Transport Statement

17 Liverpool Gardens,

Worthing,

BN11 1RY

Client: Educate U West Sussex Ltd

Ref: 14093

Date: December 2025

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Issue	Issue date	Compiled	Checked	Authorised
1	11/2025	TS	LNS	LNS

Executive Summary

GTA Civils & Transport Ltd has been commissioned by Educate U West Sussex Ltd to prepare a Transport Statement (TS) in connection with a planning application for the proposed development.

The proposal involves the expansion of the main school at 58 Chapel Road to accommodate an additional 24 students attending 17 Liverpool Gardens.

This Transport Statement summarises the existing situation, local and national transport policy, the local highway network and modal choices available to future users and considers the likely transport impact of the proposed development through a trip forecasting exercise.

The proposals are in accordance with current policies and guidance provided by Worthing Borough Council and West Sussex County Council are compliant with national guidance documents such as Manual for Streets (MfS). The proposals are also in accordance with the Department for Communities and Local Government's National Planning Policy Framework 2025 (NPPF).

The site can be accessed by sustainable forms of transport such as walking, cycle and by bus. Local bus services have a moderate frequency of services throughout the day to local destinations.

Access to the site is taken from the existing Liverpool Gardens access, which is considered adequate to serve the proposed use.

The development will provide:

- Cycle storage compliant with West Sussex Couty Council guidance ;
- Car parking compliant with West Sussex County Council guidance;
- Refuse storage with refuse vehicle access compliant with MfS1;
- EV charging points;
- Suitable visibility splays at the existing site access with Liverpool Gardens;
- Allowance for emergency vehicle access within 45m of all entrances in accordance with MfS1.

The nationally recognised database TRICS has been used to forecast the new trips for the proposed development.

Using the detailed TRICS database, the development is likely to result in a maximum of 13 two-way trips in the peak AM period (0800-0900) and 1 two-way trip in the peak PM period (1700-1800).

On their own, the trips generated by the development will not have a detrimental impact on, public transport, cycle and pedestrian networks, and would not result in a highway impact that could be considered as severe.

Overall, there are no material highway or transport impacts as a result of the proposed development.

1 Introduction

1.1 This Transport Statement (TS) has been prepared for Educate U West Sussex Ltd to support the development of 17 Liverpool Gardens, Worthing, BN11 1RY and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.

1.2 GTA Civils & Transport Ltd has been commissioned by Educate U West Sussex Ltd to prepare a Transport Statement (TS) in connection with a planning application for the proposed development.

Policy Context

1.3 This report has been written in accordance with the following policy frameworks:

- National Planning Policy Framework (NPPF);
- National Planning Policy Guidance (NPPG);
- Manual for Streets (MfS 1 & 2);
- Worthing Borough Council Local Plan (2023-2036);
- West Sussex County Council Local Transport Plan (2022-2036);

2 Existing Site Details

2.1 The site comprises an existing building located at 17 Liverpool Gardens, Worthing, Situated 125m south of the main school site at 58 Chapel Road. The premises currently operate as office accommodation within an established mixed-use area of Worthing town centre. Access to the site is taken from Liverpool Gardens, which provides access to a range of nearby services and amenities.

2.2 The proposal involves the change of use from offices to a mixed use comprising educational and office space, forming part of the expansion of the existing school at 58 Chapel Road. The proposal will accommodate an additional 24 students.

2.3 The site is centrally located within Worthing and benefits from excellent accessibility by sustainable modes, including walking, cycling, and public transport. Worthing Railway Station, and a range of local amenities are within comfortable walking distance.

2.4 An aerial view of the site is shown below in **Figure 2.1** with an approximate red line boundary highlighting the approximate site area.

Figure 2.1 – Aerial View of Existing Site

3 Local Highway Network

3.1 The site is accessed from Chapel Road, which forms part of the local road network within Worthing town centre and is subject to a 20-mph speed limit. Footways are present on both sides of the carriageway, providing safe and direct pedestrian access to nearby facilities, including the main school site and local amenities.

3.2 Liverpool Gardens connects directly onto Chapel Road, which provides a convenient route northward to the A24, and subsequently to the A27. Together, these corridors offer strategic links to neighbouring towns and the wider highway network, including direct access towards Brighton, Chichester and Portsmouth.

3.3 Bus stops are located within a short walking distance along Chapel Road, with the nearest stop (Town Hall) approximately 40 metres from the site. These stops are served by routes 1, 5, 7, 10, 16, 23, 23X, and N700, providing regular services to surrounding towns and coastal settlements. Worthing Library Bus Station is also nearby, offering further local and regional connections. Worthing Railway Station is approximately 850 metres from the site, within easy walking distance, and provides frequent rail services to many destinations.

Figure 3.1 shows the local highway network in the vicinity of the site.

Figure 3.1 – Local Highway Network

Source: Ordnance Survey

Accident Data

3.4 This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

3.5 Accident records have been examined within the site vicinity for a 5-year period between 2020 and 2024. Records have been examined for Liverpool Gardens within the vicinity of the site access.

3.6 Within this time period there were 4 recorded accidents within the area surrounding the site (circa 100m radius around the site access).

3.7 **Figure** 3.2 shows the locations of incidents in the surrounding area, and **Table 3.1** provides details of those incidents.

Figure 3.2 – Accidents Within Site Vicinity

Source: Department for Transport (DfT)

Table 3.1 – Accident Details

Study Area	Slight	Serious	Fatal	Total
Near Site Access	3	1	0	4

3.8 Overall, the local accident incidence rate is low, it is reasonable to conclude that the proposals would not result in a highway safety concern.

4 Modal Choices

4.1 Bus stops are located within a short walking distance on Chapel Road, with the nearest stop (Town Hall) situated approximately 165 m from the site, equating to a 3-minute walk. These stops are served by routes 1, 5, 7, 10, 16, 23, 23X and N700, providing frequent services to nearby towns and coastal destinations. Worthing Library Bus Station is also located close by, offering further local and regional connections.

4.2 Worthing Railway Station is located approximately 850 metres from the site, equating to an 11-minute walk or a 3-minute cycle. The station provides frequent rail services to key destinations including London Victoria, Brighton, Chichester, Portsmouth and Southampton. It offers step-free access to all platforms, toilets, CCTV, seating areas and a taxi rank. Station facilities also include 118 car parking spaces (of which 2 are accessible) and 134 cycle parking spaces comprising racks and stands. Worthing Railway Station is classified as a Category A station, reflecting its high level of accessibility and overall service provision.

