded columns

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated Trip Rate
00:00-01:00								
01:00-02:00								
02:00-03:00								
03:00-04:00								
04:00-05:00								
05:00-06:00								
06:00-07:00								
07:00-08:00	7	605	0.000	0.000	0.000	0.000	0.000	0.000
08:00-09:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
09:00-10:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
10:00-11:00	8	551	0.023	0.068	0.000	0.000	0.023	0.068
11:00-12:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
12:00-13:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
13:00-14:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
14:00-15:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
15:00-16:00	8	551	0.000	0.000	0.023	0.068	0.023	0.068
16:00-17:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
17:00-18:00	8	551	0.000	0.000	0.000	0.000	0.000	0.000
18:00-19:00	7	605	0.000	0.000	0.000	0.000	0.000	0.000
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			0.023	0.068	0.023	0.068	0.046	0.135

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: d10fb1a4-2d5c-43f8-9501-6440565886d5

Parameter Summary:

Trip rate parameter range selected:	118 - 1000 (units: sqm)
Survey date date range:	04/07/2018 - 04/07/2018
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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.

APPENDIX F

Audit Code: 80eeae43-8ff3-42fc-8b65-77a1046bb1ff

Filtering Summary:

Land Use: 04/D EDUCATION/NURSERY

Selected Trip Rate Calculation Parameter Range: 25 - 210 PUPILS

Actual Trip Rate Calculation Parameter Range: 51 - 110 PUPILS

Date Range: Minimum: 01/01/2010 Maximum: 10/10/2025

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 2893 5500

Days of the week selected:

Friday	1
Monday	1
Tuesday	1
Wednesday	1

Main Location Types selected:

Edge of Town Centre	4
---------------------	---

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	2
Servicing Vehicles Included	2

Population <1 Mile ranges selected:

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

Audit Code: 80eeae43-8ff3-42fc-8b65-77a1046bb1ff

Population <5 Mile ranges selected:

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

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	1
1.1 to 1.5	3

PTAL Rating:

No PTAL Present	4
-----------------	---

Audit Code: 80eeae43-8ff3-42fc-8b65-77a1046bb1ff

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 04 - EDUCATION

Category: D - NURSERY

Selected Vehicle Type: Total Vehicles

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: 80eeae43-8ff3-42fc-8b65-77a1046bb1ff

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:	25 to 210 (units:PUPILS)
Parking Spaces Range:	3 - 45

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/10 to 10/10/25

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:

Friday	1 days
Monday	1 days
Tuesday	1 days
Wednesday	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: 80eeae43-8ff3-42fc-8b65-77a1046bb1ff

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:

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

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

Car ownership within 5 miles:

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: 80eeae43-8ff3-42fc-8b65-77a1046bb1ff

Petrol filling station:

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

Travel Plan:

No 4 surveys

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

PTAL Rating:

No PTAL Present 4 surveys

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

COVID-19 Restrictions:

No

Audit Code: 80eeae43-8ff3-42fc-8b65-77a1046bb1ff

LIST OF SITES relevant to selection parameters:

Site 1:	EC-04-D-01	Number of pupils:	70.00 PUPILS
Development Name:	NURSERY	Survey Date:	
Location:	MACCLESFIELD	Survey Day:	
Postcode:	SK11 8PT		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 2:	SH-04-D-01	Number of pupils:	56.00 PUPILS
Development Name:	NURSERY	Survey Date:	28/05/2014
Location:	SHREWSBURY	Survey Day:	Wednesday
Postcode:	SY3 7BU		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 3:	TW-04-D-05	Number of pupils:	51.00 PUPILS
Development Name:	NURSERY	Survey Date:	05/09/2023
Location:	NEWCASTLE UPON TYNE	Survey Day:	Tuesday
Postcode:	NE4 6HL		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 4:	WS-04-D-01	Number of pupils:	75.00 PUPILS
Development Name:	NURSERY	Survey Date:	13/05/2022
Location:	WORTHING	Survey Day:	Friday
Postcode:	BN11 2BE		
Main Location Type:	Edge of Town Centre		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
MG-04-D-01 12-10-2021	12-10-2021	Covid
RO-04-D-03 14-09-2021	14-09-2021	Covid
SF-04-D-03 10-12-2014	10-12-2014	Close to Rail Station
TW-04-D-04 06-09-2023	06-09-2023	Close to Rail Station

Audit Code: 80eeae43-8ff3-42fc-8b65-77a1046bb1ff

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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Audit Code: 80eeae43-8ff3-42fc-8b65-77a1046bb1ff

Parameter Summary:

Trip rate parameter range selected:	25 - 210 (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:	6
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: 80eeae43-8ff3-42fc-8b65-77a1046bb1ff

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

Cyclists

Calculation factor: 1 PUPILS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	63	0.000	0.000	0.000
08:00-09:00	4	63	0.028	0.008	0.036
09:00-10:00	4	63	0.000	0.000	0.000
10:00-11:00	4	63	0.000	0.000	0.000
11:00-12:00	4	63	0.000	0.000	0.000
12:00-13:00	4	63	0.000	0.000	0.000
13:00-14:00	4	63	0.000	0.000	0.000
14:00-15:00	4	63	0.000	0.000	0.000
15:00-16:00	4	63	0.000	0.000	0.000
16:00-17:00	4	63	0.000	0.000	0.000
17:00-18:00	4	63	0.000	0.004	0.004
18:00-19:00	3	65	0.000	0.010	0.010
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.028	0.022	0.050

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: 80eeae43-8ff3-42fc-8b65-77a1046bb1ff

Parameter Summary:

Trip rate parameter range selected:	25 - 210 (units: PUPILS)
Survey date date range:	24/11/2014 - 13/05/2022
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

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

Audit Code: 80eeae43-8ff3-42fc-8b65-77a1046bb1ff

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

PSVs

Calculation factor: 1 PUPILS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	63	0.000	0.000	0.000
08:00-09:00	4	63	0.000	0.000	0.000
09:00-10:00	4	63	0.000	0.000	0.000
10:00-11:00	4	63	0.000	0.000	0.000
11:00-12:00	4	63	0.000	0.000	0.000
12:00-13:00	4	63	0.000	0.000	0.000
13:00-14:00	4	63	0.000	0.000	0.000
14:00-15:00	4	63	0.000	0.000	0.000
15:00-16:00	4	63	0.000	0.000	0.000
16:00-17:00	4	63	0.000	0.000	0.000
17:00-18:00	4	63	0.000	0.000	0.000
18:00-19:00	3	65	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
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.

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: 80eeae43-8ff3-42fc-8b65-77a1046bb1ff

Parameter Summary:

Trip rate parameter range selected:	25 - 210 (units: PUPILS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
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: 80eeae43-8ff3-42fc-8b65-77a1046bb1ff

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

OGVs

Calculation factor: 1 PUPILS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	63	0.000	0.000	0.000
08:00-09:00	4	63	0.000	0.000	0.000
09:00-10:00	4	63	0.000	0.000	0.000
10:00-11:00	4	63	0.000	0.000	0.000
11:00-12:00	4	63	0.004	0.004	0.008
12:00-13:00	4	63	0.000	0.000	0.000
13:00-14:00	4	63	0.000	0.000	0.000
14:00-15:00	4	63	0.000	0.000	0.000
15:00-16:00	4	63	0.000	0.000	0.000
16:00-17:00	4	63	0.000	0.000	0.000
17:00-18:00	4	63	0.000	0.000	0.000
18:00-19:00	3	65	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.004	0.004	0.008

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: 80eeae43-8ff3-42fc-8b65-77a1046bb1ff

Parameter Summary:

Trip rate parameter range selected:	25 - 210 (units: PUPILS)
Survey date date range:	05/09/2023 - 05/09/2023
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
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: 80eeae43-8ff3-42fc-8b65-77a1046bb1ff

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

Taxis

Calculation factor: 1 PUPILS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	63	0.008	0.008	0.016
08:00-09:00	4	63	0.000	0.000	0.000
09:00-10:00	4	63	0.008	0.008	0.016
10:00-11:00	4	63	0.004	0.004	0.008
11:00-12:00	4	63	0.000	0.000	0.000
12:00-13:00	4	63	0.000	0.000	0.000
13:00-14:00	4	63	0.000	0.000	0.000
14:00-15:00	4	63	0.004	0.004	0.008
15:00-16:00	4	63	0.000	0.000	0.000
16:00-17:00	4	63	0.000	0.000	0.000
17:00-18:00	4	63	0.000	0.000	0.000
18:00-19:00	3	65	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.024	0.024	0.048

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: 80eeae43-8ff3-42fc-8b65-77a1046bb1ff

Parameter Summary:

Trip rate parameter range selected:	25 - 210 (units: PUPILS)
Survey date date range:	24/11/2014 - 05/09/2023
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
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: 80eeae43-8ff3-42fc-8b65-77a1046bb1ff

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

Cars

Calculation factor: 1 PUPILS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	4	63	0.135	0.075	0.210
08:00-09:00	4	63	0.127	0.119	0.246
09:00-10:00	4	63	0.052	0.048	0.100
10:00-11:00	4	63	0.036	0.040	0.076
11:00-12:00	4	63	0.040	0.036	0.076
12:00-13:00	4	63	0.024	0.024	0.048
13:00-14:00	4	63	0.032	0.028	0.060
14:00-15:00	4	63	0.016	0.016	0.032
15:00-16:00	4	63	0.075	0.091	0.166
16:00-17:00	4	63	0.063	0.075	0.138
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:			0.728	0.725	1.453

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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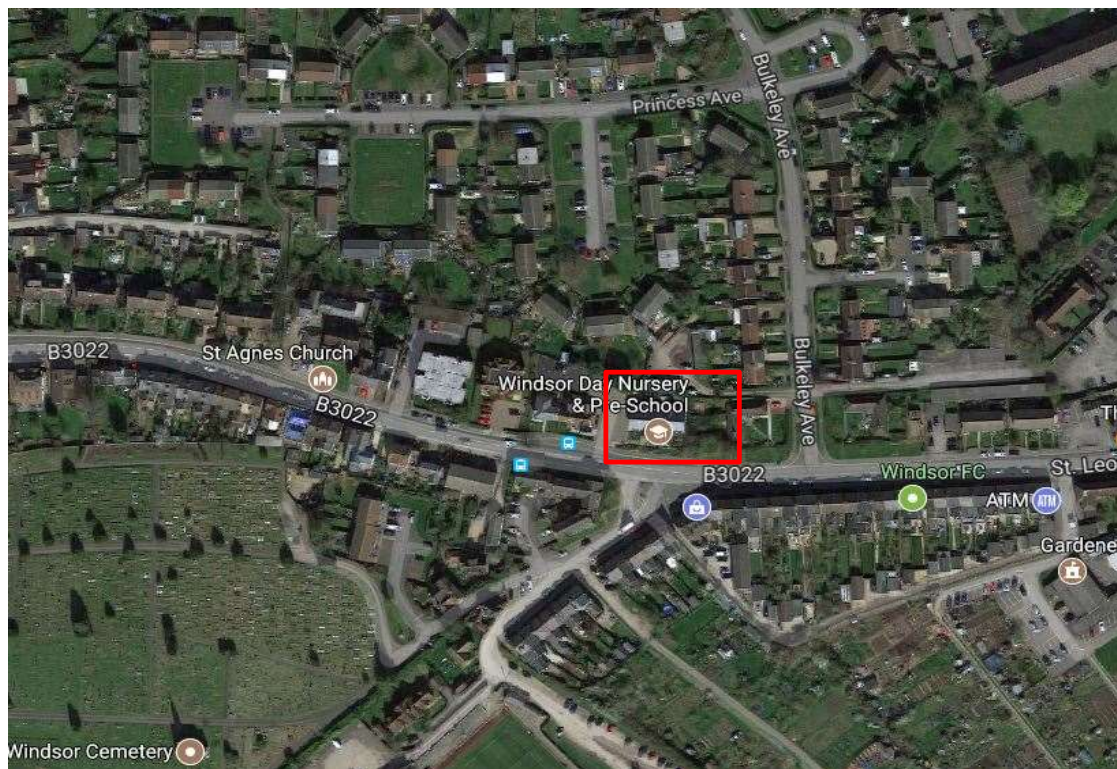
Audit Code: 80eeae43-8ff3-42fc-8b65-77a1046bb1ff

Parameter Summary:

Trip rate parameter range selected:	25 - 210 (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:	6
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.

APPENDIX G



Client ICENI PROJECTS

Survey Time 07:00 - 19:00 hours

Survey Method Manual Surveyors

Weather Sunny spells, very warm

Class All vehicles

Observations All vehicles enter and exit from 1 access point on St Leonards Rd
There is no road parking directly outside the Nursery [DY Lines]
although there is unrestricted parking away from the site on St Leonards Rd [although few spaces visible during day]
however there is no official crossing point and St Leonards Rd is quite a busy through route
making crossing informally dangerous with small children.

It is clear that all Parents use the car park to drop off and pick up children
if they have a vehicle. There maybe a few Staff that park locally and walk in.
The car park did not reach capacity
As is usual Pick up times [DoS] for vehicles is longer than drop offs.

