



YEOMANRY HOUSE, READING

TRANSPORT STATEMENT

17 December 2021



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PROJECT DETAILS

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1. Introduction

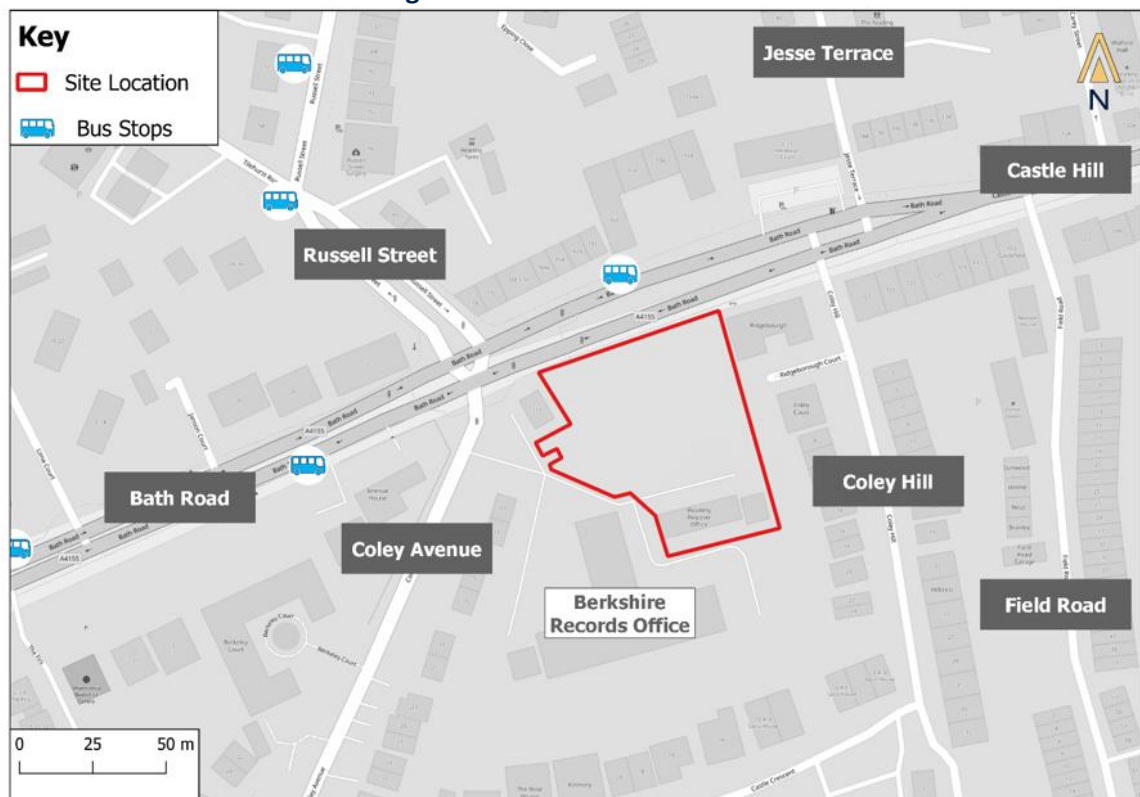
1.1. Context

- 1.1.1. Evoke Transport Planning Consultants Ltd (Evoke) has been commissioned by ITS Construction Personnel Ltd to produce a Transport Statement (TS) to support a planning application for the proposed use of Yeomanry House, Reading as a day nursery and associated office. The local planning authority (LPA) and the local highway authority (LHA) are Reading Borough Council (RBC).
- 1.1.2. This TS has been produced to accompany an application (reference no. 190629) that was submitted to RBC in April 2019, with revised plans submitted in April 2021. A TS was originally produced by STL Architecture to support the application in October 2021 and this TS provides further information to respond to comments received from planning officers.

1.2. Existing Site

- 1.2.1. Yeomanry House is located at 131 Castle Hill and is bordered to the north by the A4155 Castle Hill/Bath Road, to the east by residential properties located off Coley Hill and to the south and west by the Berkshire Record Office (occupied by West Berkshire Council) and properties along Coley Avenue and Castle Crescent. The site location and its local context are shown in **Figure 1**.

Figure 1 - Site Location



Source: QGIS

- 1.2.2. The site has been vacant since late 2018 but was previously occupied by RBC's Registry Office. The Registry Office has since been relocated elsewhere within the Borough.

1.3. Relevant Planning History

- 1.3.1. Application no. 190629 for the "Use of building as a day nursery and Office. Internal and external alterations to a listed building" was submitted in April 2019, with revised plans submitted in April 2021.

A Transport Statement (TS) (V2) was produced by STL Architecture in October 2021. Comments received from the Planning Officer, relating to transport, note that:

“The site access is located within close proximity to the Coley Avenue/Tilehurst Road/Bath Road/Castle Street signalised junction and therefore it is essential that the transport impact that would be generated by the development is assessed given that any significant increase in trips in and out of the access within the peak periods will cause conflict at this junction”.

- 1.3.2. The comments note that further information is required to assess the potential trip generation of the proposed change of use, including TRICS data, within the network peak hour periods.
- 1.3.3. Comments also stated that the development proposals should *“provide for a dedicated footway to ensure conflict between pedestrians and vehicles does not occur”*.

1.4. Proposed Development

- 1.4.1. The development proposals seek to change the use of the site to a nursery and associated office. The nursery will employ 12 full-time members of staff and accommodate up to 85 pupils. The office use within the site will be occupied by the nursery admin/payroll department and it is confirmed by the applicant that the total proposed staff numbers include those to be located within the office.
- 1.4.2. Access arrangements for the site will remain as existing, with vehicle access taken from Coley Avenue adjacent to the signal controlled junction of Coley Avenue with Russell Street and the Bath Road. Access for pedestrians will be improved, to include a new footway alongside the access road to provide safer pedestrian access to the site.
- 1.4.3. A total of 16 car parking spaces are provided for the nursery, including four spaces to the rear of the building and 11 spaces (including three disabled bays) to the front. Of the four car parking spaces to the rear of the site, two will be provided with electric vehicle charging points.
- 1.4.4. In addition to this, 14 car parking spaces, including a further four disabled bays, are currently shared between the site and the adjacent Records Office and these will remain as shared spaces between the two sites.
- 1.4.5. A secure, sheltered cycle parking store is proposed providing space for 10 cycles along with a new buggy shelter, both located to the north of the building. The stores offer flexibility for the accommodation of pupil’s scooters as well. The proposed site layout is attached as **Appendix A**.