4.3 A range of local taxi operators serve the area, including Arrow Taxi Group, Worthing Taxi, and Airport Cars of Worthing, providing flexible travel options for pupils, staff, and visitors. The majority of pupils currently arrive by taxi at 2 Railway Approach, where staff meet them before walking together to the school. This route is approximately 700 metres, equating to a 9-minute walk.

4.4 Worthing benefits from an established network of cycle routes and on-road cycle lanes, supported by recent improvements in and around Worthing Railway Station. The town's predominantly flat terrain further encourages walking and cycling, providing safe, convenient and direct access across the wider area. Cycle parking is available at the station and throughout the town centre, supporting sustainable and active travel choices.

4.5 Given the site's town-centre location, it is within immediate proximity of a wide range of amenities, services, and public transport connections, making it well suited for sustainable travel by walking, cycling and public transport.

Accessibility by Foot

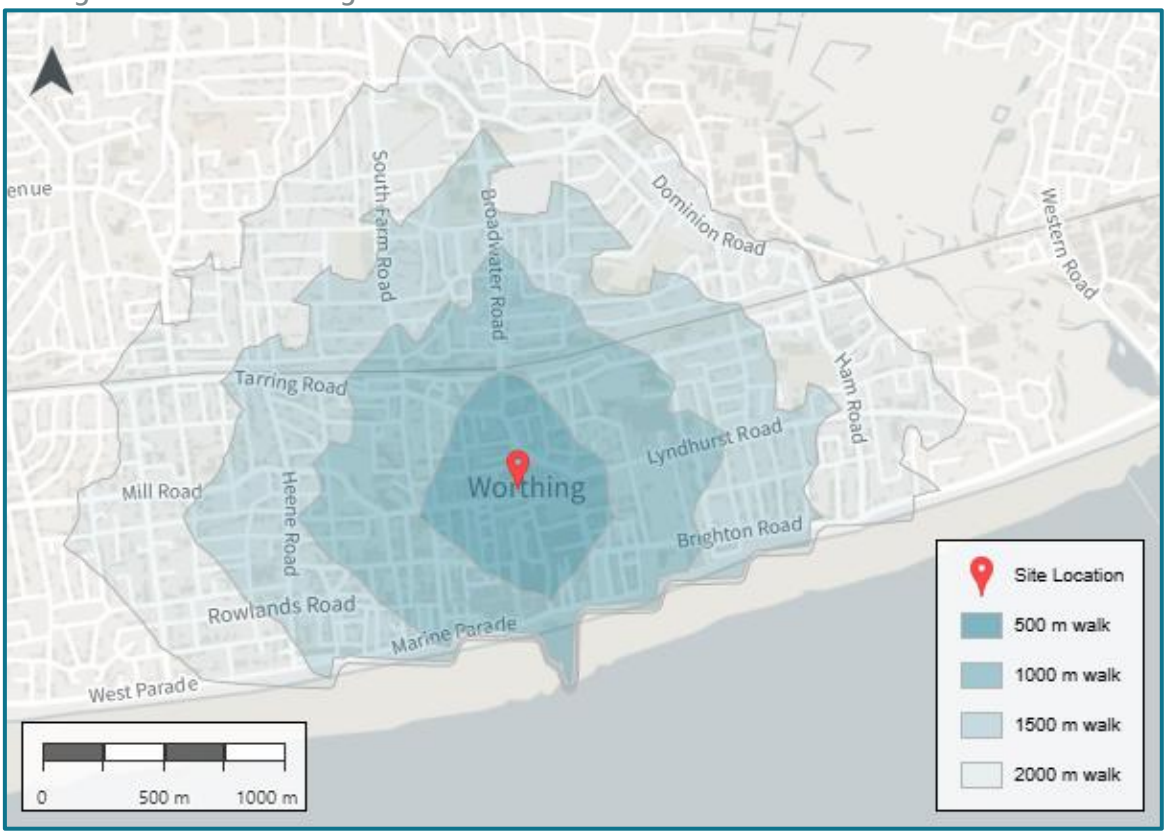
4.6 Manual for Streets suggests 800m can be considered a comfortable walking distance (paragraph 4.4.1). MfS also states, however, 800m is not the upper limit, walking offers potential to replace short car trips for journeys up to 2km (with reference to PPG13).

4.7 Whilst superseded by NPPF, the former PPG13 Transport document sets out useful guidance related to suitable walking and cycling distances:

- ''Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres" (Paragraph 74)

4.8 **Figure 4.1** demonstrates an approximate 2km walking distance isochrone surrounding the site, this representing a journey time of approximately 25-minutes. The isochrones are based on an average walking speed of 1.4m/s, with increments of 500m.

Figure 4.1 – 2km Walking Isochrone



4.9 Examples of key destinations and their proximity to the site are highlighted in **Figure 4.2** and listed below in **Table 4.1**.**Table** 4.1. Walking times are based on a walk speed of 1.4m/s as referenced in IHT (2000) Guidelines for Providing for Journeys on Foot, and cycle times are based on an average cycle speed of 15.5km/h.