KEY SUMMARY extracted from "Nursery Report data"

Arrivals, Departures, to Nursery	
Total vehicle arrivals	124
Total vehicle Departures	125

Duration of stay and parameters considered			
Duration, up to:	No. of visitors	% of visits	
5 mins	45	36.29%	
6 - 10 mins	42	33.87%	
11 - 15 mins	21	16.94%	
16 - 20 mins	8	6.45%	
21 - 30 mins	1	0.81%	
31 - 60 mins	1	0.81%	
61 mins+	6	4.84%	All Staff
Total	124	100.00%	

CAR PARK SURVEY

Survey No:
Date: Weds July 12th 2017
Location: Windsor Day Nursery

Car Park Capacity: 15
Normal Spaces = 15

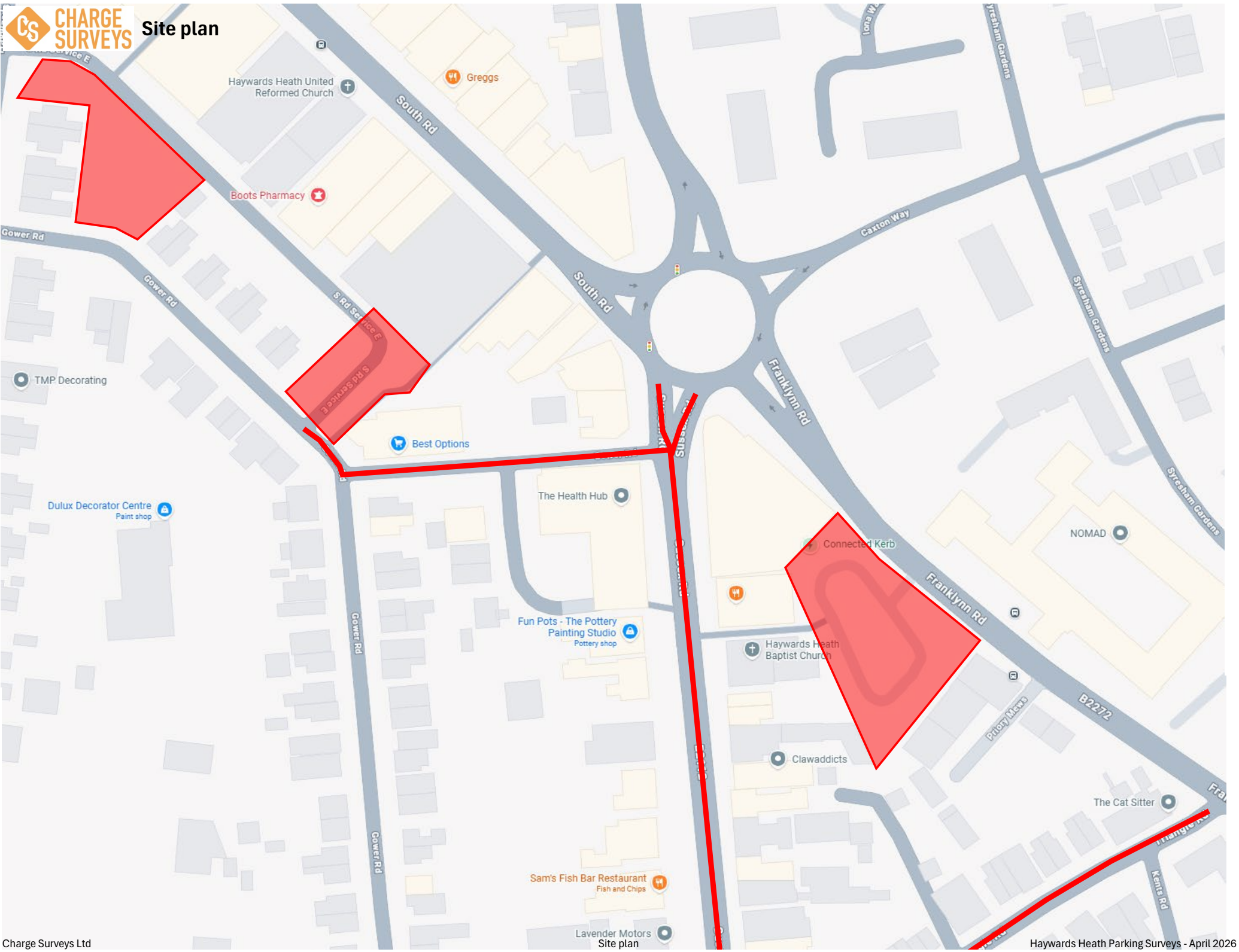
				Staff											
TIME	IN	OUT	ACC	PARKING	IN	OUT	ACC								
AT START			1	STRESS				Duration of Stay from "entry" time							
							1	Duration of stay - Parents apart from highlighted "yellow" staff vehicles							
								1-5 mins	6-10 mins	11-15 mins	16-20 mins	21-30 mins	31 -60 mins	61 mins +	check
07:00	1	0	2					07:00						1	1
07:15	8	6	4					07:15	5	2				1	8
07:30	9	7	6					07:30	7	2					9
07:45	10	11	5	33%	28	24	5	07:45	8	2					10
08:00	10	12	3					08:00	7	3					10
08:15	3	3	3					08:15	1	2					3
08:30	2	4	1					08:30	2						2
08:45	8	6	3	20%	23	25	3	08:45	4	4					8
09:00	2	4	1					09:00	1	1					2
09:15	2	0	3					09:15	1					1	2
09:30	4	3	4					09:30	2	2					4
09:45	0	1	3	20%	8	8	3	09:45							0
10:00	1	0	4					10:00			1				1
10:15	0	1	3					10:15							0
10:30	0	0	3					10:30							0
10:45	2	0	5	33%	3	1	5	10:45						2	2
11:00	0	0	5					11:00							0
11:15	0	0	5					11:15							0
11:30	0	0	5					11:30							0
11:45	0	0	5	33%	0	0	5	11:45							0
12:00	1	1	5					12:00	1						1
12:15	2	0	7					12:15	2						2
12:30	4	3	8					12:30		2		2			4
12:45	2	1	9	60%	9	5	9	12:45		1	1				2
13:00	1	5	5					13:00	1						1
13:15	0	0	5					13:15							0
13:30	0	0	5					13:30							0
13:45	1	0	6	40%	2	5	6	13:45						1	1
14:00	0	1	5					14:00							0
14:15	0	0	5					14:15							0
14:30	0	0	5					14:30							0
14:45	0	0	5	33%	0	1	5	14:45							0
15:00	0	1	4					15:00							0
15:15	0	0	4					15:15							0
15:30	0	0	4					15:30							0
15:45	0	0	4	27%	0	1	4	15:45							0
16:00	3	0	7					16:00		1	1	1			3
16:15	5	4	8					16:15		4		1			5
16:30	5	3	10					16:30		2	1		1	1	5
16:45	5	6	9	60%	18	13	9	16:45		1	3	1			5
17:00	5	7	7					17:00		3	2				5
17:15	6	6	7					17:15		3	3				6
17:30	3	4	6					17:30		1	1	1			3
17:45	5	4	7	47%	19	21	7	17:45			4	1			5
18:00	2	5	4					18:00	1		1				2
18:15	8	5	7					18:15	1	4	2	1			8
18:30	2	5	4					18:30		1	1				2
18:45	2	6	0	0%	14	21	0	18:45	1	1					2
TOTAL	124	125			124	125			45	42	21	8	1	1	6

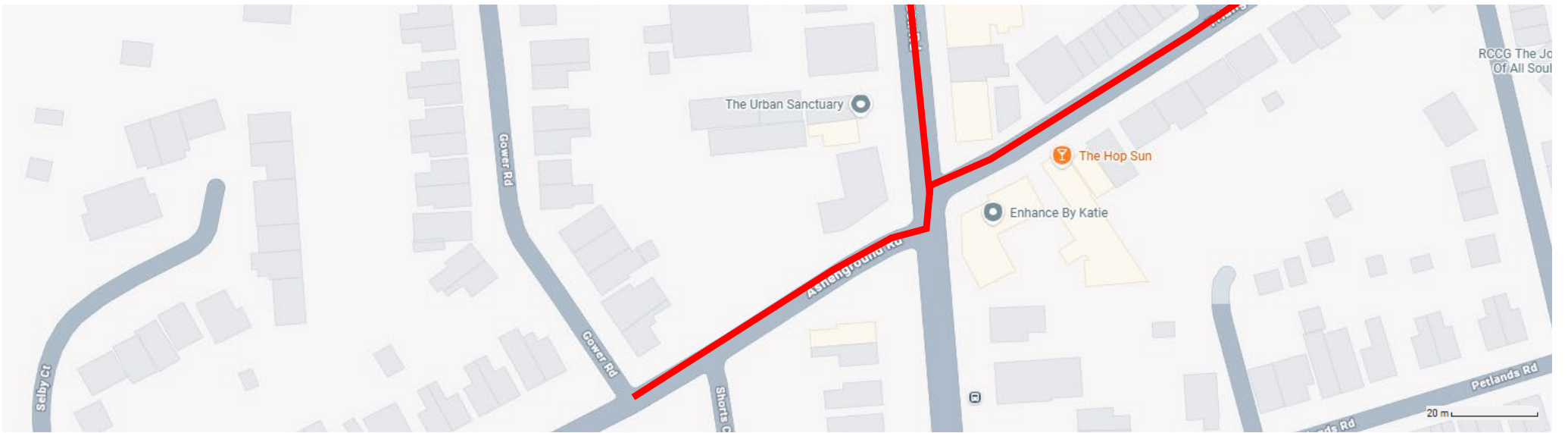
Data supplied by Traffic Surveys (UK) Ltd