1.5. Report Purpose and Structure

- 1.5.1. The aim of this TS is to identify existing and potential future traffic and transport impacts related to the site and its proposed change of use, whilst responding to comments received from RBC to support application no. 190629. This TS also provides an assessment of the potential transport impacts associated with the anticipated number of trips as a result of the development.
- 1.5.2. This TS is structured as follows:
 - **Section 2:** Policy Context and Existing Situation;
 - **Section 3:** Proposed Development;
 - **Section 4:** Trip Generation and Development Impact; and
 - **Section 5:** Summary.

2. Policy and Existing Situation

2.1. Policy Considerations

- 2.1.1. The key transport policy documents at a national and local level have been considered when assessing the development proposals, these include:
- National Planning Policy Framework (July 2021);
 - Planning Practice Guidance – Travel Plans, Transport Assessments and Statement in Decision Taking (March 2014);
 - Reading Borough Local Plan (November 2019);
 - Draft Reading Transport Strategy 2036;
 - Reading Local Transport Plan 3 (2011);
 - Reading Revised Parking Standards and Design Supplementary Planning Document (October 2011); and
 - Reading Waste Management Guidelines for Property Developers, Architects, Planners and Contractors.
- 2.1.2. The key policy documents promote development where there is a choice of sustainable transport modes such as walking, cycling and public transport available. Developments that minimise the impact on the highway and rights of way networks, and do not have an adverse impact on the function, safety and character of the local and strategic highway will be permitted.
- 2.1.3. The NPPF concludes that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe or where there would be an unacceptable impact on highway safety.
- 2.1.4. Paragraph 112 states that applications for development should:
- Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 2.1.5. The site is mentioned in the RBC Local Plan as Policy WR3e, stating that *'Yeomanry House, Castle Hill. Change of use of listed building to residential use or to potential office or restaurant use. Development should:*
- Avoid detrimental effects on the significance of the listed building and the Conservation Area;
 - Address noise impacts on residential use;
 - Address air quality impacts on residential use; and
 - Retain the lawn and wooded frontage to Castle Hill as a key part of the setting of the building and conservation area'.

- 2.1.6. The policy also states that *'on some sites identified for housing, there may be potential for community uses, such as meeting spaces, healthcare or education to be provided which have not been anticipated by this plan.'*
- 2.1.7. It is considered that this proposed application has been submitted in accordance with the above transport-related policy and design guidance. It adequately assesses the potential trip generation of the development proposals, demonstrating that there will be no 'severe' impact on the surrounding road and transport networks in accordance with the NPPF.
- 2.1.8. In accordance with the NPPF and local guidance, the proposal prioritises pedestrian and cycle (with forward-access to public transport) movements over the private car, including improvements to existing provision and ample cycle and buggy parking.

2.2. Site Location and Context

- 2.2.1. **Figure 2** shows the existing building at the site.

Figure 2 - Existing Site



- 2.2.2. The site is in a highly accessible location, situated within 1.0km of Reading Town Centre, 1.1km of Reading West Station and 70-85m of the nearest bus stops located on a high frequency bus route as documented in the RBC Parking Standards.

2.3. Existing Access and Parking Provision

- 2.3.1. The site access road serves Yeomanry House in addition to the adjacent Berkshire Records Office. The adjacent Records Office is provided with car parking to the west for approximately 12 vehicles (with additional ad-hoc parking). A further 38 car parking spaces are provided within a rear parking court,

shared between the Records Office and Yeomanry House; whilst a further nine car parking spaces are provided to the north of the site. A total of approximately 59 parking spaces are therefore accessed from the existing shared access road.

- 2.3.2. The site access road measures between 4.8m and 5.0m in width, along a length of approximately 45m from the junction with Coley Avenue. A width of 4.1m is suitable to accommodate two cars passing each other whilst 4.8m is suitable for a car to pass a HGV in accordance with Manual for Streets (Figure 7.1).
- 2.3.3. Pedestrian access to the site is currently taken via the access road branching from Coley Avenue along the northern side of the access. Within the access road, there is currently no continuous footway along the northern (site-side) of the road, though footways (leading to a shared-surface space to the rear car parking) is available alongside the adjacent Records Office.

Cycle Parking

- 2.3.4. A total of six cycle parking spaces are currently provided at the site, located to the north of the access road. These are shown in **Figure 3**. These spaces are shared between Yeomanry House and the Records Office.

Figure 3 - Existing Cycle Parking



2.4. Site Accessibility

- 2.4.1. Located within just 1.0km of Reading Town Centre and within an existing, well-established residential area, the site is considered to be in a highly accessible location to future staff, children and their parents/carers.

Walking

- 2.4.2. To enable an assessment of the viability of walking as a realistic mode for trips to and from the site, it is appropriate to establish the maximum distance that people are generally prepared to walk and the destinations that exist within these distances.
- 2.4.3. The Institute of Highways and Transportation (IHT) guidance; ‘Guidelines for Providing for Journeys on Foot (2000)’, states the recommended walking distances for different journey purposes. These are outlined in **Table 1**.

Table 1 - IHT's Acceptable Walking Distances

Definition	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

Source: *Providing for Journeys on Foot, IHT, 2000*

- 2.4.4. **Table 1** demonstrates that the preferred maximum walking distance for commuting and school journeys is two kilometres.
- 2.4.5. Pedestrian isochrones have been generated to demonstrate the range of residential locations that can be reached within a 500m, 1,000m and 2,000m walk of the site, in line with the IHT's recommended walking distances. The isochrones have been plotted based on an average walking speed of 5.0kph, equating to approximately one kilometre in 12 minutes. The isochrones are shown in **Figure 4**.

Figure 4 - Pedestrian Isochrone



Source: *QGIS and Openroute Service*

2.4.6. **Figure 4** demonstrates that the majority of Reading is located within acceptable walking distance of the site. It is likely that, due to the nature of the site being a nursery, the catchment for pupils is likely to be closer to 500m-1000m (an approximately 6–13-minute walk) and it is demonstrated that much of central and western town centre residential zones are located within this walking distance.