Figure 4.2 – Local Amenities Nearby Site

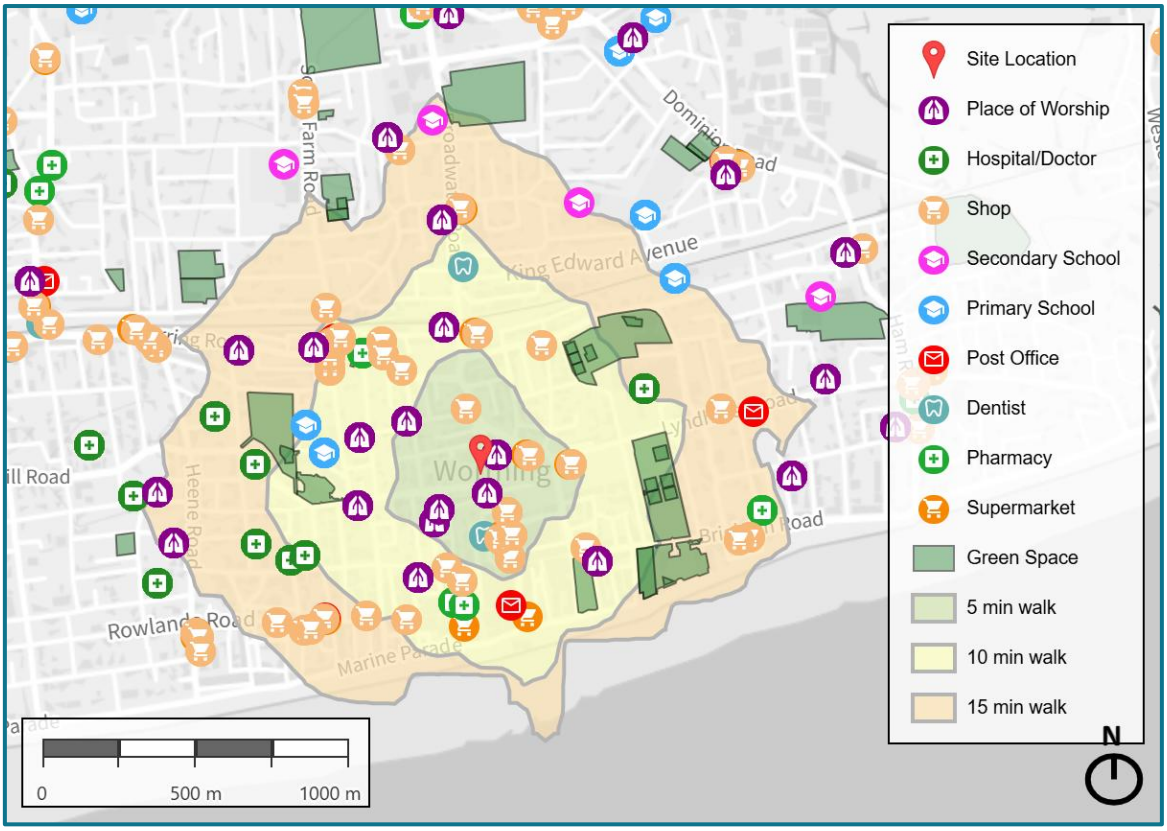


Table 4.1 – Accessibility of the Proposed Development Site to Key Services

Destination	Distance from Site (metres)	Walk Time (minutes)	Cycle Time (minutes)
Hospital	850m	11	3
Shop (Premier Shop)	140m	3	<1
Supermarket (Tesco Express)	140m	3	<1
Dentist (Worthing Dental Centre)	60m	2	<1
School (Educate U Special Education School)	160m	3	1
Green Space (Homefield Park and Playground)	750m	10	3
Paydens Pharmacy	450m	6	2

Walking Accessibility Description

4.10 The site benefits from excellent walking accessibility, with a wide range of key amenities, including shops, schools, healthcare facilities, green spaces and local services, all located within a short and convenient walking distance. The destinations listed in **Table 4.1** demonstrate the strong level of local provision surrounding the site.

4.11 Worthing's predominantly flat terrain further supports easy and comfortable pedestrian movement, making walking a practical option for day-to-day trips to local amenities.

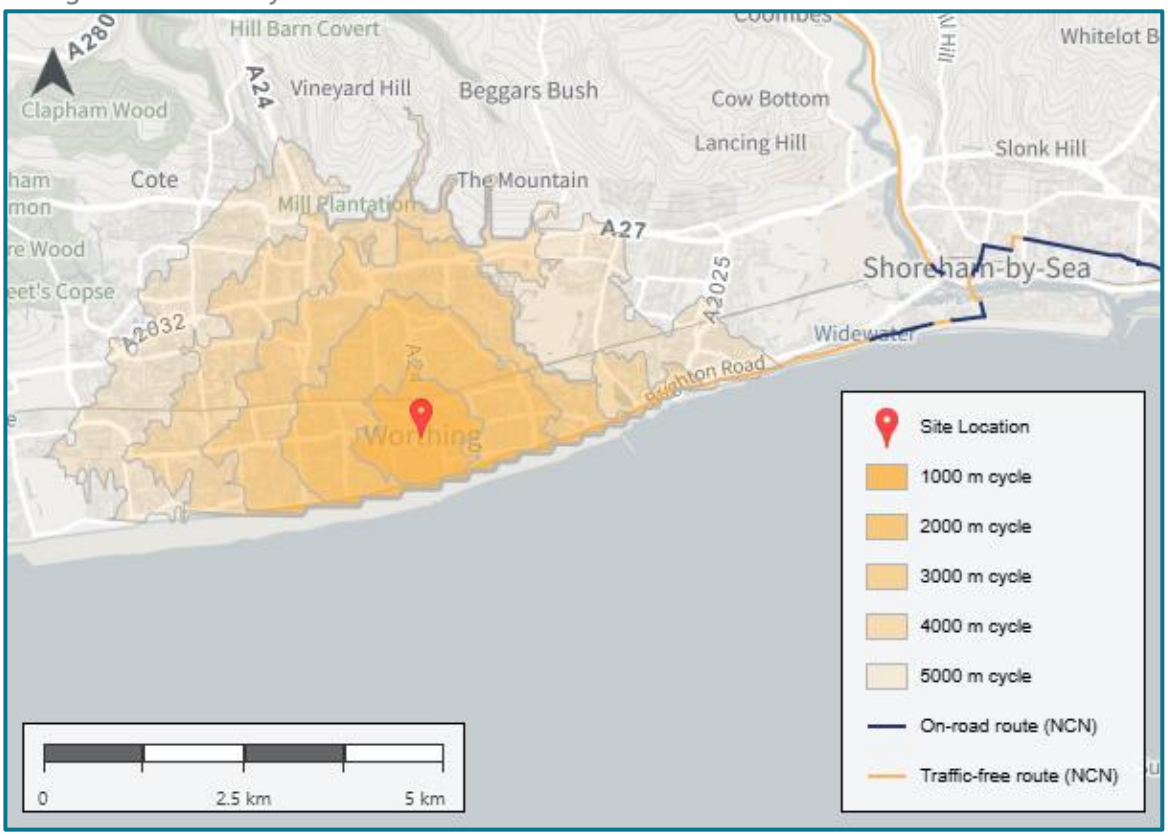
Accessibility by Cycle

4.12 Whilst superseded by NPPF, the former PPG13 Transport document sets out useful guidance related to suitable walking and cycling distances:

- 'Cycling also has potential to substitute short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport' (Paragraph 77)

4.13 **Figure 4.3** demonstrates an approximate 5km cycling distance isochrone surrounding the site, this representing a journey time of approximately 19-minutes. The isochrones are based on an average cycling speed of 15.5km/h, with increments of 1km.