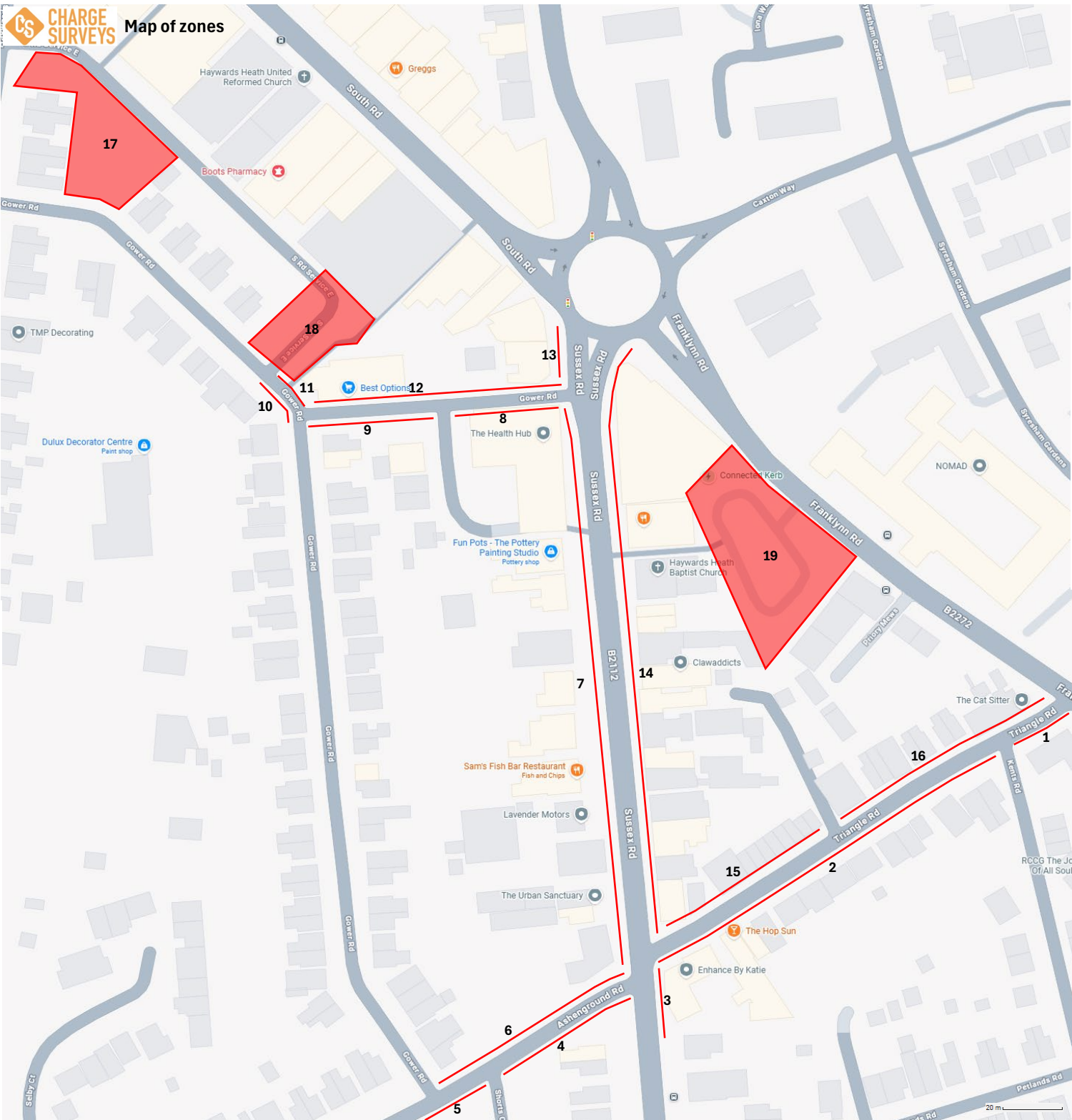
OBSERVATIONS on Site - other arrivals

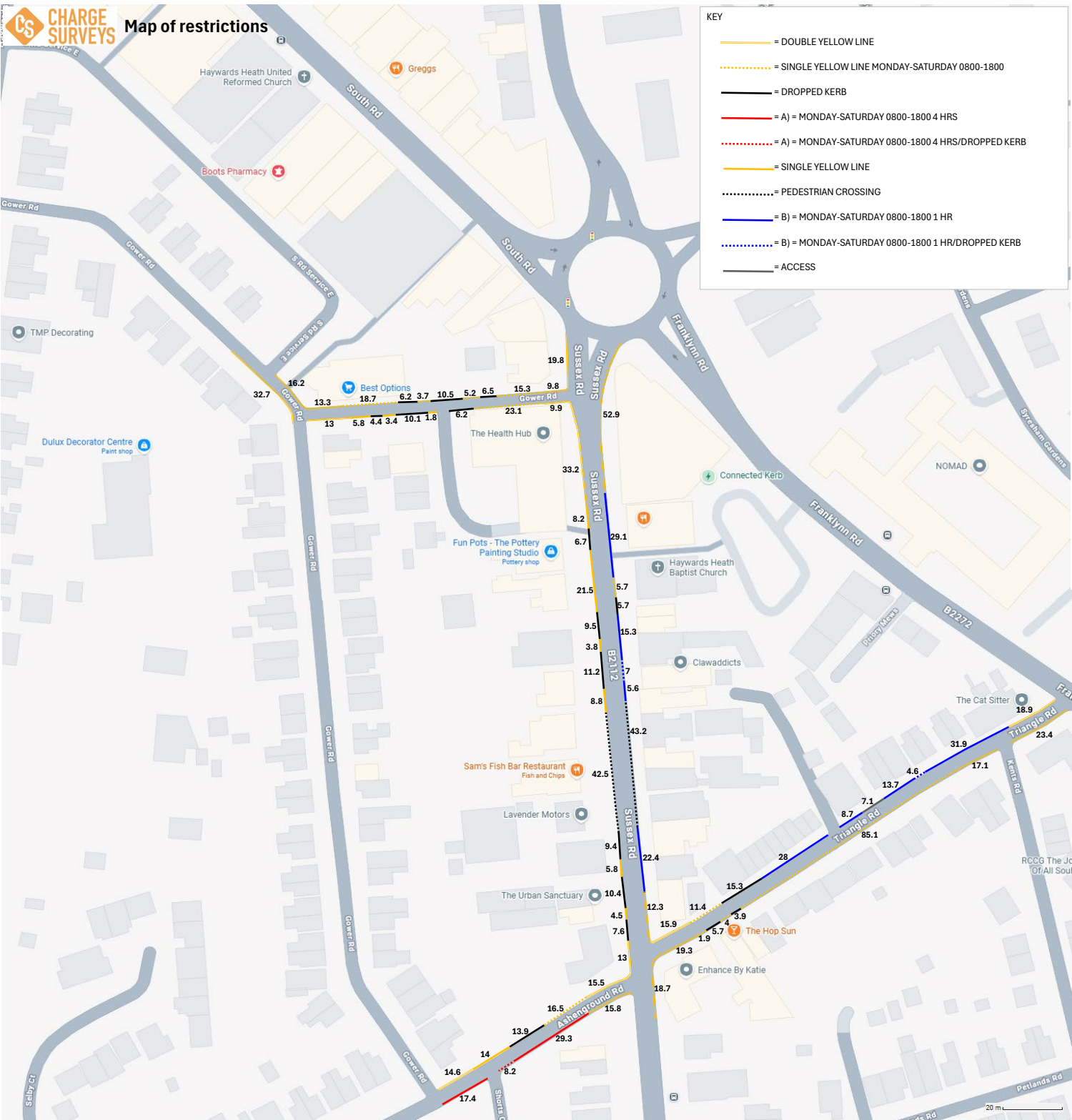
07:31 Staff dropped off by car outside
07:51 Staff arrived on foot
07:54 Mother arrived with Pram
07:55 Staff arrived on foot
08:39 Mother arrived with Pram
09:53 Staff arrived on foot
09:59 Staff arrived on foot
13:07 Pedestrian in
13:17 Mother arrived with Pram

APPENDIX H









[illegible]

Observed spaces definition - A real time space recorded at time of survey - not determined by calculation post survey. Observed spaces can be affected by poor parking practice (e.g 1 vehicle parking over 2 spaces)

EAST CAR PARK

PAY & DISPLAY BAYS = 24 **PARKED** AND 14 **SPACES**
DISABLED BAYS = 2 **PARKED** AND 0 **SPACES**
PARENT & CHILD = 1 **PARKED** AND 0 **SPACES**
MOTORCYCLE BAY = 0 **PARKED**

GOWER ROAD CAR PARK

PAY & DISPLAY BAYS = 2 **PARKED** AND 16 **SPACES**
DISABLED BAYS = 0 **PARKED** AND 2 **SPACES**
PARENT & CHILD = 1 **PARKED** AND 0 **SPACES**
MOTORCYCLE BAY = 0 **PARKED**

FRANKLYNN ROAD CAR PARK

PAY & DISPLAY BAYS = 13 **PARKED** AND 48 **SPACES**
DISABLED BAYS = 0 **PARKED** AND 3 **SPACES**
PARENT & CHILD = 0 **PARKED** AND 2 **SPACES**
ELECTRIC CHARGING BAYS = 0 **PARKED** AND 6 **SPACES**
MOTORCYCLE BAY = 0 **PARKED**

KEY

- = DOUBLE YELLOW LINE
- = SINGLE YELLOW LINE MONDAY-SATURDAY 0800-1800
- = DROPPED KERB
- = A) = MONDAY-SATURDAY 0800-1800 4 HRS
- = A) = MONDAY-SATURDAY 0800-1800 4 HRS/DROPPED KERB
- = SINGLE YELLOW LINE
- = PEDESTRIAN CROSSING
- = B) = MONDAY-SATURDAY 0800-1800 1 HR
- = B) = MONDAY-SATURDAY 0800-1800 1 HR/DROPPED KERB
- = ACCESS

KEY

- = PARKED VEHICLE (PARALLEL)
- = PARKED VEHICLE (PERPENDICULAR)
- = OBSERVED SPACE (PARALLEL)
- = OBSERVED SPACE (PERPENDICULAR)
- = PARKED ON DROPPED KERB
- = PARKED ON YELLOW LINES
- = PARKED IN DISABLED BAY
- = SPACE IN DISABLED BAY

EAST CAR PARK

PAY & DISPLAY BAYS = 18 PARKED AND 20 SPACES
 DISABLED BAYS = 2 PARKED AND 0 SPACES
 PARENT & CHILD = 1 PARKED AND 0 SPACES
 MOTORCYCLE BAY = 0 PARKED

GOWER ROAD CAR PARK

PAY & DISPLAY BAYS = 3 PARKED AND 15 SPACES
 DISABLED BAYS = 0 PARKED AND 2 SPACES
 PARENT & CHILD = 0 PARKED AND 1 SPACES
 MOTORCYCLE BAY = 0 PARKED

FRANKLYNN ROAD CAR PARK

PAY & DISPLAY BAYS = 10 PARKED AND 51 SPACES
 DISABLED BAYS = 0 PARKED AND 3 SPACES
 PARENT & CHILD = 0 PARKED AND 2 SPACES
 ELECTRIC CHARGING BAYS = 0 PARKED AND 6 SPACES
 MOTORCYCLE BAY = 0 PARKED

KEY

-  = DOUBLE YELLOW LINE
-  = SINGLE YELLOW LINE MONDAY-SATURDAY 0800-1800
-  = DROPPED KERB
-  = A) = MONDAY-SATURDAY 0800-1800 4 HRS
-  = A) = MONDAY-SATURDAY 0800-1800 4 HRS/DROPPED KERB
-  = SINGLE YELLOW LINE
-  = PEDESTRIAN CROSSING
-  = B) = MONDAY-SATURDAY 0800-1800 1 HR
-  = B) = MONDAY-SATURDAY 0800-1800 1 HR/DROPPED KERB
-  = ACCESS

KEY

-  = PARKED VEHICLE (PARALLEL)
-  = PARKED VEHICLE (PERPENDICULAR)
-  = OBSERVED SPACE (PARALLEL)
-  = OBSERVED SPACE (PERPENDICULAR)
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY

EAST CAR PARK

PAY & DISPLAY BAYS = 8 PARKED AND 30 SPACES
 DISABLED BAYS = 2 PARKED AND 0 SPACES
 PARENT & CHILD = 0 PARKED AND 1 SPACES
 MOTORCYCLE BAY = 0 PARKED

GOWER ROAD CAR PARK

PAY & DISPLAY BAYS = 3 PARKED AND 15 SPACES
 DISABLED BAYS = 0 PARKED AND 2 SPACES
 PARENT & CHILD = 0 PARKED AND 1 SPACES
 MOTORCYCLE BAY = 0 PARKED

FRANKLYNN ROAD CAR PARK

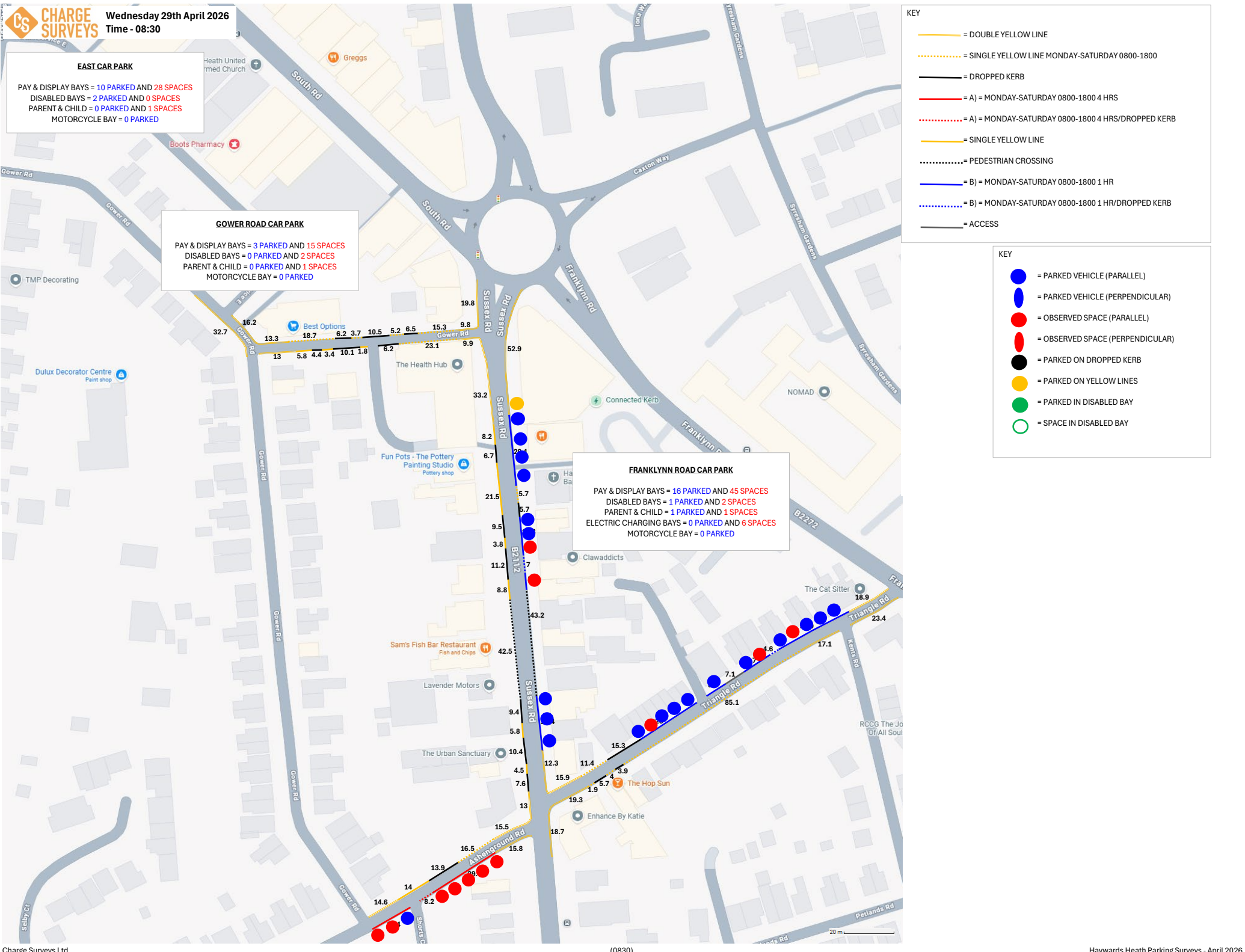
PAY & DISPLAY BAYS = 10 PARKED AND 51 SPACES
 DISABLED BAYS = 0 PARKED AND 3 SPACES
 PARENT & CHILD = 0 PARKED AND 2 SPACES
 ELECTRIC CHARGING BAYS = 0 PARKED AND 6 SPACES
 MOTORCYCLE BAY = 0 PARKED