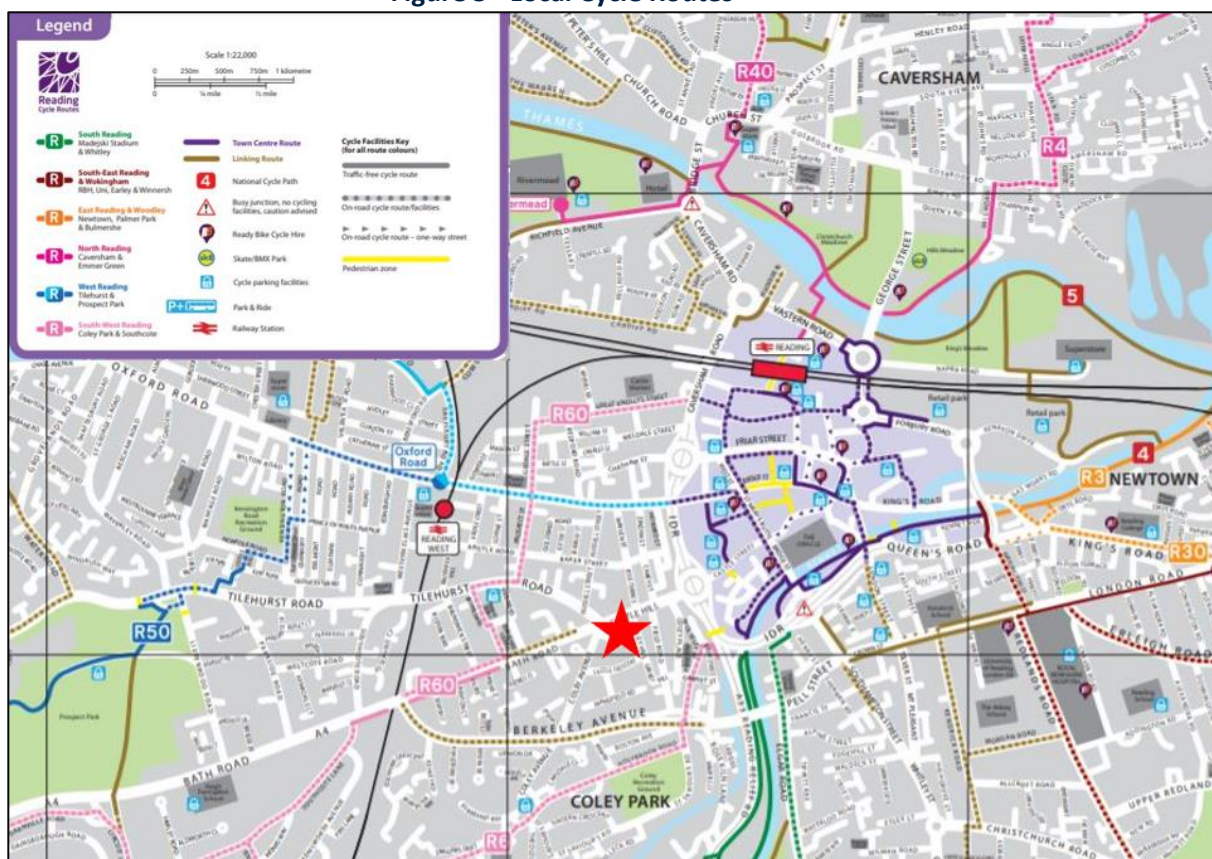
2.4.7. There are wide, lit footways on all adjacent roads to the site and signalised pedestrian crossing facilities are located at the Coley Avenue/Castle Hill/Bath Road/Tilehurst Road junction immediately north of the site.

Cycling

2.4.8. Cycling is considered an important mode of sustainable travel and is generally considered suitable for distances of up to 3 miles (4.8km) for regular journeys in urban areas, and 5 miles (8.0km) for commuting journeys (source: LTN 2/08, Cycle Infrastructure Design). Whilst travel by cycle may not be suitable for the majority of pupils, it is a potential mode of travel for staff. In addition, some parents may walk with their children to nursery aside their bike, then continue their journey (either home or onward to work) by cycle. Furthermore a number of older pupils may travel by scooter to the nursery.

2.4.9. Being within the centre of Reading, the local road network is conducive to travel by cycle with various routes in the vicinity of the site. RBC have produced a town centre cycle routes map which is reproduced in **Figure 5**. This shows that there are recommended on-road routes on Bath Road in the vicinity of the site, particularly linking to the South West Reading (Coley Park & Southcote) area which is a key residential origin for likely staff, children and their parents/carers.

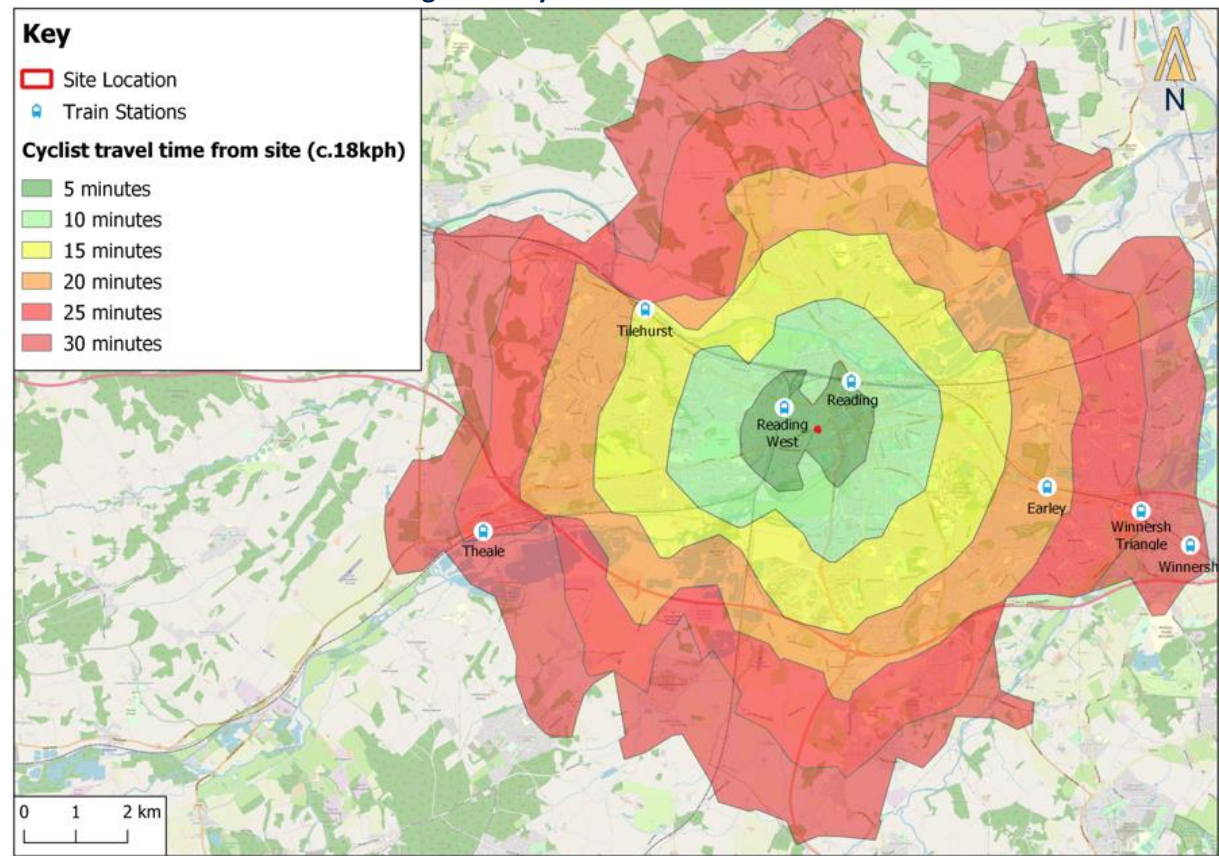
Figure 5 - Local Cycle Routes



Source: Reading Borough Council

2.4.10. Cycle isochrones from the site have been generated to demonstrate the range of residential areas that can be reached within a 30-minute cycle from the site. These isochrones are shown in **Figure 6**.