Figure 4.3 – 5km Cycle Isochrone



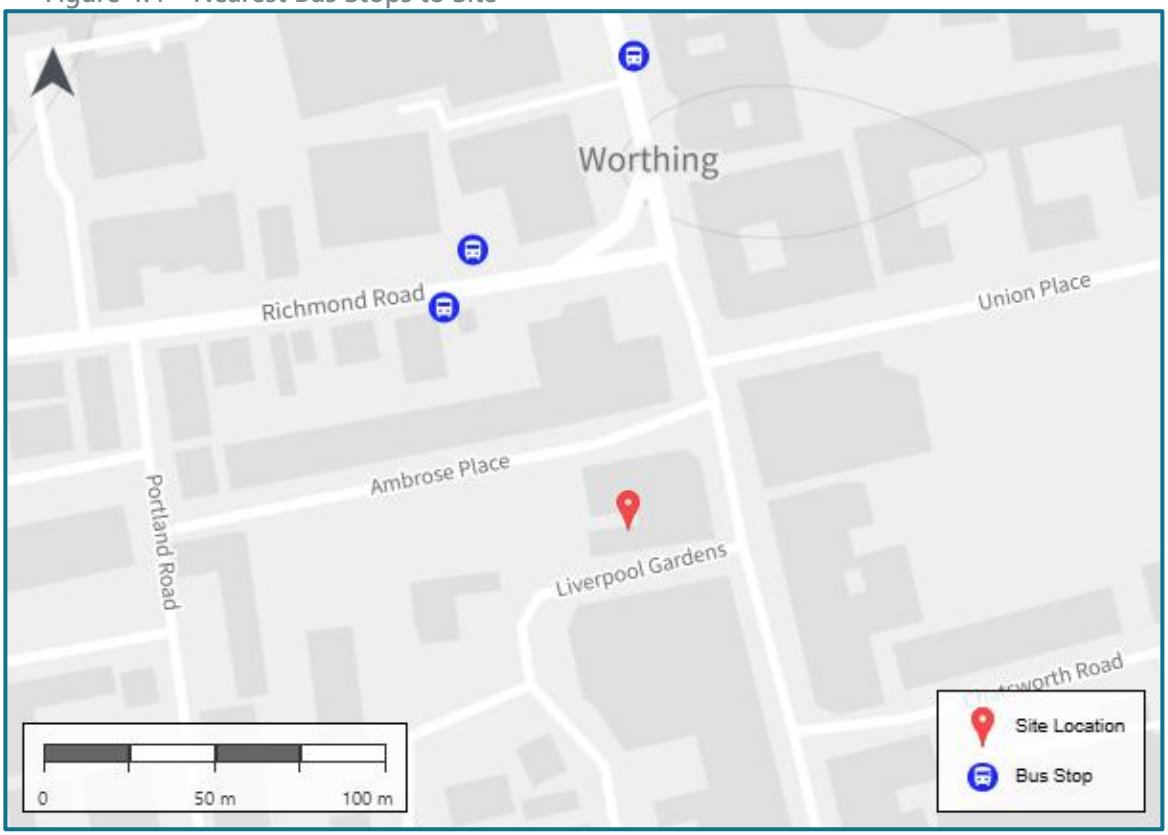
Cycling Accessibility Summary

4.14 Cycling accessibility is also good, with local shops, services and community facilities easily reachable within a short cycle distance. Worthing's generally flat landscape and established cycle routes support safe and efficient cycling for everyday trips. The site's central location means most amenities can be accessed quickly by bike, providing a sustainable alternative to car travel.

Bus Services

4.15 Bus stops are located adjacent to the site as shown in **Figure 4.4**. The nearest bus stop is located at Town Hall, approximately 81m from the site, this represents a 3-minute walk. This stop is served by route numbers 1,5,710, 16, 23, 23X and N700.

Figure 4.4 – Nearest Bus Stops to Site



4.16 **Table 4.2** below indicates the route destinations and approximate frequencies of the bus routes serving the bus stops near the site.

Table 4.2 – Local Bus Service Frequencies

Stop	Service	Destination	Monday-Friday Frequency	Saturday Frequency	Sunday Frequency
Town Hall	**1**	Storrington - Worthing	2 per day	2 per day	No service
Town Hall	**5**	Durrington - Worthing	3 per hour	2 per hour	1 per hour
Town Hall	**7**	Lancing - Salvington	1 per hour	7 per day	No service
Town Hall	**10**	Worthing - Angmering	2 per hour (7am-7pm)	2 per hour 7am-7pm)	1 per hour (9am-6pm)
Town Hall	**16**	West Tarring - Lancing	1 per hour (10am-5pm)	1 per hour (8:45am-5:15pm)	No service
Town Hall	**23**	Worthing Pier – Crawley Bus Station	1-3 per hour (Time dependant)	2 per hour (6am-10:40pm)	1 per hour (7:45am-6:15pm)
Town Hall	**23X**	Worthing Pier – Crawley Bus Station	1 per day	1 per day	No service
Town Hall	**N700**	Durrington - Brighton	4 per night	4 per night	4 per night

4.17 As **Table 4.2** demonstrates, there is a good frequency of bus services to key destinations throughout the day. The short walking distance between the nearby bus stops and the site means that travel by bus is a convenient sustainable modal choice for residents and visitors of the proposed development.