KEY

-  = DOUBLE YELLOW LINE
-  = SINGLE YELLOW LINE MONDAY-SATURDAY 0800-1800
-  = DROPPED KERB
-  = A) = MONDAY-SATURDAY 0800-1800 4 HRS
-  = A) = MONDAY-SATURDAY 0800-1800 4 HRS/DROPPED KERB
-  = SINGLE YELLOW LINE
-  = PEDESTRIAN CROSSING
-  = B) = MONDAY-SATURDAY 0800-1800 1 HR
-  = B) = MONDAY-SATURDAY 0800-1800 1 HR/DROPPED KERB
-  = ACCESS

KEY

-  = PARKED VEHICLE (PARALLEL)
-  = PARKED VEHICLE (PERPENDICULAR)
-  = OBSERVED SPACE (PARALLEL)
-  = OBSERVED SPACE (PERPENDICULAR)
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY



EAST CAR PARK

PAY & DISPLAY BAYS = 14 PARKED AND 24 SPACES
 DISABLED BAYS = 2 PARKED AND 0 SPACES
 PARENT & CHILD = 0 PARKED AND 1 SPACES
 MOTORCYCLE BAY = 0 PARKED

GOWER ROAD CAR PARK

PAY & DISPLAY BAYS = 9 PARKED AND 9 SPACES
 DISABLED BAYS = 1 PARKED AND 1 SPACES
 PARENT & CHILD = 0 PARKED AND 1 SPACES
 MOTORCYCLE BAY = 0 PARKED

FRANKLYNN ROAD CAR PARK

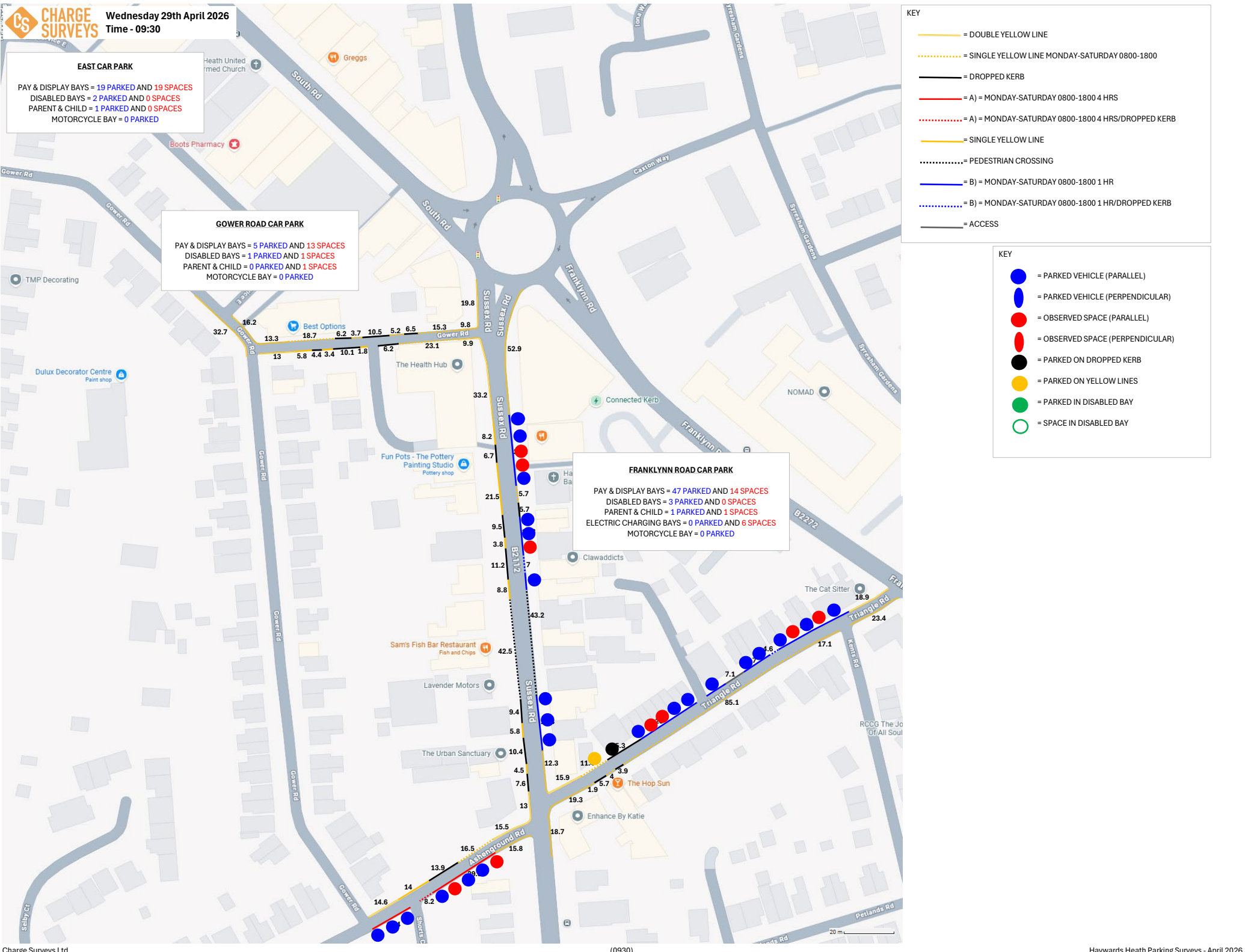
PAY & DISPLAY BAYS = 28 PARKED AND 33 SPACES
 DISABLED BAYS = 3 PARKED AND 0 SPACES
 PARENT & CHILD = 0 PARKED AND 2 SPACES
 ELECTRIC CHARGING BAYS = 0 PARKED AND 6 SPACES
 MOTORCYCLE BAY = 0 PARKED

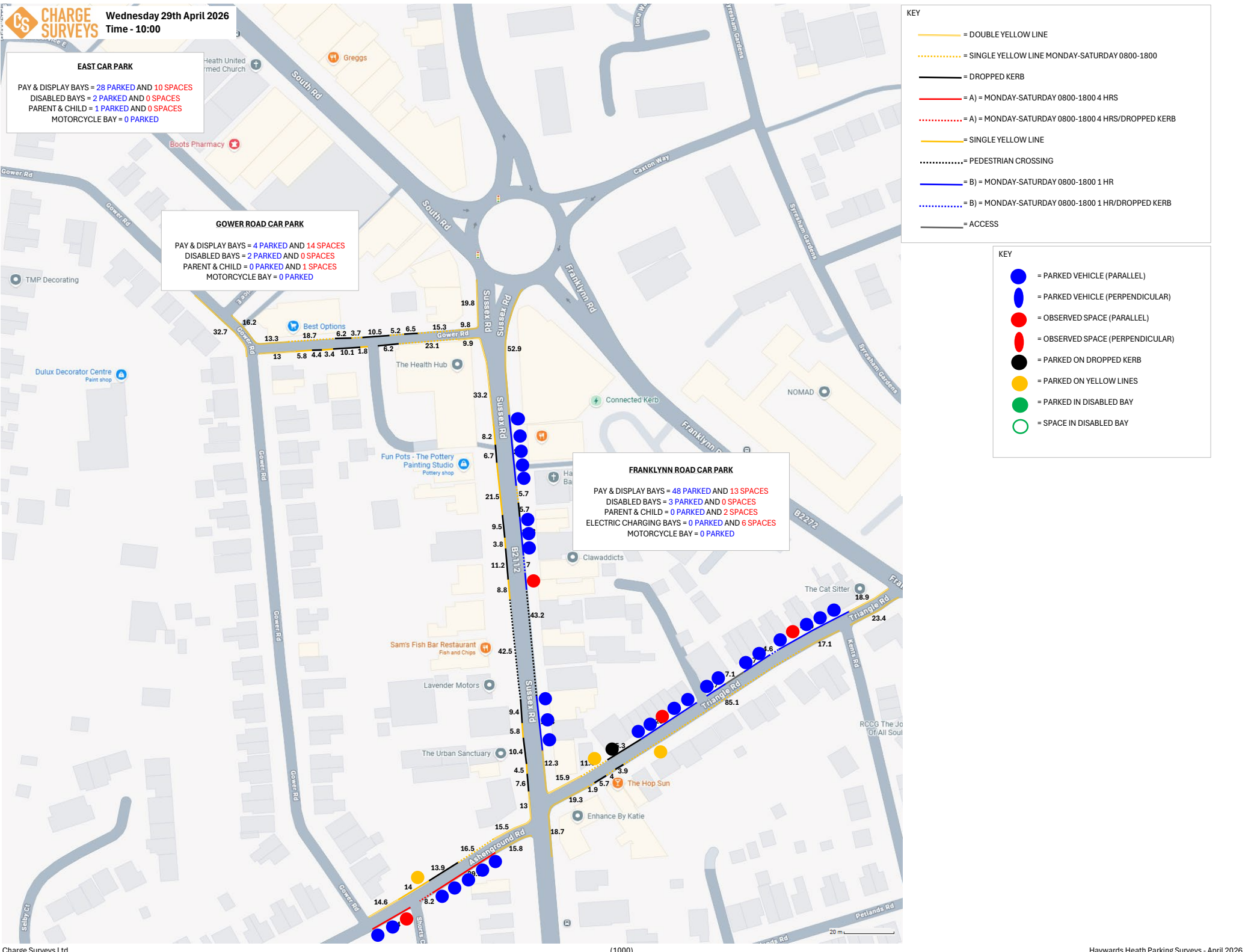
KEY

-  = DOUBLE YELLOW LINE
-  = SINGLE YELLOW LINE MONDAY-SATURDAY 0800-1800
-  = DROPPED KERB
-  = A) = MONDAY-SATURDAY 0800-1800 4 HRS
-  = A) = MONDAY-SATURDAY 0800-1800 4 HRS/DROPPED KERB
-  = SINGLE YELLOW LINE
-  = PEDESTRIAN CROSSING
-  = B) = MONDAY-SATURDAY 0800-1800 1 HR
-  = B) = MONDAY-SATURDAY 0800-1800 1 HR/DROPPED KERB
-  = ACCESS

KEY

-  = PARKED VEHICLE (PARALLEL)
-  = PARKED VEHICLE (PERPENDICULAR)
-  = OBSERVED SPACE (PARALLEL)
-  = OBSERVED SPACE (PERPENDICULAR)
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY





EAST CAR PARK

PAY & DISPLAY BAYS = 29 **PARKED** AND 9 **SPACES**
DISABLED BAYS = 2 **PARKED** AND 0 **SPACES**
PARENT & CHILD = 1 **PARKED** AND 0 **SPACES**
MOTORCYCLE BAY = 0 **PARKED**

GOWER ROAD CAR PARK

PAY & DISPLAY BAYS = 7 **PARKED** AND 11 **SPACES**
DISABLED BAYS = 2 **PARKED** AND 0 **SPACES**
PARENT & CHILD = 0 **PARKED** AND 1 **SPACES**
MOTORCYCLE BAY = 0 **PARKED**

FRANKLYNN ROAD CAR PARK

PAY & DISPLAY BAYS = 53 **PARKED** AND 8 **SPACES**
DISABLED BAYS = 3 **PARKED** AND 0 **SPACES**
PARENT & CHILD = 1 **PARKED** AND 1 **SPACES**
ELECTRIC CHARGING BAYS = 0 **PARKED** AND 6 **SPACES**
MOTORCYCLE BAY = 0 **PARKED**

KEY

- = DOUBLE YELLOW LINE
- ⋯ = SINGLE YELLOW LINE MONDAY-SATURDAY 0800-1800
- = DROPPED KERB
- = A) = MONDAY-SATURDAY 0800-1800 4 HRS
- ⋯ = A) = MONDAY-SATURDAY 0800-1800 4 HRS/DROPPED KERB
- = SINGLE YELLOW LINE
- ⋯ = PEDESTRIAN CROSSING
- = B) = MONDAY-SATURDAY 0800-1800 1 HR
- ⋯ = B) = MONDAY-SATURDAY 0800-1800 1 HR/DROPPED KERB
- = ACCESS

KEY

- = PARKED VEHICLE (PARALLEL)
- = PARKED VEHICLE (PERPENDICULAR)
- = OBSERVED SPACE (PARALLEL)
- = OBSERVED SPACE (PERPENDICULAR)
- = PARKED ON DROPPED KERB
- = PARKED ON YELLOW LINES
- = PARKED IN DISABLED BAY
- = SPACE IN DISABLED BAY

EAST CAR PARK

PAY & DISPLAY BAYS = 28 PARKED AND 10 SPACES
 DISABLED BAYS = 2 PARKED AND 0 SPACES
 PARENT & CHILD = 1 PARKED AND 0 SPACES
 MOTORCYCLE BAY = 1 PARKED