Figure 6 - Cycle Isochrone



Source: QGIS and Openroute Service

2.4.11. **Figure 6** demonstrates that a wide range of locations can be reached within a 30-minute cycle from the site. This includes a large number of residential areas, Reading Station and Reading West Station as well as Reading, Reading West, Tilehurst, Earley, Winnersh, Theale and Winnersh Triangle train Stations. This demonstrates that cycling to and from the site from a variety of residential areas is a viable option for staff as well as onward journeys for parents/carers.

Bus Services

- 2.4.12. The closest bus stops to the site are located along Castle Hill, approximately 85m (eastbound) and 70m (westbound), equating to an approximately one-minute walk. Notably Castle Hill is classed as a “High Frequency Bus Route” by RBC within the Parking Standards document.
- 2.4.13. A number of other bus stops are also located within 500m of the site, including stops further along Bath Road and stops along Tilehurst Road and Russell Street. A summary of the routes and frequencies of buses that serve these stops is shown in **Table 2**.

Table 2 - Local Bus Frequencies

No.	Route	Weekday Frequency			First Bus	Last Bus
		AM Peak (08:00-09:00)	Inter-Peak	PM Peak (17:00-18:00)		
1	Reading – Newbury and Thatcham	30 mins	30 mins	30 mins	05:09	22:36
2 & 2a	Central Reading - Mortimer	30-44 mins	30 mins	44 mins	05:00	23:05
26	Reading Station – Calcot (IKEA)	12-15 mins	15 mins	12 mins	03:54	02:54
33	Central Reading – Turnham’s Farm	14-15 mins	15 mins	15-17 mins	05:28	23:29

Source: Reading Buses

- 2.4.14. **Table 2** demonstrates that a wide range of locations can be reached using the bus services available within the vicinity of the site, and the routes that serve the nearest stops to the site operate frequently.
- 2.4.15. All Reading Buses are accessible for disabled users and for those with prams/pushchairs, with priority seating, wide doors and either manual or automatic ramps.

Rail Services

- 2.4.16. Reading West Railway Station is located 1.1 kilometres to the northwest of the site which is accessible via a 15-minute walk or a six-minute cycle, and Reading Station is located 1.6km northeast of the site, equating to a 19-minute walk or six-minute cycle.
- 2.4.17. Reading West Station is managed by Great Western Railway and provides frequent services to Basingstoke, Reading and Newbury.
- 2.4.18. Reading Railway Station is managed by Network Rail and served by Great Western Railway, CrossCountry and South Western Railway services. Being a transport hub, Reading Railway Station provides frequent services both locally and further afield, including to London Paddington, London Waterloo, Gatwick Airport, Cardiff, Bournemouth and Bristol Temple Meads, amongst many others. A total of 344 cycle parking spaces are provided at Reading Railway Station.
- 2.4.19. The level of accessibility to frequent bus and rail services to a wide range of locations ensures that travel to and from the site by bus and rail are viable options and could form part of a multi-modal journey from the site to wider afield.

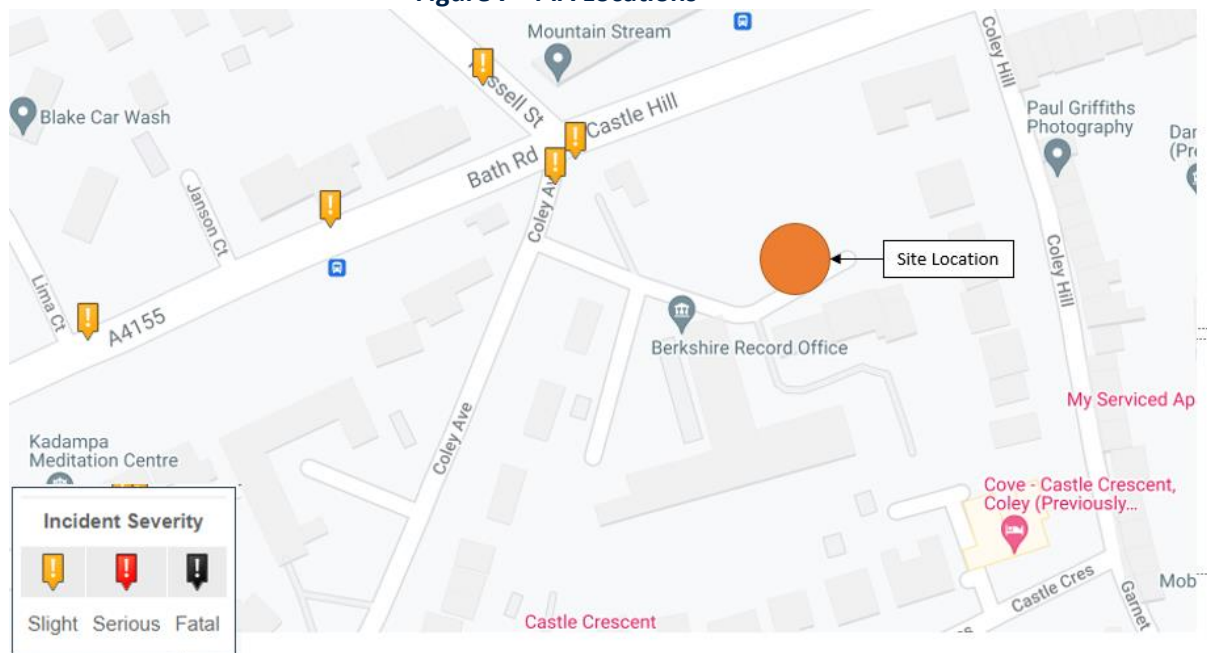
2.5. Local Highway Network

- 2.5.1. Castle Hill is a single carriageway road that branches east from the A329 to connect with the Bath Road, Russell Street and Coley Avenue.
- 2.5.2. Bath Road continues westwards from Castle Hill and connects to the A4 in Southcote. The carriageway is lined with double yellow lines and is provided with a bus lane that can be used by buses, taxis and bicycles in the eastbound direction.
- 2.5.3. Coley Avenue branches southwest from the Bath Road/ Castle Hill and is a residential road that is subject to 30mph speed limit restrictions. The carriageway is lined with double and single yellow lines with parking restricted between 08:00-18:30 Monday to Saturday.
- 2.5.4. Russell Street branches northwest from where Bath Road and Castle Hill connect and is a single carriageway road that connects to Tilehurst Road. Footways are provided on either side of the carriageway and double yellow lines also line both sides of the carriageway.