Rail Services

4.18 The nearest railway station is Worthing, located approximately 850m from the site, as shown in **Figure 4.5**.

Figure 4.5 – Nearest Rail Stations to Site

4.19 The journey times and service frequencies are set out below in **Table 4.3**.

Table 4.3 – Local Rail Services

Station	Destination	Frequency	Journey Time
Worthing	Brighton	4 / hour	20 mins
Worthing	London Victoria	2 / hour	1 hour 25 mins
Worthing	Shoreham-By-Sea	6 / hour	6 mins
Worthing	Angmering	6 / hour	7 mins
Worthing	Lancing	6 / hour	4 mins
Worthing	Littlehampton	3 / hour	21 mins
Worthing	Chichester	4 / hour	25 mins
Worthing	Goring-By-Sea	4 / hour	6 mins

Rail Accessibility Summary

4.20 Worthing Railway Station is located approximately 850 metres from the site, representing around a 11-minute walk or a 3-minute cycle.

4.21 The station provides frequent rail services to a wide range of regional and national destinations, including London Victoria, Brighton, Chichester, Portsmouth, Southampton, Littlehampton, Lancing, Shoreham-by-Sea, Angmering and Goring-by-Sea. This makes it suitable for both local journeys and longer-distance commuting.

4.22 Worthing Railway Station offers a high level of facilities, including 118 car parking spaces (with 2 accessible spaces), extensive cycle storage (134 spaces), a taxi rank, step-free access to all platforms, toilets, CCTV and sheltered seating. The station is classified as a Category A station, reflecting its strong accessibility and passenger facilities.

4.23 Bus stops are located immediately outside the station (Worthing Railway Station – Stop A), served by routes 5, 7 and 10. These same services also operate from the nearby Town Hall bus stop, providing convenient onward public transport connections across Worthing and to neighbouring settlements.

5 Proposed Development

5.1 The proposal involves the expansion of Educate U's provision by accommodating an additional 24 students, who will attend the teaching facility at 17 Liverpool Gardens.

5.2 Educate U currently operates across several sites in the town, including the therapy building on Station Road and the main school at 58 Chapel Road. The proposed works at 17 Liverpool Gardens will provide additional teaching space and will operate in conjunction with these existing sites to support the school's wider delivery of specialist education.

5.3 As this is a specialist school, students usually arrive by taxi. There is on-street parking and some double yellow lines along the site frontage that allow for taxis to stop and drop off and pick up.

5.4 The proposed plan is shown in **Appendix A**.

Car Parking

5.5 It is understood that the site provides 8 spaces in the existing car park. This level of provision is considered appropriate for the school's operation, including the 16 members of staff, given that staff typically travel outside peak times and work across different sites. On-street parking is readily available along the frontage which can provide for any additional parking needs.

Cycle Parking

5.6 Covered cycle parking will be provided within the existing car park.

Servicing and Emergency Vehicle Access

5.7 Refuse vehicles will be able to access the site directly from Liverpool Gardens, using the existing vehicle entrance. The site layout will provide sufficient space for service vehicles to turn and exit in a forward gear.

5.8 Fire appliances will be able to reach within 45 metres of all parts of the proposed buildings, in accordance with Paragraph 13.1 of Approved Document B of the Building Regulations. As fire appliances are generally smaller than refuse vehicles, they can be comfortably accommodated within the proposed layout.

6 Trip Generation

6.1 Although the established use of the site is as a bank, no existing vehicle trip generations associated with the sites existing use have been included within this assessment. All additional trips generated as a result of the proposed development will be considered as new in order to ensure a robust assessment.

Proposed Trip Generation – TRICS Analysis

6.2 To determine potential traffic generation from the proposed development, a TRICS trip rate exercise has been undertaken. TRICS is a nationally recognised database of typical traffic generation parameters for different types of development. It is typically used when assessing the potential traffic generation of a proposed development.

6.3 The proposed development is for the expansion of the main school at 58 Chapel Road to accommodate an additional 24 students attending 17 Liverpool Gardens. The TRICS database has been interrogated for appropriate matches to the use of privately owned houses, with the following relevant parameters being applied:

- Survey Year: Post 2015 surveys;
- Regions: All regions;
- Days: Weekdays only;
- Location: Edge of Town Centre and Suburban area location types;
- Range: 38-500 Pupils;
- Car Ownership: From 0.6 to 1.5.

6.4 **Table 6.1** below provides the relevant TRICS trip rate data, based on the site selection criteria above.

Table 6.1 – TRICS Trip Rates for Development (1 Pupil)

Mode	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Vehicles	0.306	0.227	0.533	0.008	0.019	0.027	0.864	0.863	1.727

6.5 Table 6.2 shows the resultant trips based on the development scale.

Table 6.2 – Proposed Development Trips (24 Pupils)

Mode	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Vehicles	7	5	13	<1	<1	1	21	21	42

Resultant trips rounded to the nearest whole number

6.6 The full details of the TRICS assessment can be seen in **Appendix B**.

Summary of Trips

6.7 Using the information from the TRICS database, the proposed development is likely to lead to:

- Around 13 two-way vehicle trips in the weekday AM peak period (0800-0900);
- Around 1 two-way vehicle trips in the weekday PM peak period (1700-1800);
- Overall, around 42 two-way daily weekday vehicle trips are forecast.

6.8 Based on the TRICS analysis, the forecast traffic associated with the proposed development can be comfortably accommodated on the local highway network, and no further assessment or mitigation is required. It should also be noted that the TRICS outputs represent a robust, worst-case scenario. In practice, actual trip generation is expected to be lower, as a significant proportion of students arrive by taxi at 2 Railway Approach and are then accompanied on foot by staff to the school. Therefore, not all of these movements occur at this site which will reduce the number of vehicle trips directly associated with 58 Chapel Road and 17 Liverpool Gardens.

7 Conclusion

7.1 This Transport Statement has summarised the existing situation and has provided an overview of the proposed development from a transport perspective.

7.2 Key transport-relevant elements of the development, including parking, access, trip generation and the impacts upon the surrounding transport networks, have been considered.

7.3 The proposal involves the expansion of the main school at 58 Chapel Road to accommodate an additional 24 students attending the satellite facility at 17 Liverpool Gardens. As noted earlier, the majority of students arrive by taxi at 2 Railway Approach and are then accompanied on foot by staff to the school. As a result, the TRICS-derived trip rates used in this assessment represent a worst-case scenario, and actual vehicle trips associated with the proposal are expected to be lower.

7.4 The site can be accessed by sustainable forms of transport such as buses which have a good frequency of services throughout the day to local destinations.