GOWER ROAD CAR PARK

PAY & DISPLAY BAYS = 10 PARKED AND 8 SPACES
 DISABLED BAYS = 2 PARKED AND 0 SPACES
 PARENT & CHILD = 0 PARKED AND 1 SPACES
 MOTORCYCLE BAY = 0 PARKED

FRANKLYNN ROAD CAR PARK

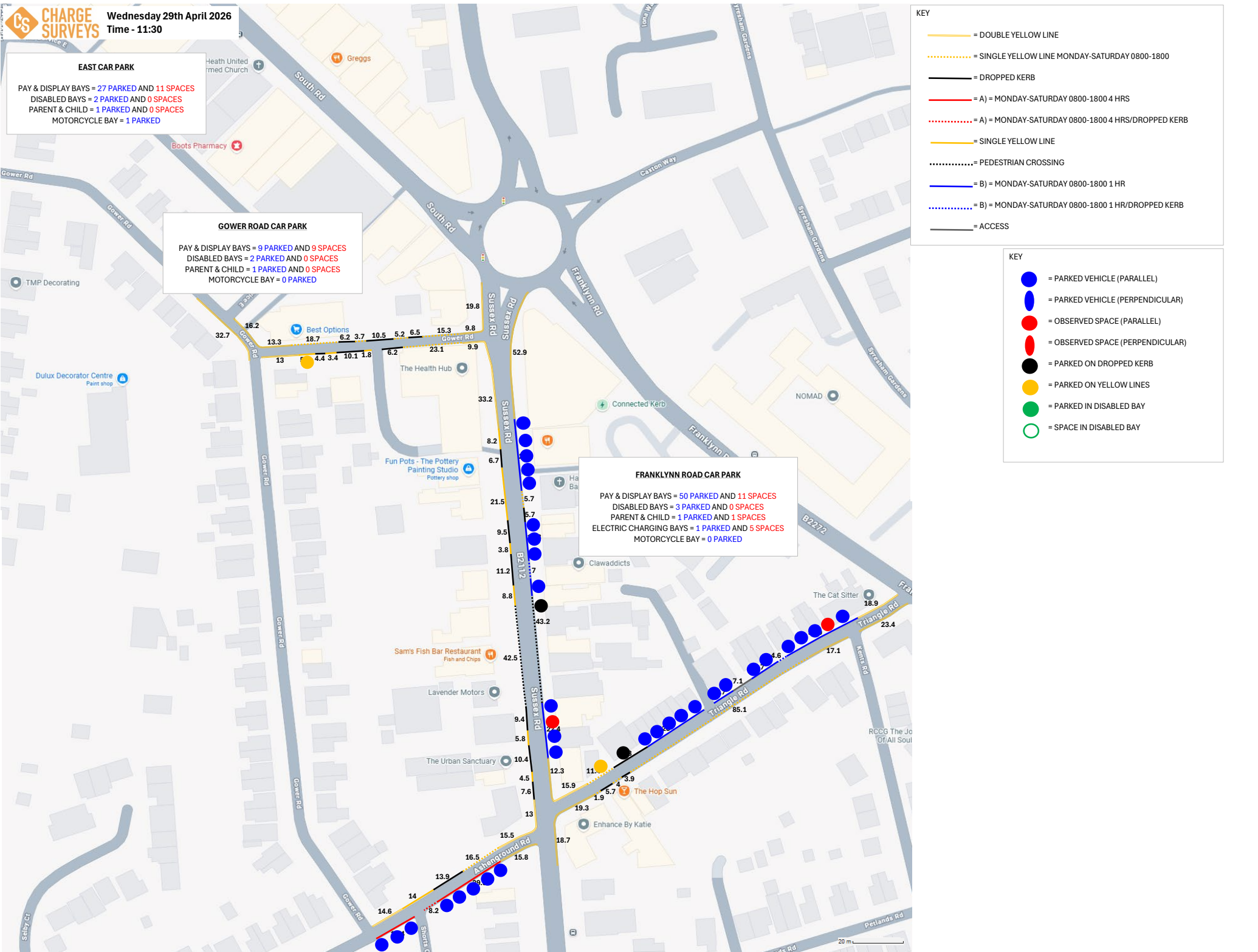
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 DISABLED BAYS = 3 PARKED AND 0 SPACES
 PARENT & CHILD = 0 PARKED AND 2 SPACES
 ELECTRIC CHARGING BAYS = 1 PARKED AND 5 SPACES
 MOTORCYCLE BAY = 0 PARKED

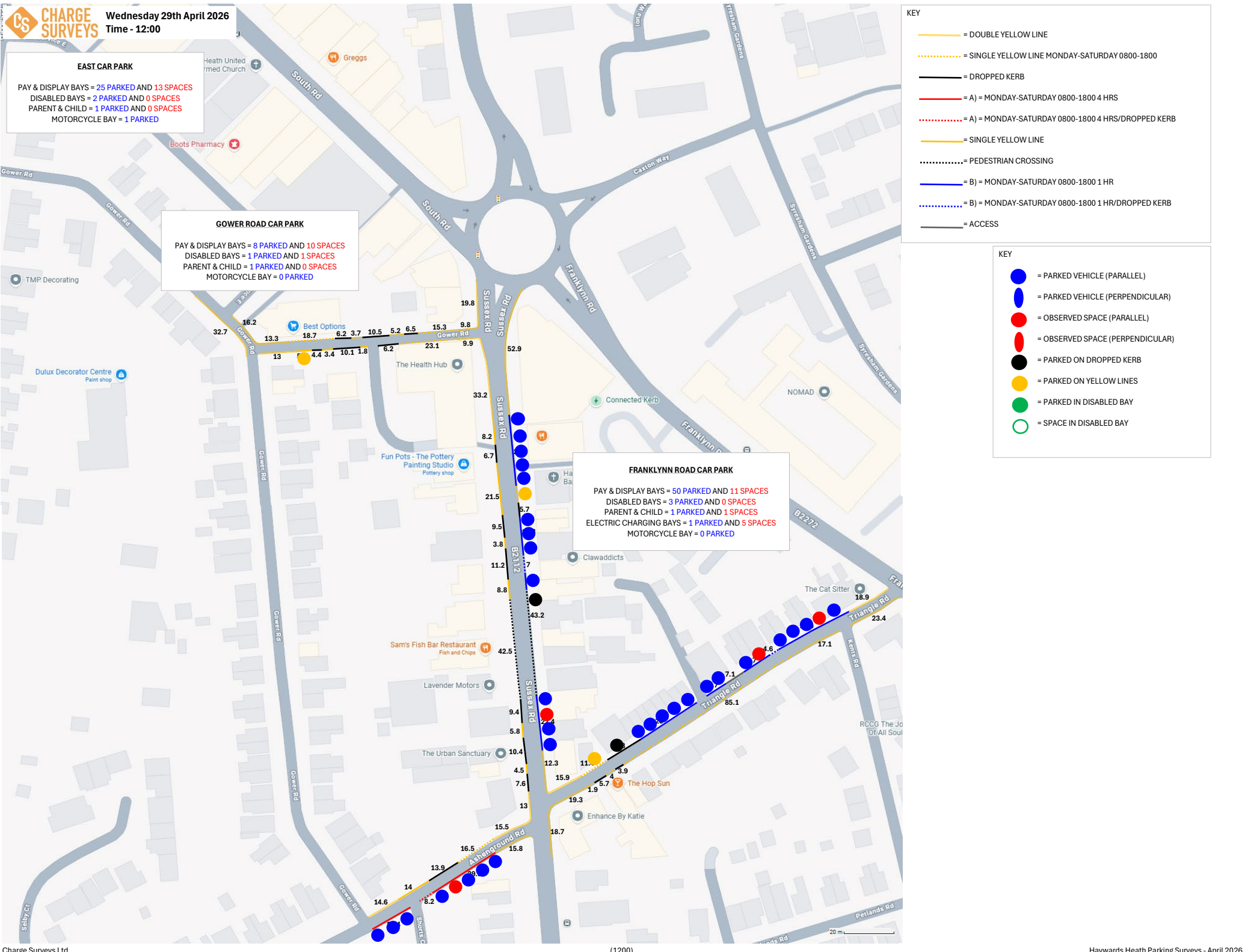
KEY

-  = DOUBLE YELLOW LINE
 = SINGLE YELLOW LINE MONDAY-SATURDAY 0800-1800
 = DROPPED KERB
 = A) = MONDAY-SATURDAY 0800-1800 4 HRS
 = A) = MONDAY-SATURDAY 0800-1800 4 HRS/DROPPED KERB
 = SINGLE YELLOW LINE
 = PEDESTRIAN CROSSING
 = B) = MONDAY-SATURDAY 0800-1800 1 HR
 = B) = MONDAY-SATURDAY 0800-1800 1 HR/DROPPED KERB
 = ACCESS

KEY

-  = PARKED VEHICLE (PARALLEL)
-  = PARKED VEHICLE (PERPENDICULAR)
-  = OBSERVED SPACE (PARALLEL)
-  = OBSERVED SPACE (PERPENDICULAR)
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY





EAST CAR PARK

PAY & DISPLAY BAYS = 29 PARKED AND 9 SPACES
 DISABLED BAYS = 2 PARKED AND 0 SPACES
 PARENT & CHILD = 1 PARKED AND 0 SPACES
 MOTORCYCLE BAY = 2 PARKED

GOWER ROAD CAR PARK

PAY & DISPLAY BAYS = 9 PARKED AND 9 SPACES
 DISABLED BAYS = 2 PARKED AND 0 SPACES
 PARENT & CHILD = 0 PARKED AND 1 SPACES
 MOTORCYCLE BAY = 0 PARKED

FRANKLYNN ROAD CAR PARK

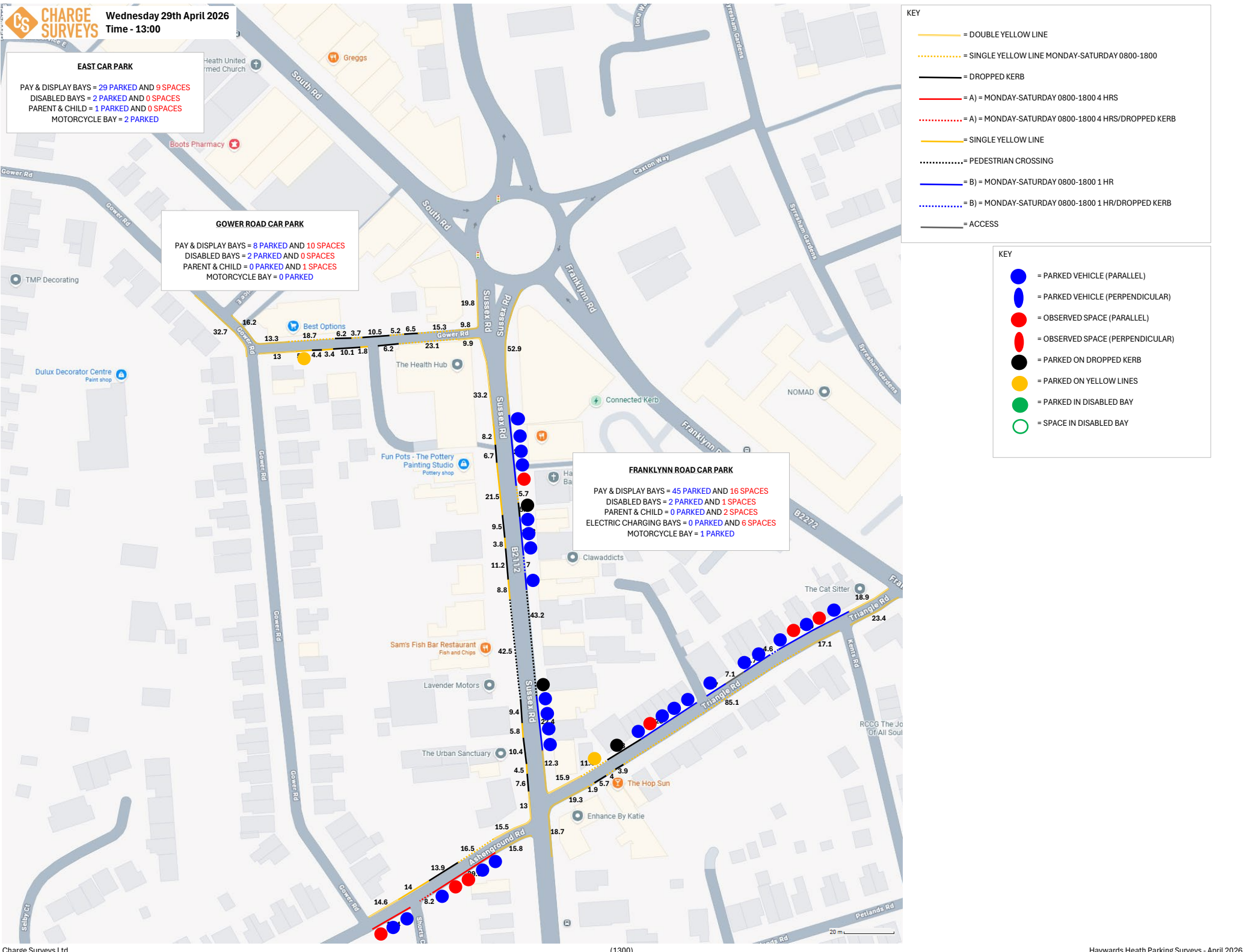
PAY & DISPLAY BAYS = 49 PARKED AND 12 SPACES
 DISABLED BAYS = 3 PARKED AND 0 SPACES
 PARENT & CHILD = 1 PARKED AND 1 SPACES
 ELECTRIC CHARGING BAYS = 0 PARKED AND 6 SPACES
 MOTORCYCLE BAY = 1 PARKED