2.6. Road Safety

- 2.6.1. A review of the most recently available five years of injury accident data (2016-2020) in the vicinity of the site has been undertaken using the Crashmap database, as demonstrated in **Figure 7**.

Figure 7 - PIA Locations



Source: Crashmap

- 2.6.2. No incidents have occurred along Coley Avenue (onto which the access road meets) during the latest available five-year period. Two incidents, classified as 'slight', have been recorded at the Coley Avenue/Bath Road signal-controlled junction to the north west of the site, of which one involved a pedestrian, though this incident occurred in September 2016 (over five-years ago).
- 2.6.3. Given the volume of traffic using the Bath Road/Castle Hill, it is considered that a low number of recorded incidents have occurred, spread over a more-than five-year period. Of these, none have been classified as 'serious' in nature. There are safety measures in place for pedestrians in the vicinity of the site including signal controlled crossings and guard railing in addition to adequate lighting and wide footways and it is therefore considered that there are no safety issues in the vicinity of the site which may be exacerbated by the development proposals.

2.7. Summary

- 2.7.1. This section has demonstrated that the site is extremely accessible with high quality pedestrian and cycle links into Reading Town Centre and surrounding residential areas. The closest bus stops to the site provide regular and frequent services across the borough.
- 2.7.2. A review of PIA incidents indicates no trend that may worsen as a result of the development proposals. The site is therefore considered accessible in highways terms.

3. Proposed Development

3.1. Development Proposals

- 3.1.1. The development proposals seek to change the use of the site to a nursery and associated office. The nursery will employ 12 full-time members of staff and accommodate up to 85 pupils.
- 3.1.2. The nursery will operate between 07:30-18:30 Monday to Friday. The majority of pupils will remain at the nursery for the full day, however there will also be two shorter sessions running per day. The morning drop off period will be between 07:30 and 09:30, the lunch-time drop off and pick up will be between 12:00-14:00 whilst the afternoon pick up period will be between 15:00-18:30. Staff start time will be 07:15, with staff leaving over a three-hour period between 15:45 and 18:45.
- 3.1.3. Based on other childcare facilities run by the client, including within Reading, it is anticipated that approximately 59% of pupils will remain at the site for the full day, and the remaining 41% of pupils will attend the half-day sessions. This equates to 50 pupils remaining for the full day and 35 pupils split across the morning and afternoon half-day sessions. Of the total 85 pupils, 70 will arrive in the AM Peak period, between 07:30-09:30. A total of 20 pupils are anticipated to be picked up at lunchtime (12:00-14:00), with a further 15 pupils dropped off during this period for the afternoon session. The total remaining circa 65 pupils will be picked up during the PM Peak period, between 15:45-18:45.
- 3.1.4. Additional information provided from the other client sites also indicates that across any given week, approximately 10% of pupils are absent with either sickness or holidays.

3.2. Access Arrangements

- 3.2.1. Access arrangements for the site will remain as existing, with vehicle access being taken from Coley Avenue. The access road measures 4.8m-5.0m in width which is a sufficient width for two vehicles to pass in accordance with Manual for Streets guidance (Figure 7.1).
- 3.2.2. A new footway is proposed along the access road to provide safe pedestrian access to the site. This footway will measure 2.0m in width and will be surfaced with a cell-web tree root protection system. This width is in line with DMRB's CD 143 technical guidance note and will accommodate buggies and pushchairs.

3.3. Car and Cycle Parking Provision

Car Parking

- 3.3.1. **Table 3** outlines RBC's parking standards for nurseries with fixed pick-up and drop-off times:

Table 3 - RBC's Car Parking Standards

Land Use	Maximum Standard	Maximum Spaces Required for Proposed Development
D1 Day Nurseries with fixed pick up and drop off times	1 space per 3FTE staff, 1 drop off space per 5 pupils	4 spaces for staff 17 drop off bays

Source RBC's Parking Standards

- 3.3.2. **Table 3** shows that the proposed development should provide a maximum of 21 bays in total including 4 for staff and 17 for drop-offs.
- 3.3.3. A total of 16 car parking spaces will be provided, including three disabled; with two spaces provided with electric vehicle charging points. In addition to this 14 car parking spaces are currently shared between the site and the adjacent Records Office, and these will remain as shared spaces between the

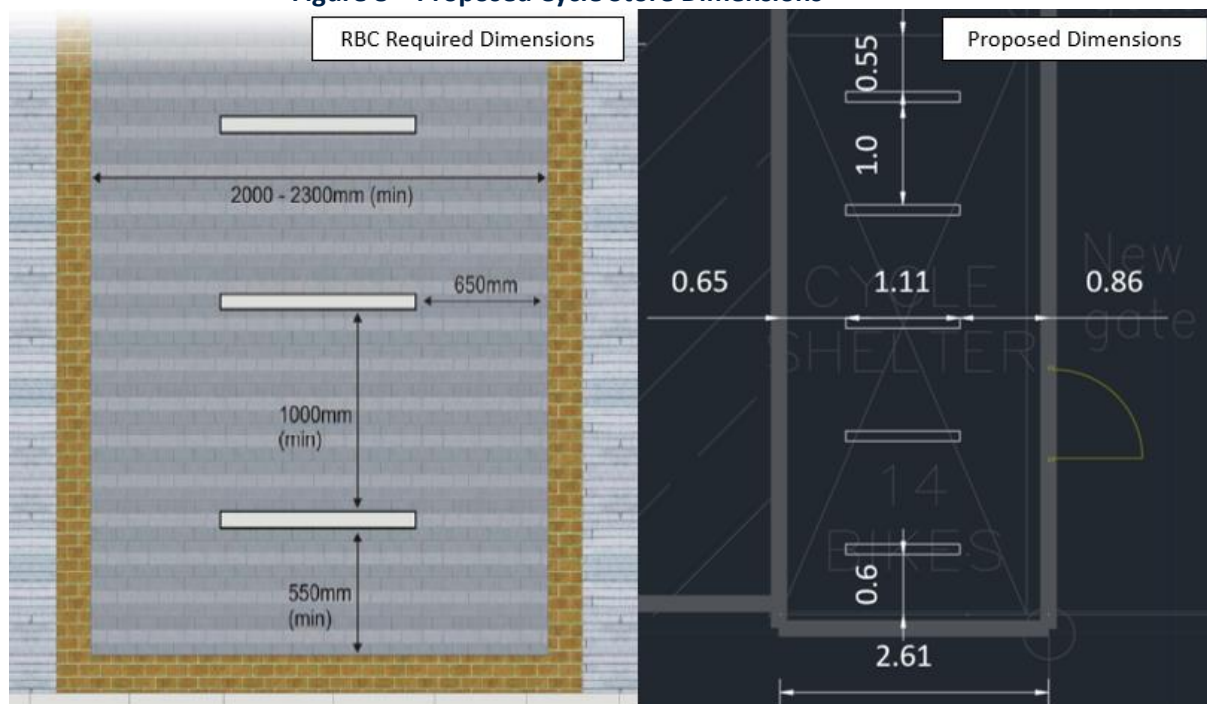
two buildings. Therefore, up to 30 car parking spaces will be available for use by staff and parents/carers using the site.