7.5 Access to the site is taken from the existing Liverpool Gardens access, which is considered adequate to serve the proposed use.

7.6 Using the detailed TRICS database, the development is likely to result in approximately 13 two-way trips in the peak AM period (0800-0900) and 1 two-way trips in the peak PM period (1700-1800).

7.7 The estimated level of trips generated by the development can easily be accommodated on the surrounding highway network.

7.8 In conclusion, there are no unacceptable highway or transport impacts as a result of the proposed development.

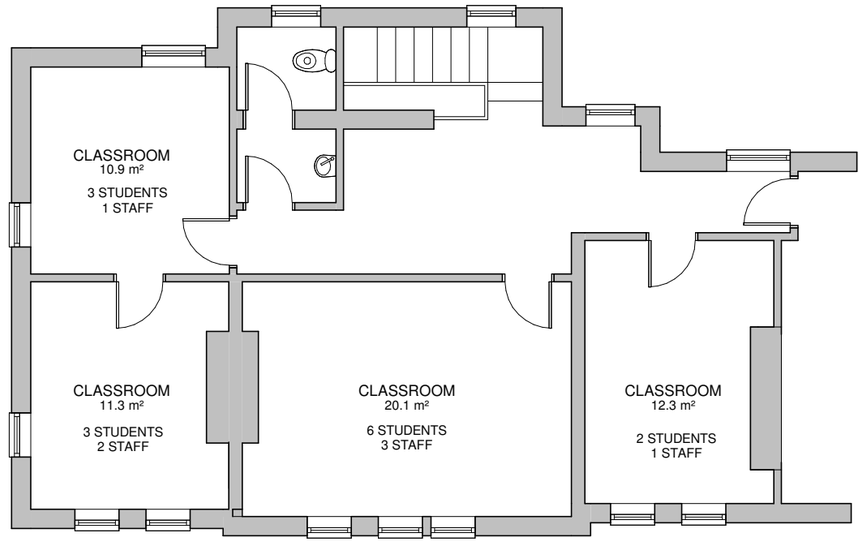
- End of Report -

Appendix A

Site Layout Plan

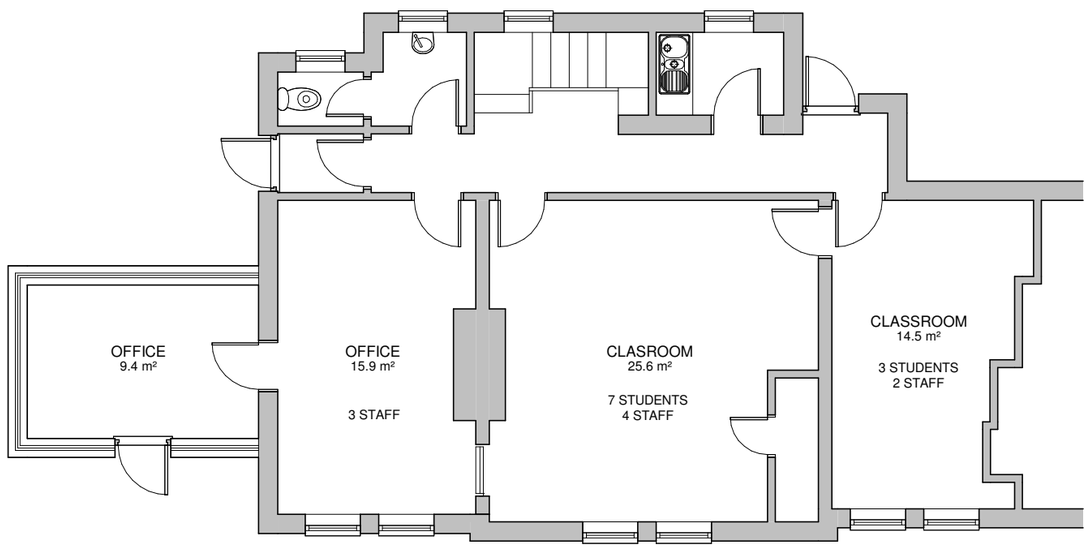
0m 2m 4m 6m 8m 10m

VISUAL SCALE 1:100 @ A3



2 FIRST FLOOR

1 : 100



1 GROUND FLOOR

1 : 100

KRONA DESIGN
ARCHITECTURE AND INTERIOR DESIGN
4 Union Place | Worthing | BN11 1LG
info@kronadesign.co.uk
kronadesign.co.uk
01903 256150

PROJECT
Change of Use to Mixed Use Office and Education

ADDRESS
17 Liverpool Gardens
Worthing
West Sussex

TITLE
Proposed Plans

CLIENT
Educate U

DRAWN	STATUS	DATE
JLB	Planning	26/11/25

SCALE (@ A3)	PROJECT NUMBER
1 : 100	KD.1773

DRAWING NUMBER	REV
A.101	

Appendix B

TRICS Output Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 04 - EDUCATION

Category: A - PRIMARY

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

01	**GREATER LONDON**		
	CN	CAMDEN	1 day
	EN	ENFIELD	1 day
02	**SOUTH EAST**		
	SP	SOUTHAMPTON	1 day
03	**SOUTH WEST**		
	CW	CORNWALL	3 days
	GS	GLOUCESTERSHIRE	1 day
	PL	PLYMOUTH	1 day
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 day
	NF	NORFOLK	1 day
05	**EAST MIDLANDS**		
	NM	WEST NORTHAMPTONSHIRE	2 days
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	1 day
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	3 days
08	**NORTH WEST**		
	LC	LANCASHIRE	1 day
09	**NORTH**		
	CU	CUMBERLAND	1 day
	TW	TYNE & WEAR	1 day
10	**WALES**		
	CF	CARDIFF	1 day
	DB	DENBIGHSHIRE	1 day
	MT	MERTHYR TYDFIL	1 day
	PE	PEMBROKESHIRE	1 day
	WR	WREXHAM	1 day
11	**SCOTLAND**		
	DU	DUNDEE CITY	1 day
12	**CONNAUGHT**		
	CS	SLIGO	1 day
	GA	GALWAY	1 day
13	**MUNSTER**		
	LI	LIMERICK	2 days
16	**ULSTER (REPUBLIC OF IRELAND)**		
	CV	CAVAN	1 day
17	**ULSTER (NORTHERN IRELAND)**		
	AR	ARMAGH	1 day