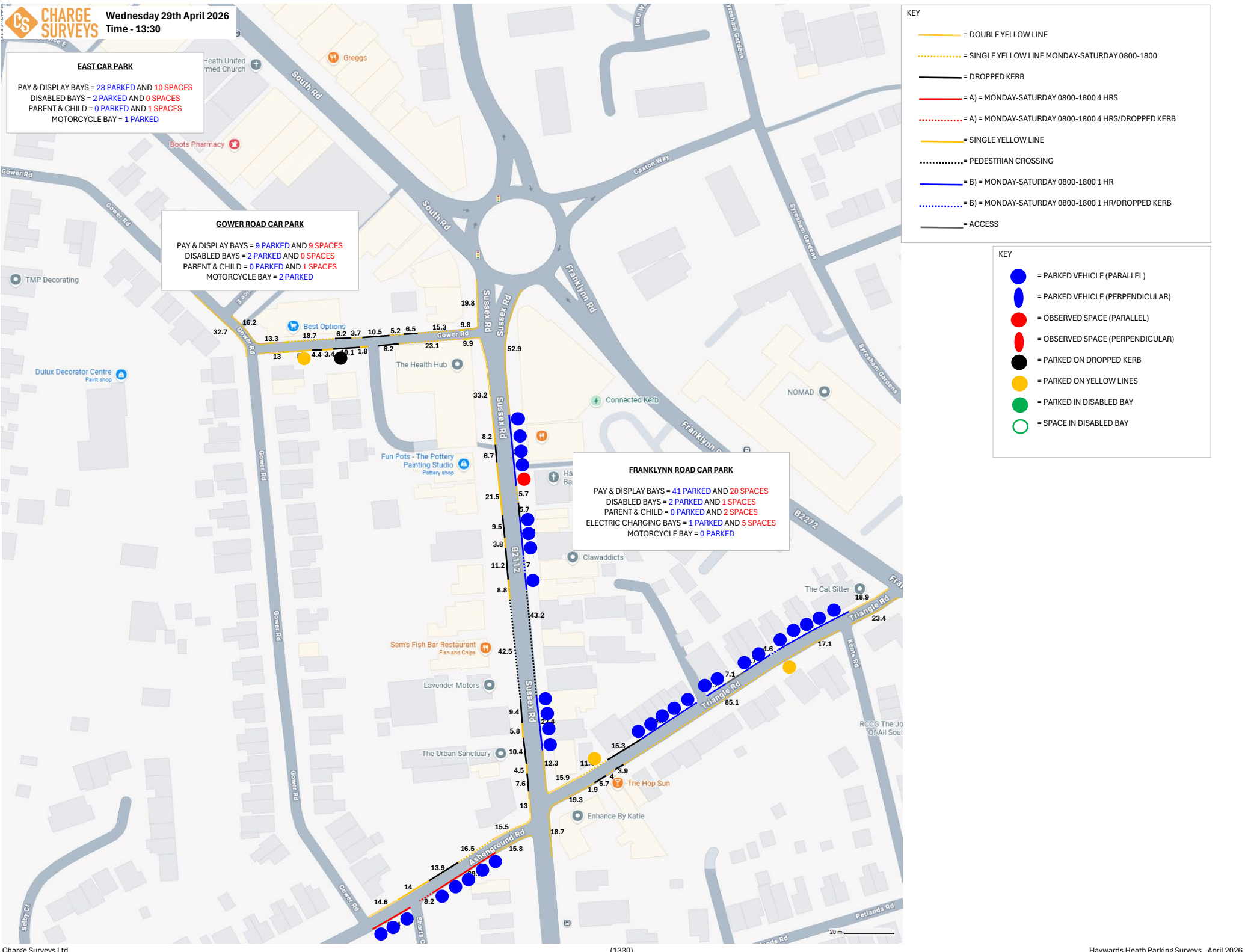
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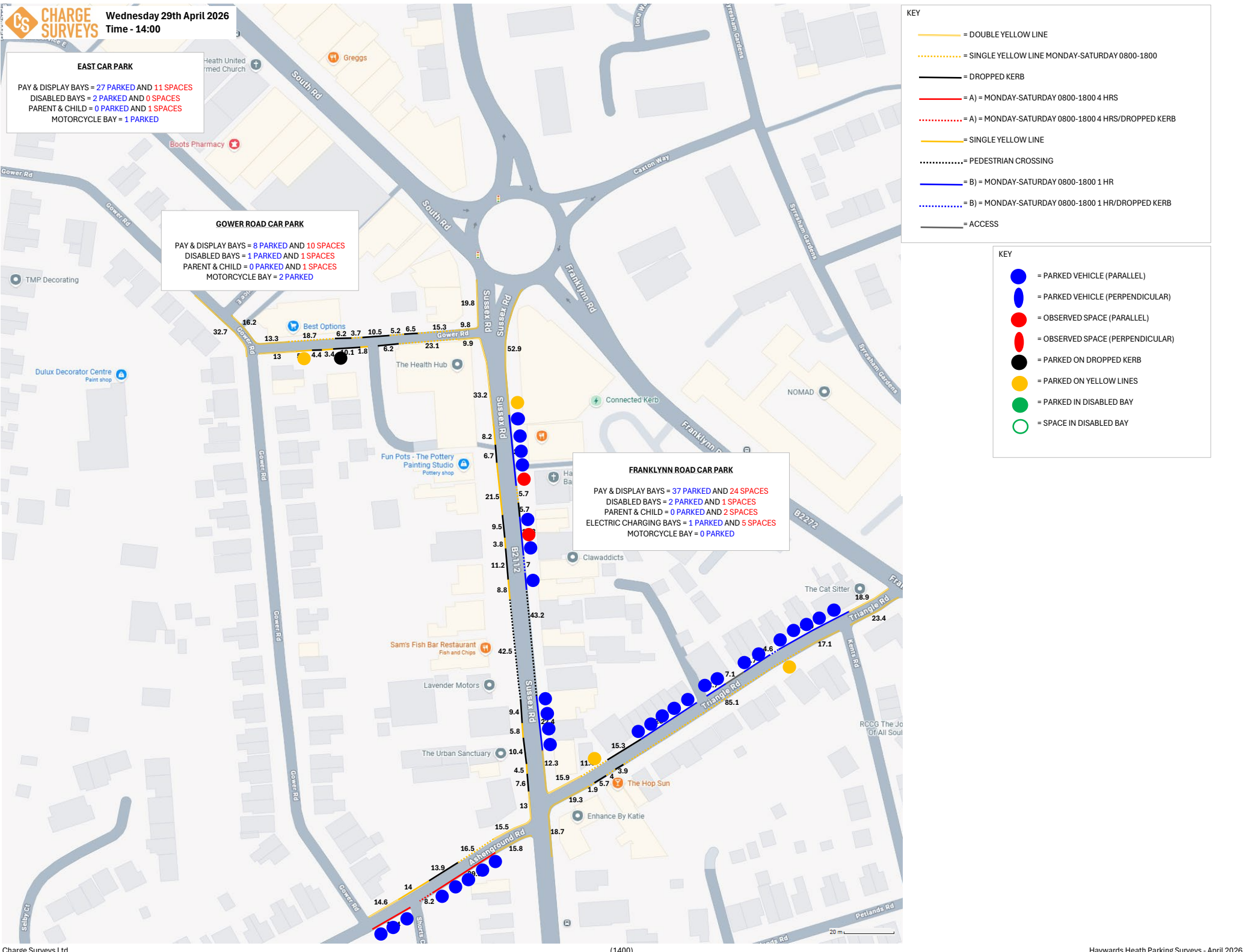
-  = DOUBLE YELLOW LINE
-  = SINGLE YELLOW LINE MONDAY-SATURDAY 0800-1800
-  = DROPPED KERB
-  = A) = MONDAY-SATURDAY 0800-1800 4 HRS
-  = A) = MONDAY-SATURDAY 0800-1800 4 HRS/DROPPED KERB
-  = SINGLE YELLOW LINE
-  = PEDESTRIAN CROSSING
-  = B) = MONDAY-SATURDAY 0800-1800 1 HR
-  = B) = MONDAY-SATURDAY 0800-1800 1 HR/DROPPED KERB
-  = ACCESS

KEY

-  = PARKED VEHICLE (PARALLEL)
-  = PARKED VEHICLE (PERPENDICULAR)
-  = OBSERVED SPACE (PARALLEL)
-  = OBSERVED SPACE (PERPENDICULAR)
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY







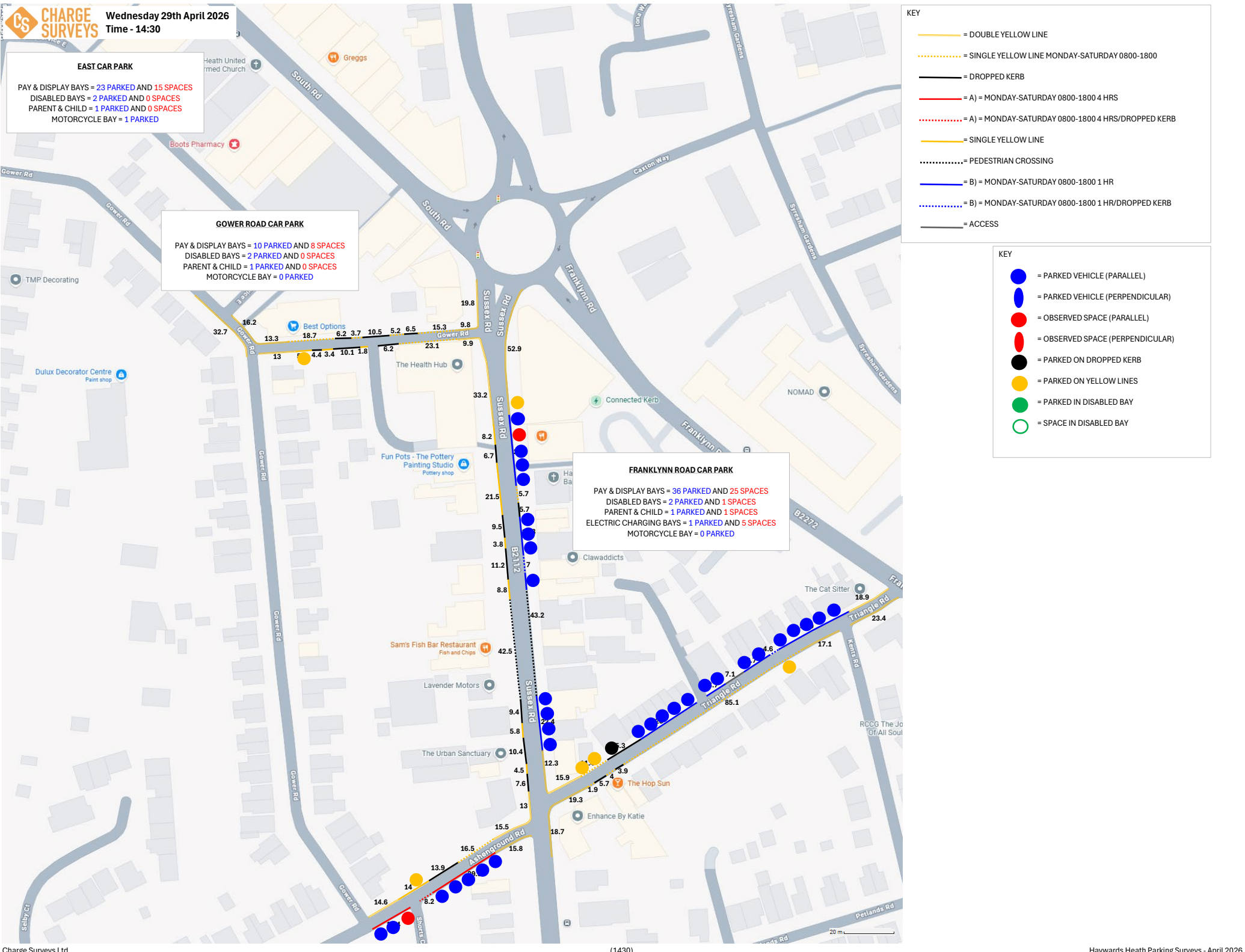
EAST CAR PARK
PAY & DISPLAY BAYS = 27 **PARKED** AND 11 **SPACES**
DISABLED BAYS = 2 **PARKED** AND 0 **SPACES**
PARENT & CHILD = 0 **PARKED** AND 1 **SPACES**
MOTORCYCLE BAY = 1 **PARKED**