- 3.3.4. The shared nature of the 14 car parking bays mentioned above means that a number of these spaces will not always be available for use by the proposed nursery. As such, it is not considered that the development proposals will provide an over-provision of car parking against RBC's standards, as it is unlikely that all 30 bays will be available at any one time. However these bays will assist with the peak drop-off and pick-up times.
- 3.3.5. Additionally, the nature of the drop-off and pick-up journeys mean that vehicles will not be parking in the bays for long periods of time, and spaces will be used by multiple vehicles throughout the day. In addition, the nursery has elongated pick-up and drop-off times of between two and three hours which will ensure that both car parking demand, and wider trip generation, will be spread across the peak periods.
- 3.3.6. It is therefore considered that the proposed level of parking is acceptable for the proposed use and development quantum of the site.
- 3.3.7. Parking bays measure 2.5m x 4.8m, with the electric vehicle bays measuring 3.0m x 4.8m. The disabled bays measure 2.5m x 4.8m and are provided with 1.2m clear access zones to the side and rear of each bay, in accordance with RBC's Parking Standards (October 2011).
- 3.3.8. Swept path analysis of the proposed car parking has been undertaken using a large car, demonstrating that all bays can be suitably manoeuvred. This is attached at **Appendix B**.

Cycle Parking

- 3.3.9. RBC's Parking Standards require a minimum of one cycle parking space per two full-time members of staff. Based on these standards, a minimum of six cycle parking spaces would be required for the proposed development. The proposed change of use includes a new cycle store which will be covered and secure, conveniently located adjacent to the car park and building entrance.
- 3.3.10. RBC's guidance provides minimum required dimensions for internal cycle stores. These, along with the proposed cycle parking dimensions are demonstrated in **Figure 8**. As shown, five 'Sheffield' cycle stands can be comfortably accommodated within the store, providing space for 10 cycle spaces.

Figure 8 – Proposed Cycle Store Dimensions



- 3.3.11. In addition to the new cycle store, the aforementioned cycle parking external to the building, which is shared with the Records Office, will be retained, providing a further six spaces (shared) for short-stay cycle parking.
- 3.3.12. The level of cycle parking proposed is greater than RBC's minimum standards in order to encourage cycle as a primary mode of travel for staff and any visitors to the site. Furthermore the provision of Sheffield stands offers flexibility in the event that the cycle parking stands were also used for the safe storage of pupils scooters.

3.4. Deliveries and Servicing

- 3.4.1. Deliveries to the proposed development will primarily consist of the following:
- Refuse vehicles;
 - Post, parcel and mail deliveries and collection; and
 - Occasional maintenance vehicles.
- 3.4.2. It is of note that the types of delivery and servicing trips outlined above are already likely to be operating at neighbouring sites including the neighbouring Records Office.
- 3.4.3. It is proposed that delivery and servicing will take place from within the site boundary, as per the existing servicing for the site. The estimated delivery and servicing trips are outlined in **Table 4**.

Table 4 - Proposed Delivery and Servicing Movements

Delivery	Vehicle	Time of Day	Approx. Frequency
Post	Post Van	07:30-18:30	Daily
Parcel / Couriers	Transit Van	07:30-18:30	Daily
Nursery Office Supplies	Transit Van / Box Van	07:30-18:30	1-2 per month
Groceries	Transit Van / Box Van	07:30-18:30	1-2 per week
Refuse and Recycling Collection	Small refuse vehicle	07:30-18:30	3 times per week
Maintenance Vehicles	Transit Van / Box Van	07:30-18:30	Infrequent

- 3.4.4. It is likely that the nursery building will organise a weekly or bi-weekly grocery delivery of tea, coffee, milk etc. Delivery vans will likely temporarily park in one of the parking bays or temporarily park outside the nursery entrance. Deliveries will be made to the reception with reception co-ordinating deliveries thereafter to minimise dwell times of delivery vehicles. The nursery school staff will organise any grocery deliveries to take place outside of the peak nursery school drops-offs and pick-ups.
- 3.4.5. The proposed nursery is likely to have infrequent deliveries of office supplies e.g. stationary, paper, toys, printer ink etc. The deliveries of office supplies will be managed by the admin team / reception at the nursery. Where feasible they will seek to use one supplier and will undertake bulk deliveries once or twice a month to minimise the number of deliveries. Storage cupboards will be provided in classrooms to ensure that sufficient space is available for the storage of supplies.
- 3.4.6. It is anticipated that the proposed development is likely to generate 3-5 delivery and servicing trips per day, equating to less than one trip per hour across core delivery hours. It is likely that the majority of delivery and servicing trips will take place outside of the network peak hours and outside of the peak drop-off and pick-up times.
- 3.4.7. In accordance with Manual for Streets guidance, a fire tender should be able to get to within 45m of any part of the building. Swept path analysis demonstrates that a fire tender can suitably enter to site, turn on-site and exit in forward gear, with no impact on the surrounding road network. This is demonstrated in **Appendix B**.

3.5. Refuse Storage

- 3.5.1. RBC's Waste Management Guidelines for Property Developers, Architects, Planner and Contractors does not provide specific guidance for the refuse storage requirements of nurseries. However, the guidance states that businesses can *"choose to take out a contract with a fully licensed private waste collection firm"*.
- 3.5.2. A refuse store currently exists in the northwest corner of the site and is shared between the site and the neighbouring property. The store measures 3.9m x 4.9m and houses two 1100L bins currently. Waste is collected from the refuse store three times per week by a private refuse company.
- 3.5.3. The refuse strategy will remain the same for the proposed development, with refuse being collected three times per week by a private contractor.

4. Trip Generation and Development impact

4.1. Introduction

- 4.1.1. To determine the impact of the development on the existing local highway network, trip generation analysis has been undertaken for the existing and proposed development. As requested by RBC, the TRICS database (version 7.8.3) has been interrogated for similar sites to estimate trip rates for the proposed development using survey data from sites with similar characteristics.
- 4.1.2. The data has then been compared to specific information obtained by the applicant which is based upon their established experience from other nurseries, including within Reading, and the proposed staff and pupil numbers and pick up and drop off times.