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

Primary Filtering Selection:

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

Parameter:	PUPILS
Actual Range:	38 to 1020 (units:PUPILS)
Range Selected by User:	38 to 500 (units:PUPILS)
Parking Spaces Range:	0 - 161

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	25/04/91 to 28/11/24

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	6 days
Monday	8 days
Thursday	8 days
Tuesday	4 days
Wednesday	5 days

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

Selected survey types:

Manual count	31
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 undertaking using machines

Selected Locations:

Edge of Town Centre	11 days
Suburban Area	20 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
No Sub Category	5 days
Residential Zone	25 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	10 days
Servicing vehicles Unknown	21 days

Secondary Filtering Selection:

Use Class:

F1(a)	31 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:

195 - 7350

Population within 1 mile:

1,001 to 5,000	4 surveys
10,001 to 15,000	7 surveys
15,001 to 20,000	5 surveys
20,001 to 25,000	4 surveys
25,001 to 50,000	7 surveys
5,001 to 10,000	4 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	3 surveys
125,001 to 250,000	8 surveys
25,001 to 50,000	2 surveys
250,001 to 500,000	6 surveys
5,001 to 25,000	5 surveys
50,001 to 75,000	3 surveys
75,001 to 100,000	4 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	13 surveys
1.1 to 1.5	18 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.

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	31 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:

2 - Poor	2 surveys
No PTAL Present	29 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

1	**AR-04-A-01**	**PRIMARY SCHOOL**	**ARMAGH**

COLLEGE HILL
ARMAGH
Edge of Town Centre
No Sub Category
Gross floor area: 2260 sqm
Survey date: Friday 15/09/2006 Survey Type: Manual

2	**CA-04-A-02**	**PRIMARY SCHOOL**	**CAMBRIDGESHIRE**

ARBURY ROAD
CAMBRIDGE
ARBURY
Suburban Area
Residential Zone
Gross floor area: 2480 sqm
Survey date: Wednesday 21/06/2023 Survey Type: Manual

3	**CF-04-A-01**	**PRIMARY SCHOOL**	**CARDIFF**

AEL-Y-BRYN
CARDIFF
LLANEDEYRN
Suburban Area
Residential Zone
Gross floor area: 1400 sqm
Survey date: Friday 05/05/2017 Survey Type: Manual

4	**CN-04-A-01**	**PRIMARY SCHOOL**	**CAMDEN**

PRINCESS ROAD
PRIMROSE HILL
Edge of Town Centre
Residential Zone
Gross floor area: 3275 sqm
Survey date: Survey Type: Manual

5	**CS-04-A-03**	**PRIMARY SCHOOL**	**SLIGO**

TEMPLE STREET
SLIGO
Edge of Town Centre
Residential Zone
Gross floor area: 1950 sqm
Survey date: Friday 08/09/2023 Survey Type: Manual

6	**CU-04-A-01**	**PRIMARY SCHOOL**	**CUMBERLAND**

FURZE STREET
CARLISLE
Suburban Area
Residential Zone
Gross floor area: 1450 sqm
Survey date: Thursday 20/06/2024 Survey Type: Manual

7	**CV-04-A-01**	**PRIMARY SCHOOL**	**CAVAN**

RAILWAY ROAD
BELTURBET
Edge of Town Centre
Residential Zone
Gross floor area: 310 sqm
Survey date: Thursday 14/09/2023 Survey Type: Manual

8	**CW-04-A-01**	**PRIMARY SCHOOL**	**CORNWALL**

A3047 ROSKEAR
CAMBORNE
Suburban Area

No Sub Category
Gross floor area: 1858 sqm
Survey date: Survey Type: Manual

9	**CW-04-A-02**	**PRIMARY SCHOOL**	**CORNWALL**

BODMIN ROAD
TRURO
Suburban Area
Residential Zone
Gross floor area: 1200 sqm
Survey date: Survey Type: Manual

10	**CW-04-A-03**	**PRIMARY ACADEMY**	**CORNWALL**

TREVERBYN RISE
PENRYN
Suburban Area
Residential Zone
Gross floor area: 3900 sqm
Survey date: Thursday 28/03/2019 Survey Type: Manual

11	**DB-04-A-01**	**PRIMARY SCHOOL**	**DENBIGHSHIRE**

SPRUCE AVENUE
RHYL
Suburban Area
Residential Zone
Gross floor area: 1399 sqm
Survey date: Wednesday 08/12/1999 Survey Type: Manual

12	**DU-04-A-01**	**PRIMARY SCHOOL**	**DUNDEE CITY**

FALKLAND CRESCENT
DUNDEE
BROUGHTY FERRY
Suburban Area
Residential Zone
Gross floor area: 3288 sqm
Survey date: Survey Type: Manual

13	**EN-04-A-01**	**PRIMARY SCHOOL**	**ENFIELD**

CUCKOO HALL LANE
EDMONTON
Suburban Area
Residential Zone
Gross floor area: 1122 sqm
Survey date: Wednesday 16/05/2012 Survey Type: Manual

14	**GA-04-A-01**	**PRIMARY SCHOOL**	**GALWAY**

SALTHILL ROAD LOWER
GALWAY
Edge of Town Centre
Residential Zone
Gross floor area: 1500 sqm
Survey date: Thursday 11/10/2012 Survey Type: Manual

15	**GS-04-A-01**	**PRIMARY SCHOOL**	**GLOUCESTERSHIRE**

ROBERT BURNS AVENUE
CHELTENHAM SPA
BENHALL
Suburban Area
Residential Zone
Gross floor area: 1650 sqm
Survey date: Tuesday 02/05/2023 Survey Type: Manual