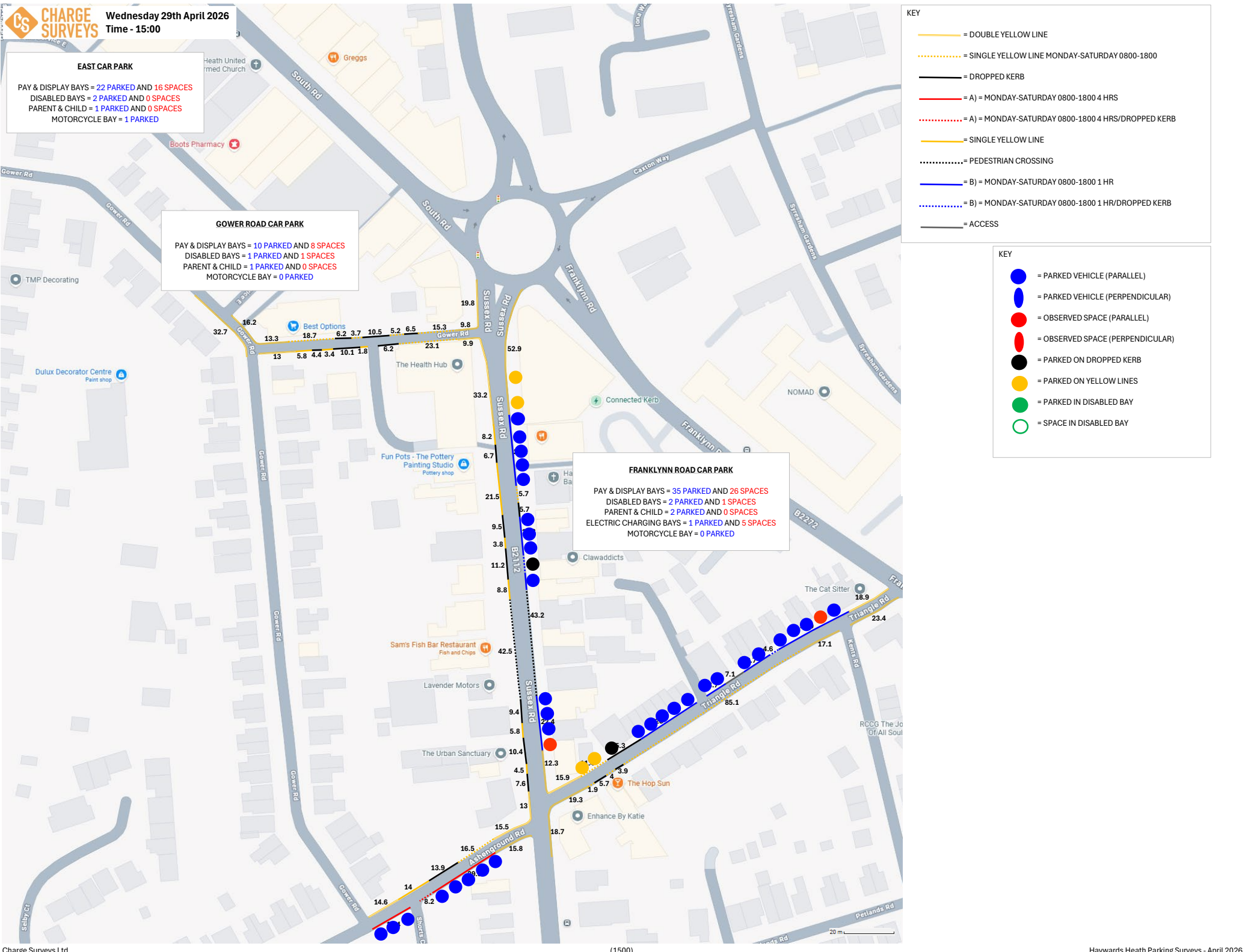
GOWER ROAD CAR PARK
PAY & DISPLAY BAYS = 8 **PARKED** AND 10 **SPACES**
DISABLED BAYS = 1 **PARKED** AND 1 **SPACES**
PARENT & CHILD = 0 **PARKED** AND 1 **SPACES**
MOTORCYCLE BAY = 2 **PARKED**

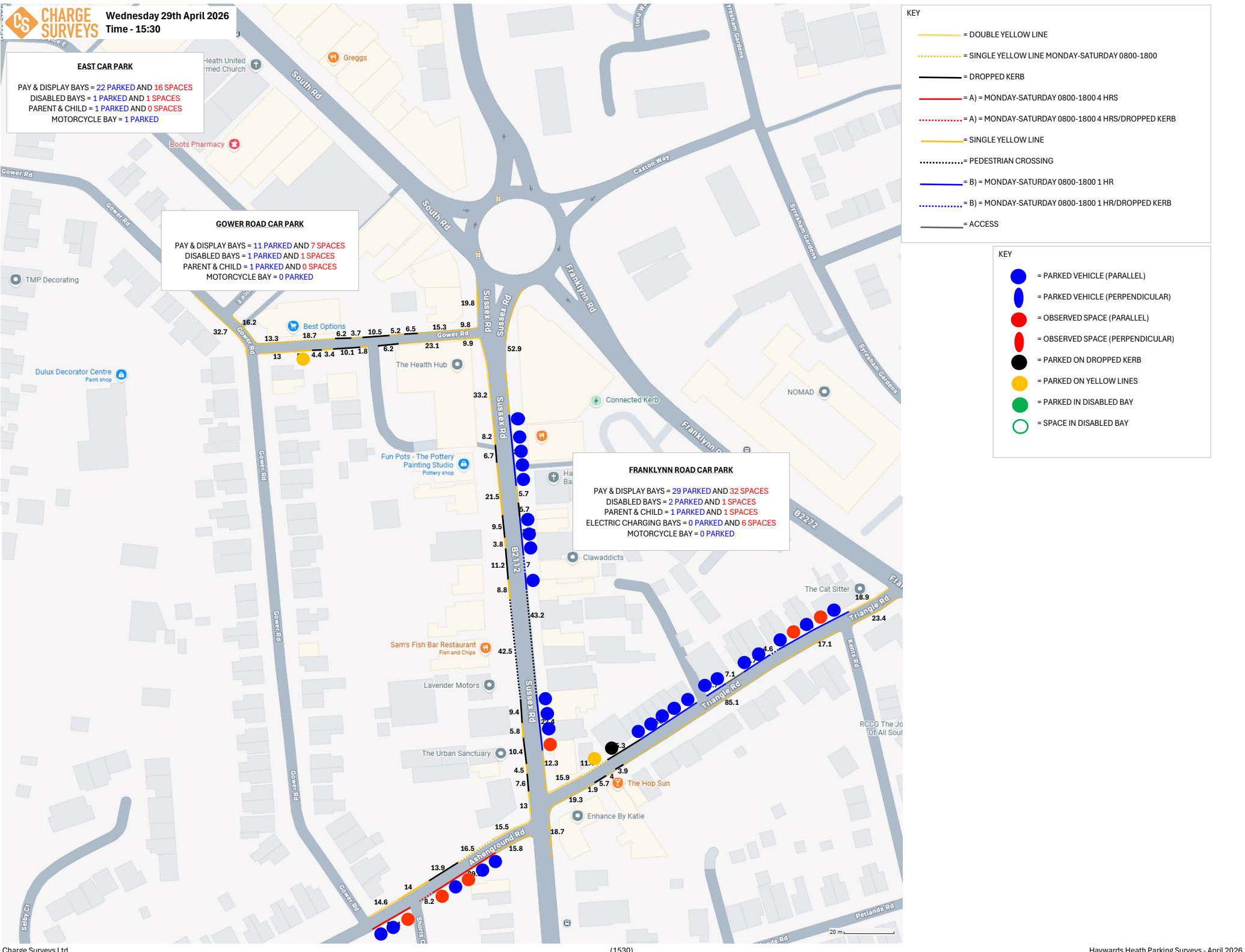
FRANKLYNN ROAD CAR PARK
PAY & DISPLAY BAYS = 37 **PARKED** AND 24 **SPACES**
DISABLED BAYS = 2 **PARKED** AND 1 **SPACES**
PARENT & CHILD = 0 **PARKED** AND 2 **SPACES**
ELECTRIC CHARGING BAYS = 1 **PARKED** AND 5 **SPACES**
MOTORCYCLE BAY = 0 **PARKED**

- KEY**
- = DOUBLE YELLOW LINE
 - = SINGLE YELLOW LINE MONDAY-SATURDAY 0800-1800
 - = DROPPED KERB
 - = A) = MONDAY-SATURDAY 0800-1800 4 HRS
 - = A) = MONDAY-SATURDAY 0800-1800 4 HRS/DROPPED KERB
 - = SINGLE YELLOW LINE
 - = PEDESTRIAN CROSSING
 - = B) = MONDAY-SATURDAY 0800-1800 1 HR
 - = B) = MONDAY-SATURDAY 0800-1800 1 HR/DROPPED KERB
 - = ACCESS

- KEY**
- = PARKED VEHICLE (PARALLEL)
 - = PARKED VEHICLE (PERPENDICULAR)
 - = OBSERVED SPACE (PARALLEL)
 - = OBSERVED SPACE (PERPENDICULAR)
 - = PARKED ON DROPPED KERB
 - = PARKED ON YELLOW LINES
 - = PARKED IN DISABLED BAY
 - = SPACE IN DISABLED BAY







EAST CAR PARK

PAY & DISPLAY BAYS = 19 PARKED AND 19 SPACES
 DISABLED BAYS = 1 PARKED AND 1 SPACES
 PARENT & CHILD = 1 PARKED AND 0 SPACES
 MOTORCYCLE BAY = 1 PARKED

GOWER ROAD CAR PARK

PAY & DISPLAY BAYS = 11 PARKED AND 7 SPACES
 DISABLED BAYS = 0 PARKED AND 2 SPACES
 PARENT & CHILD = 1 PARKED AND 0 SPACES
 MOTORCYCLE BAY = 0 PARKED

FRANKLYNN ROAD CAR PARK

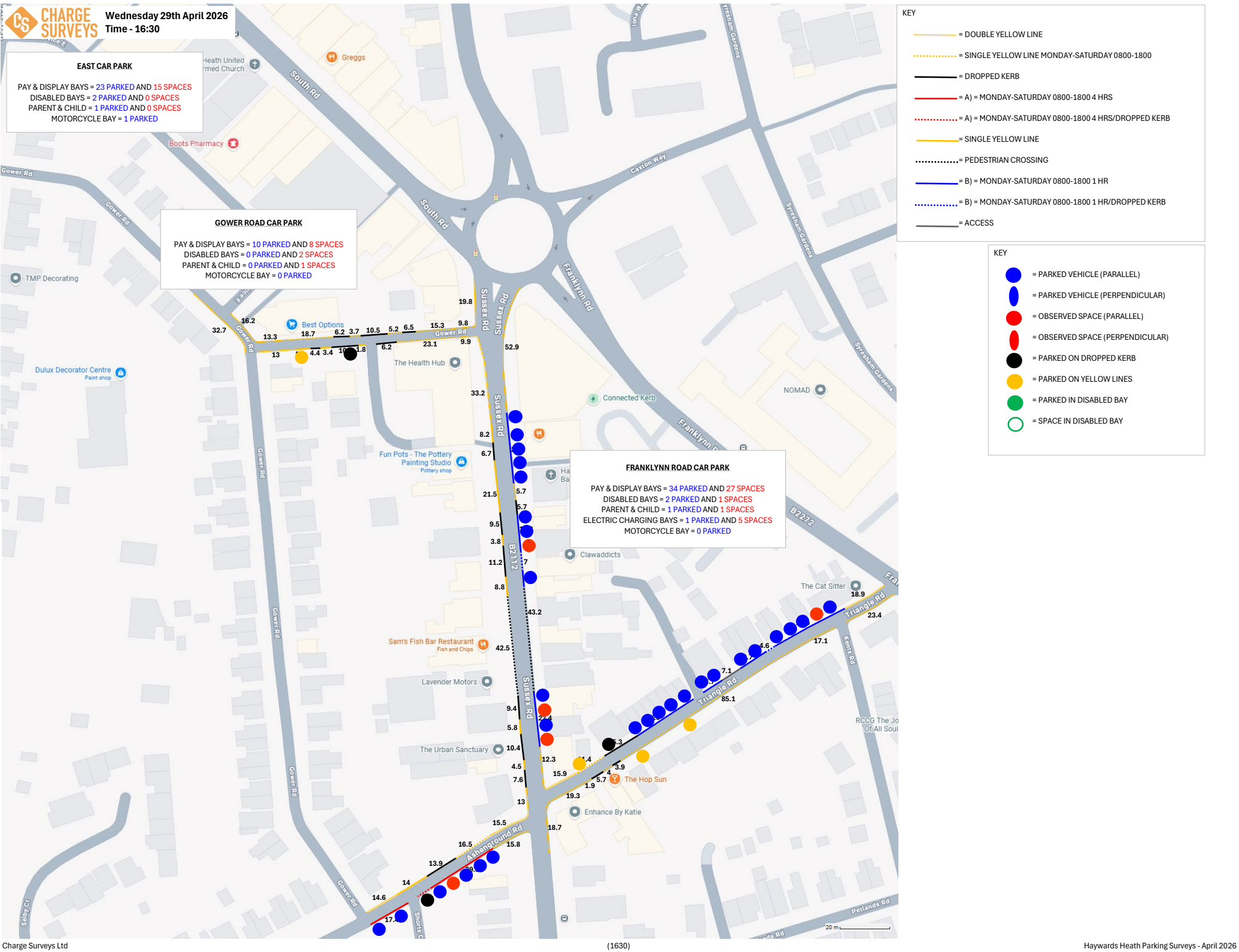
PAY & DISPLAY BAYS = 27 PARKED AND 34 SPACES
 DISABLED BAYS = 2 PARKED AND 1 SPACES
 PARENT & CHILD = 1 PARKED AND 1 SPACES
 ELECTRIC CHARGING BAYS = 0 PARKED AND 6 SPACES
 MOTORCYCLE BAY = 0 PARKED