4.2. Existing Site Trip Generation

- 4.2.1. As previously noted, the site is currently vacant but was previously occupied until late 2018 by Reading Borough Council's Registry Office.
- 4.2.2. Within the previous Transport Statement submitted alongside this application, produced by STL Architecture, it was noted that RBC confirmed that there were five members of full-time staff per day at the site and 215 customers per day Monday to Friday.
- 4.2.3. Therefore, it is anticipated that the previous use of the site as a Registry Office generated approximately 430 two-way people trips per day during the week. However, these trip generation estimates are not supported by any peak-hour estimations or modal split proportions and comments from RBC have requested potential existing trips generated by the site are not considered in order to establish a potential worst-case scenario for trip generation at the site. This also considers that peak-hour travel is unlikely to include some trips generated, for example wedding trips.
- 4.2.4. This TS therefore assesses the proposed development independently from any previous use of the site in order to establish a worst-case scenario.

4.3. Proposed Trip Generation

- 4.3.1. The proposed change of use will provide a nursery and offices that will accommodate up to 85 pupils and 12 full-time members of staff.

TRICS Assessment

- 4.3.2. The TRICS database (version 7.8.3) has been interrogated for sites with similar characteristics to the proposed development. The following search parameters were used:
 - Education – Nursery;
 - Multi-modal surveys;
 - Sites in England only, excluding London;
 - Surveys undertaken Monday to Friday only;
 - 0-124 pupils;
 - Sites located in 'Edge of Town Centre' and Suburban Area' locations only; and
 - Surveys undertaken between 01/01/2011-01/01/2021.
- 4.3.3. A total of six sites were selected in the calculation and the TRICS outputs are attached as **Appendix C**. The total person trip rates and respective person trip generation for the proposed development are outlined in **Table 5**.

Table 5 – Anticipated Total Person Trip Generation (TRICS Database)

	Person Trip Rates			Trip Generation (85 Pupils, 12 Staff)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
07:00-08:00	0.161	0.034	0.195	14	3	17
08:00-09:00	0.406	0.163	0.569	35	14	49
09:00-10:00	0.105	0.056	0.161	9	5	14
10:00-11:00	0.034	0.026	0.06	3	2	5
11:00-12:00	0.08	0.115	0.195	7	10	17
12:00-13:00	0.187	0.195	0.382	16	17	33
13:00-14:00	0.085	0.113	0.198	7	10	17
14:00-15:00	0.036	0.044	0.08	3	4	7
15:00-16:00	0.117	0.103	0.22	10	9	19
16:00-17:00	0.127	0.215	0.342	11	18	29
17:00-18:00	0.181	0.314	0.495	15	27	42
18:00-19:00	0.008	0.143	0.151	1	12	13
TOTAL	1.527	1.521	3.048	131	131	262

- 4.3.4. The TRICS data demonstrates that a nursery of approximately 85 pupils is likely to generate approximately 262 two-way movements across a 12-hour day, including 49 two-way movements during the network AM peak period (0800-0900) and 42 two-way movements during the network PM peak period (1700-1800).
- 4.3.5. The TRICS outputs also provide a modal split of journeys to and from the sites which has been applied to the total person trips calculated in **Table 5** to estimate the multi-modal trip generation of the development proposals in each of the network peak hours. The resultant multi-modal peak-hour trip generation for the proposed development is outlined in **Table 6**.

Table 6 – Anticipated Peak-Hour Multi-Modal Trip Generation (TRICS)

Mode	% Split	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
		In	Out	Two-Way	In	Out	Two-Way
Single Vehicle Occupants	31.8%	11	4	15	5	9	14
Multi Vehicle Occupants	26.6%	9	4	13	4	7	11
Cyclists	1.3%	1	0	1	0	0	0
Pedestrians	34.1%	12	5	17	5	9	14
Bus Passengers	5.9%	2	1	3	1	2	3
Rail Passengers	0.3%	0	0	0	0	0	0
TOTAL	100.0%	35	14	49	15	27	42

- 4.3.6. **Table 6** demonstrates that, using the TRICS database, the proposed development is anticipated to generate 15 two-way movements by single occupancy vehicles and a further 13 movements by multi-occupancy vehicles (a total of 28 vehicle movements) in the AM peak period. In the PM period, the TRICS data shows a total of 25 two-way vehicle movements including 14 single-occupancy journeys.
- 4.3.7. The TRICS data shows a low level of cycle use, at 1 movement during the AM peak period only. Pedestrian movements account for 17 and 14 movements during the AM and PM peak periods respectively (34.1%). Bus passengers make up the remaining three two-way movements during each of the peak periods.

Applicant-Supplied Data

- 4.3.8. Information supplied by the applicant, based on other nursery sites including within Reading, in addition to known information surrounding expected staff numbers, opening times and drop-off and pick up times has been further analysed and compared against the TRICS supplied data.
- 4.3.9. As detailed in Chapter 3, the nursery will operate between 07:30-18:30 Monday to Friday. Approximately 70 children arrive in the morning (between 7.30-9.30), of which 20 will be picked up at lunchtime and 50 will remain for the full day. Another approximately 15 children will arrive at lunchtime and will remain for the afternoon session. The afternoon pick-up is between 15:00-18:30.
- 4.3.10. Using this data, the anticipated drop off and pick up trips have been split across a day as shown in **Table 7**. Parent/carer trips have been doubled to account for arriving and departing the site within the same hour window. Whilst parents/carers are provided with a two-hour morning window and a 3.5-hour evening window for drop off/pick up, trips have been weighted towards the network peak hours of 0800-0900 and 1700-1800 in order to provide a 'worst-case' assessment.

Table 7 – Anticipated Total Person Trip Generation (Applicant Data)

	Staff		Pupils/Parents		Total		
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures	Two-Way
07:00-08:00	12	0	15	15	27	15	42
08:00-09:00	0	0	40	40	40	40	80
09:00-10:00	0	0	15	15	15	15	30
10:00-11:00	0	0	0	0	0	0	0
11:00-12:00	0	0	0	0	0	0	0
12:00-13:00	0	0	17	18	17	18	35
13:00-14:00	0	0	18	17	18	17	35
14:00-15:00	0	0	0	0	0	0	0
15:00-16:00	0	1	5	5	5	6	11
16:00-17:00	0	1	15	15	15	16	31
17:00-18:00	0	8	35	35	35	43	78
18:00-19:00	0	2	10	10	10	12	22
TOTAL	16	16	170	170	186	186	372

- 4.3.11. The applicant-supplied data demonstrates that a nursery of approximately 85 pupils and 12 staff is likely to generate approximately 372 two-way movements across a 12-hour day, including 80 two-way movements during the network AM peak period (0800-0900) and 78 two-way movements during the network PM peak period (1700-1800).
- 4.3.12. This is a difference of +110 trips across a 12-hour day including +31 - +36 two-way person trips during the network peak periods compared with data obtained using the TRICS database.
- 4.3.13. Using client-supplied data from other sites, a mode split for parent trips can be estimated. In the morning peak period, approximately 43% of pupils travel in private vehicles (all by 'multi-modal occupancy' due to their age), whilst 57% travel either by public transport (primarily bus) or by walking. In the afternoon peak, approximately 60% of pupils travel in private vehicles with the remaining 40% travelling by public transport or by walking. The data is demonstrated in **Table 8**, which includes staff trips at the same ratios for consistency.