16	**LC-04-A-03**	**PRIMARY SCHOOL**	**LANCASHIRE**
ROSE STREET			
LEYLAND			
FARINGTON			
Suburban Area			
Residential Zone			
Gross floor area: 1580 sqm			
Survey date: Tuesday 14/09/1999			Survey Type: Manual
17	**LI-04-A-02**	**PRIMARY SCHOOL**	**LIMERICK**
SHELBOURNE ROAD			
LIMERICK			
Edge of Town Centre			
Residential Zone			
Gross floor area: 1400 sqm			
Survey date: Thursday 07/11/2013			Survey Type: Manual
18	**LI-04-A-03**	**PRIMARY SCHOOL**	**LIMERICK**
DUBLIN ROAD			
LIMERICK			
QUARRY HILL			
Edge of Town Centre			
Residential Zone			
Gross floor area: 735 sqm			
Survey date: Thursday 07/11/2013			Survey Type: Manual
19	**MT-04-A-01**	**PRIMARY SCHOOL**	**MERTHYR TYDFIL**
BRECON ROAD			
MERTHYR TYDFIL			
Suburban Area			
Residential Zone			
Gross floor area: 1000 sqm			
Survey date: Friday 18/10/2013			Survey Type: Manual
20	**NF-04-A-01**	**PRIMARY SCHOOL**	**NORFOLK**
CITY ROAD			
NORWICH			
LAKENHAM			
Suburban Area			
Residential Zone			
Gross floor area: 4200 sqm			
Survey date: Wednesday 21/09/2022			Survey Type: Manual
21	**NM-04-A-01**	**PRIMARY SCHOOL**	**WEST NORTHAMPTONSHIRE**
GRANGE ROAD			
NORTHAMPTON			
EASTFIELD PARK			
Suburban Area			
No Sub Category			
Gross floor area: 2106 sqm			
Survey date: Wednesday 23/05/2007			Survey Type: Manual
22	**NM-04-A-02**	**PRIMARY SCHOOL**	**WEST NORTHAMPTONSHIRE**
BOOTH LANE NORTH			
NORTHAMPTON			
Suburban Area			
Residential Zone			
Gross floor area: 2635 sqm			
Survey date: Thursday 24/03/2016			Survey Type: Manual
23	**NY-04-A-04**	**CATHOLIC PRIMARY SCHOOL**	**NORTH YORKSHIRE**
GARGRAVE ROAD			

SKIPTON
Edge of Town Centre
Built-Up Zone
Gross floor area: 1400 sqm
Survey date: Friday 15/03/2019 Survey Type: Manual

24	**NY-04-A-05**	**PRIMARY SCHOOL**	**NORTH YORKSHIRE**

CHURCH LANE
RIPON
Edge of Town Centre
No Sub Category
Gross floor area: 1250 sqm
Survey date: Tuesday 17/05/2022 Survey Type: Manual

25	**NY-04-A-06**	**PRIMARY SCHOOL**	**NORTH YORKSHIRE**

CHURCH LANE
RIPON
Edge of Town Centre
No Sub Category
Gross floor area: 2100 sqm
Survey date: Survey Type: Manual

26	**PE-04-A-01**	**PRIMARY SCHOOL**	**PEMBROKESHIRE**

SCARROWSCANT LANE
HAVERFORDWEST
ALBERT TOWN
Suburban Area
Residential Zone
Gross floor area: 1500 sqm
Survey date: Tuesday 21/11/2023 Survey Type: Manual

27	**PL-04-A-01**	**PRIMARY SCHOOL**	**PLYMOUTH**

ARDEN GROVE
PLYMOUTH
PENNYCROSS
Suburban Area
Residential Zone
Gross floor area: 1245 sqm
Survey date: Friday 08/07/2005 Survey Type: Manual

28	**SP-04-A-01**	**PREP. SCHOOL**	**SOUTHAMPTON**

LAKEWOOD ROAD
SOUTHAMPTON
Suburban Area
Residential Zone
Gross floor area: 757 sqm
Survey date: Thursday 13/06/1991 Survey Type: Manual

29	**TW-04-A-01**	**PRIMARY SCHOOL**	**TYNE & WEAR**

GLYNWOOD GARDENS
GATESHEAD
Suburban Area
Residential Zone
Gross floor area: 2900 sqm
Survey date: Survey Type: Manual

30	**WM-04-A-03**	**PRIMARY SCHOOL**	**WEST MIDLANDS**

PALERMO AVENUE
COVENTRY
CHEYLESMORE
Suburban Area
Residential Zone

Gross floor area: 1930 sqm
Survey date: Survey Type: Manual

31	**WR-04-A-01**	**PRIMARY SCHOOL**	**WREXHAM**

BODHYFRYD
WREXHAM
Edge of Town Centre
Residential Zone
Gross floor area: 2400 sqm
Survey date: Survey Type: Manual

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

Total Vehicles

Calculation factor: 1 PUPILS

Estimated TRIP rate value per 24 PUPILS shown in shaded columns

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PUPILS	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	1	38	0.026	0.632	0.026	0.632	0.052	1.264
07:00-08:00	30	282	0.039	0.927	0.016	0.377	0.055	1.304
08:00-09:00	31	279	0.306	7.352	0.227	5.457	0.533	12.809
09:00-10:00	31	279	0.044	1.057	0.076	1.829	0.120	2.886
10:00-11:00	31	279	0.011	0.261	0.009	0.228	0.020	0.489
11:00-12:00	31	279	0.021	0.494	0.021	0.497	0.042	0.991
12:00-13:00	31	279	0.032	0.774	0.035	0.835	0.067	1.609
13:00-14:00	31	279	0.024	0.580	0.020	0.480	0.044	1.060
14:00-15:00	31	279	0.063	1.521	0.036	0.872	0.099	2.393
15:00-16:00	31	279	0.201	4.835	0.250	5.998	0.451	10.833
16:00-17:00	31	279	0.022	0.536	0.055	1.324	0.077	1.860
17:00-18:00	29	282	0.008	0.203	0.019	0.464	0.027	0.667
18:00-19:00	27	287	0.004	0.096	0.009	0.226	0.013	0.322
19:00-20:00	2	400	0.053	1.262	0.000	0.000	0.053	1.262
20:00-21:00	2	400	0.004	0.090	0.003	0.060	0.007	0.150
21:00-22:00	2	400	0.006	0.150	0.061	1.472	0.067	1.622
22:00-23:00								
23:00-00:00								
Total Rates:			0.864	20.770	0.863	20.750	1.727	41.520

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

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

Parameter Summary:

Trip rate parameter range selected:	38 - 500 (units: PUPILS)
Survey date date range:	13/06/1991 - 20/06/2024
Number of weekdays (Monday-Friday):	31
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.




Civil Engineering - Transport Planning - Flood Risk

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