KEY

-  = DOUBLE YELLOW LINE
-  = SINGLE YELLOW LINE MONDAY-SATURDAY 0800-1800
-  = DROPPED KERB
-  = A) = MONDAY-SATURDAY 0800-1800 4 HRS
-  = A) = MONDAY-SATURDAY 0800-1800 4 HRS/DROPPED KERB
-  = SINGLE YELLOW LINE
-  = PEDESTRIAN CROSSING
-  = B) = MONDAY-SATURDAY 0800-1800 1 HR
-  = B) = MONDAY-SATURDAY 0800-1800 1 HR/DROPPED KERB
-  = ACCESS

KEY

-  = PARKED VEHICLE (PARALLEL)
-  = PARKED VEHICLE (PERPENDICULAR)
-  = OBSERVED SPACE (PARALLEL)
-  = OBSERVED SPACE (PERPENDICULAR)
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY



EAST CAR PARK

PAY & DISPLAY BAYS = 24 PARKED AND 14 SPACES
 DISABLED BAYS = 1 PARKED AND 1 SPACES
 PARENT & CHILD = 1 PARKED AND 0 SPACES
 MOTORCYCLE BAY = 1 PARKED

GOWER ROAD CAR PARK

PAY & DISPLAY BAYS = 12 PARKED AND 6 SPACES
 DISABLED BAYS = 0 PARKED AND 2 SPACES
 PARENT & CHILD = 0 PARKED AND 1 SPACES
 MOTORCYCLE BAY = 0 PARKED

FRANKLYNN ROAD CAR PARK

PAY & DISPLAY BAYS = 37 PARKED AND 24 SPACES
 DISABLED BAYS = 2 PARKED AND 1 SPACES
 PARENT & CHILD = 1 PARKED AND 1 SPACES
 ELECTRIC CHARGING BAYS = 1 PARKED AND 5 SPACES
 MOTORCYCLE BAY = 0 PARKED

KEY

-  = DOUBLE YELLOW LINE
-  = SINGLE YELLOW LINE MONDAY-SATURDAY 0800-1800
-  = DROPPED KERB
-  = A) = MONDAY-SATURDAY 0800-1800 4 HRS
-  = A) = MONDAY-SATURDAY 0800-1800 4 HRS/DROPPED KERB
-  = SINGLE YELLOW LINE
-  = PEDESTRIAN CROSSING
-  = B) = MONDAY-SATURDAY 0800-1800 1 HR
-  = B) = MONDAY-SATURDAY 0800-1800 1 HR/DROPPED KERB
-  = ACCESS

KEY

-  = PARKED VEHICLE (PARALLEL)
-  = PARKED VEHICLE (PERPENDICULAR)
-  = OBSERVED SPACE (PARALLEL)
-  = OBSERVED SPACE (PERPENDICULAR)
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY

EAST CAR PARK

PAY & DISPLAY BAYS = 25 PARKED AND 13 SPACES
 DISABLED BAYS = 2 PARKED AND 0 SPACES
 PARENT & CHILD = 1 PARKED AND 0 SPACES
 MOTORCYCLE BAY = 0 PARKED

GOWER ROAD CAR PARK

PAY & DISPLAY BAYS = 6 PARKED AND 12 SPACES
 DISABLED BAYS = 0 PARKED AND 2 SPACES
 PARENT & CHILD = 0 PARKED AND 1 SPACES
 MOTORCYCLE BAY = 2 PARKED

FRANKLYNN ROAD CAR PARK

PAY & DISPLAY BAYS = 36 PARKED AND 25 SPACES
 DISABLED BAYS = 2 PARKED AND 1 SPACES
 PARENT & CHILD = 0 PARKED AND 2 SPACES
 ELECTRIC CHARGING BAYS = 1 PARKED AND 5 SPACES
 MOTORCYCLE BAY = 0 PARKED

KEY

-  = DOUBLE YELLOW LINE
-  = SINGLE YELLOW LINE MONDAY-SATURDAY 0800-1800
-  = DROPPED KERB
-  = A) = MONDAY-SATURDAY 0800-1800 4 HRS
-  = A) = MONDAY-SATURDAY 0800-1800 4 HRS/DROPPED KERB
-  = SINGLE YELLOW LINE
-  = PEDESTRIAN CROSSING
-  = B) = MONDAY-SATURDAY 0800-1800 1 HR
-  = B) = MONDAY-SATURDAY 0800-1800 1 HR/DROPPED KERB
-  = ACCESS

KEY

-  = PARKED VEHICLE (PARALLEL)
-  = PARKED VEHICLE (PERPENDICULAR)
-  = OBSERVED SPACE (PARALLEL)
-  = OBSERVED SPACE (PERPENDICULAR)
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY

PAY & DISPLAY BAYS = 18 PARKED AND 20 SPACES
DISABLED BAYS = 2 PARKED AND 0 SPACES
PARENT & CHILD = 1 PARKED AND 0 SPACES
MOTORCYCLE BAY = 0 PARKED

PAY & DISPLAY BAYS = 9 PARKED AND 9 SPACES
 DISABLED BAYS = 0 PARKED AND 2 SPACES
 PARENT & CHILD = 1 PARKED AND 0 SPACES
 MOTORCYCLE BAY = 1 PARKED

PAY & DISPLAY BAYS = 29 PARKED AND 32 SPACES
 DISABLED BAYS = 1 PARKED AND 2 SPACES
 PARENT & CHILD = 0 PARKED AND 2 SPACES
 ELECTRIC CHARGING BAYS = 2 PARKED AND 4 SPACES
 MOTORCYCLE BAY = 0 PARKED

-  = DOUBLE YELLOW LINE
-  = SINGLE YELLOW LINE MONDAY-SATURDAY 0800-1800
-  = DROPPED KERB
-  = A) = MONDAY-SATURDAY 0800-1800 4 HRS
-  = A) = MONDAY-SATURDAY 0800-1800 4 HRS/DROPPED KERB
-  = SINGLE YELLOW LINE
-  = PEDESTRIAN CROSSING
-  = B) = MONDAY-SATURDAY 0800-1800 1 HR
-  = B) = MONDAY-SATURDAY 0800-1800 1 HR/DROPPED KERB
-  = ACCESS

-  = PARKED VEHICLE (PARALLEL)
-  = PARKED VEHICLE (PERPENDICULAR)
-  = OBSERVED SPACE (PARALLEL)
-  = OBSERVED SPACE (PERPENDICULAR)
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY

EAST CAR PARK

PAY & DISPLAY BAYS = 21 PARKED AND 17 SPACES
 DISABLED BAYS = 1 PARKED AND 1 SPACES
 PARENT & CHILD = 1 PARKED AND 0 SPACES
 MOTORCYCLE BAY = 0 PARKED

GOWER ROAD CAR PARK

PAY & DISPLAY BAYS = 7 PARKED AND 11 SPACES
 DISABLED BAYS = 0 PARKED AND 2 SPACES
 PARENT & CHILD = 0 PARKED AND 1 SPACES
 MOTORCYCLE BAY = 1 PARKED

FRANKLYNN ROAD CAR PARK

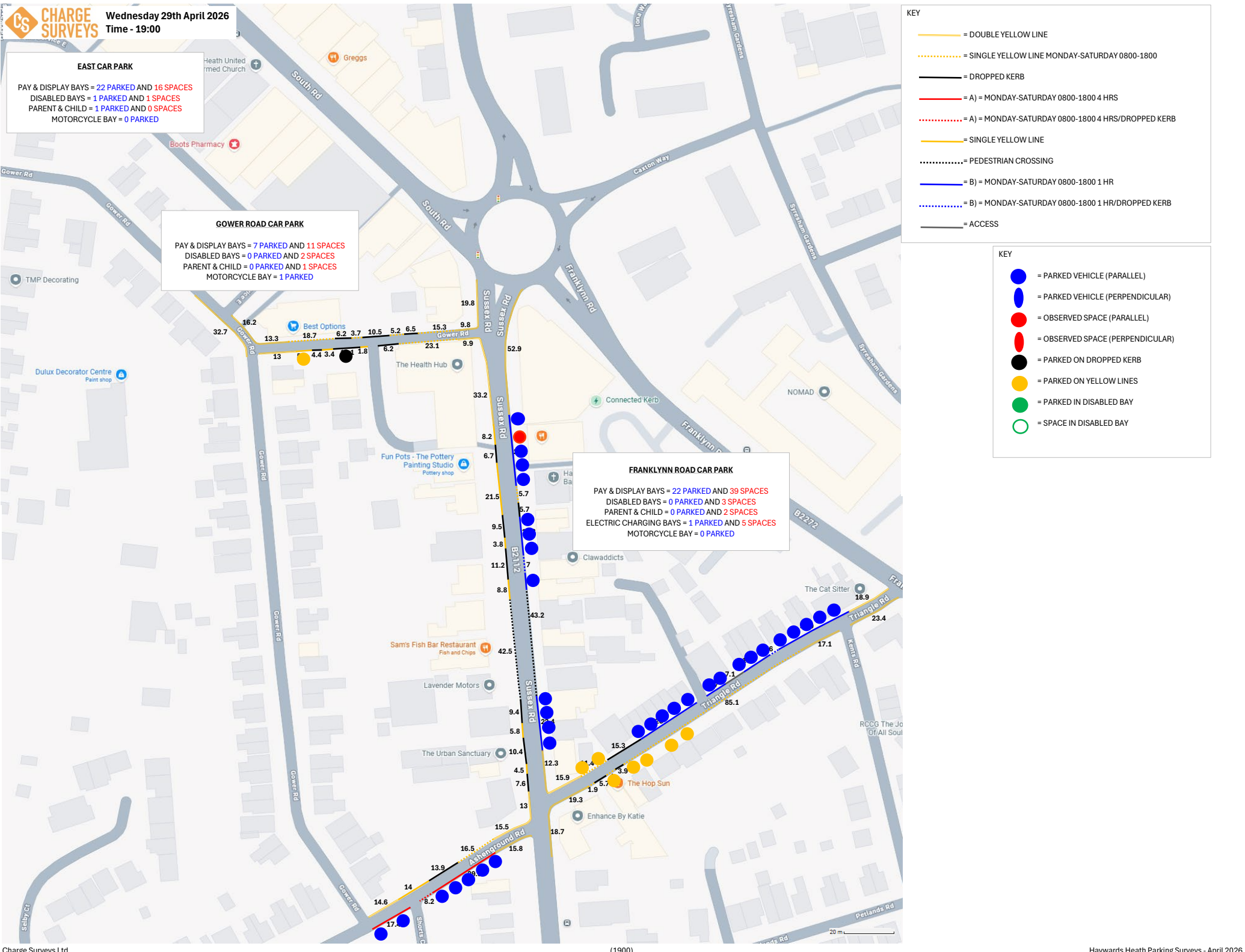
PAY & DISPLAY BAYS = 23 PARKED AND 38 SPACES
 DISABLED BAYS = 0 PARKED AND 3 SPACES
 PARENT & CHILD = 0 PARKED AND 2 SPACES
 ELECTRIC CHARGING BAYS = 1 PARKED AND 5 SPACES
 MOTORCYCLE BAY = 0 PARKED

KEY

-  = DOUBLE YELLOW LINE
-  = SINGLE YELLOW LINE MONDAY-SATURDAY 0800-1800
-  = DROPPED KERB
-  = A) = MONDAY-SATURDAY 0800-1800 4 HRS
-  = A) = MONDAY-SATURDAY 0800-1800 4 HRS/DROPPED KERB
-  = SINGLE YELLOW LINE
-  = PEDESTRIAN CROSSING
-  = B) = MONDAY-SATURDAY 0800-1800 1 HR
-  = B) = MONDAY-SATURDAY 0800-1800 1 HR/DROPPED KERB
-  = ACCESS

KEY

-  = PARKED VEHICLE (PARALLEL)
-  = PARKED VEHICLE (PERPENDICULAR)
-  = OBSERVED SPACE (PARALLEL)
-  = OBSERVED SPACE (PERPENDICULAR)
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY





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