Table 8 – Anticipated Multi-Modal Trip Generation (Applicant Data)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	Two-Way	In	Out	Two-Way
Multi Vehicle Occupants	17	17	34	21	26	47
Public Transport/Walking	23	23	46	14	17	31
TOTAL	40	40	80	35	43	78

- 4.3.14. A comparison has been undertaken of the applicant-supplied data compared with the TRICS data, which demonstrates that, other than a decrease in inbound vehicle movements during the AM Peak period, the applicant-supplied data presents higher potential trip generation estimates for the site compared with the TRICS database, as demonstrated in **Table 9**. It is therefore considered that the client-supplied data, using a robust distribution of trips across the peak hours, provides a worst-case assessment of the potential development trip generation impact.

Table 9 – Trip Generation Comparison

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	In	Out	Two-Way	In	Out	Two-Way
Vehicle Occupants	-3	+9	+6	+12	+10	+22
Sustainable Modes	+8	+17	+25	+8	+6	+14
TOTAL	+5	+26	+31	+20	+16	+36

- 4.3.15. Additional information provided from the other client sites also indicates that across any given week, approximately 10% of pupils are absent with either sickness or holidays, and therefore it is anticipated that trips generated by the site are likely to be slightly reduced compared with the above data.

4.4. Development Impact

Vehicle Impact

- 4.4.1. Comparing both sets of data, the maximum potential vehicle trip generation anticipated to be generated by the nursery would be 34 two-way vehicle trips during the AM peak period and 47 two-way vehicle trips during the PM peak period.
- 4.4.2. Compared against a base of zero trips, reflecting the vacancy of the site currently, these trips associated with the proposed development would all be additional trips on the network. This provides a worst-case assessment of the development proposals. In reality, there would have been some peak-hour vehicle trips generated by previous site use, and the former use could be brought back into use without any planning restrictions.
- 4.4.3. The existing access road is sufficiently wide to accommodate two cars passing. This ensures that safe and suitable access for the quantum of the development can be afforded.
- 4.4.4. Due to the nature of the development proposals, it is anticipated that a large proportion of the vehicle trips to and from the site will be pass-by or linked trips, with parents dropping off and picking up pupils and then travelling to another location such as a workplace, school or retail/leisure use. It is therefore anticipated that the majority of these trips will not constitute 'new' trips on the local highway network and likely already exist, resulting in the vehicle trip generation for the proposed development being an overestimation.
- 4.4.5. The only vehicles that will remain on-site throughout the duration of the day or for longer periods of time that those dropping off and picking up pupils will be those belonging to the full-time members of staff. However, as previously mentioned, the staff will be required to arrive at the site at 07:15 and their shifts end either at lunchtime or at 18:30. Based on this, none of the vehicle movements associated with staff members will be undertaken during the network peak hours.
- 4.4.6. Additionally, the site benefits from good walking, cycling and public transport connections to a range of residential areas nearby and Reading Town Centre, meaning that modes other than the private car are readily available for use by staff, pupils and their parents/carers. It is likely that the majority of pupils and staff will live within local catchment areas and therefore non-car modes are realistic and viable.

- 4.4.7. The provision of up to 30 car parking spaces (including the 14 bays shared with the adjacent Records Office and three disabled bays) is considered to be appropriate for the proposed pupil and staff numbers and nature of the development, including providing for short-term drop off trips.
- 4.4.8. Deliveries to the site are anticipated to be minimal and will be organised to take place during off-peak periods and will be undertaken within the site with routing taking place via the vehicle access along Coley Avenue.
- 4.4.9. It is therefore considered that the proposed change of use would not have a severe or detrimental impact on the surrounding local highway network in accordance with the NPPF.

Sustainable Modes

- 4.4.10. **Table 8** demonstrates that the proposed development is anticipated to generate a maximum of approximately 46 two-way pedestrian trips in the AM peak hour and 31 in the PM peak hour. It is likely that the majority of these trips are undertaken by walking given the site's sustainable location and surrounding residential areas in addition to the nature of the use which is supported by the TRICS data. The majority of non-pedestrian trips are likely to be made by bus.
- 4.4.11. **Chapter 2** of this Transport Statement describes the provision of walking, cycling and public transport facilities within close proximity of the site and the site's sustainable location. This includes high quality walking routes across the surrounding area, including a signal controlled crossing with associated guard railing directly outside the site. Bus stops are available within 85m (an approximately 1-minute walk) of the site access, providing a range of routes at high frequencies.
- 4.4.12. Furthermore, the provision of a new footway into the site will further improve safety for pedestrians accessing the site as well as the neighbouring Records Office which will act to encourage such movements. Ample, high quality cycle parking within the site will encourage use of cycling, particularly for staff.

5. Summary

- 5.1.1. Evoke has been commissioned by ITS Construction Personnel Ltd to produce a TS to support a planning application for the proposed use of Yeomanry House as a day nursery and associated office.
- 5.1.2. Being within just 1.0km of Reading Town Centre and within an established residential area, the site is considered to be in a highly accessible location for future staff, children and their parents/carers. The closest bus stops to the site, within a one-minute walk, provide regular services to the town centre and further afield, including a range of residential areas and Reading Railway Station is a transport hub with frequent services to a wide range of destinations.
- 5.1.3. A total of 16 car parking spaces will be provided, including three disabled and two electric vehicle charging points. 14 additional car parking spaces are currently shared between the site and the adjacent Records Office, and these will remain as shared spaces between the two buildings. Therefore, a total of This level of parking is considered acceptable given the shared nature of the 14 spaces with the adjacent site, the proposed use of the development and the short-stay nature of the majority of trips associated with the use.
- 5.1.4. A secure, sheltered cycle store providing space for 10 cycles will be provided in addition to six existing (shared) bays for short-term use, which is in excess of the RBC standards. In addition, a new footway will be provided into the site to separate pedestrians from vehicles along the access road, improving access for non-motorised users thus encouraging and supporting trips by foot.
- 5.1.5. A detailed analysis of the site's potential trip generation by all modes has been undertaken, considering both the TRICS database and applicant-supplied data using information from their other nurseries as well as known pupil and staff numbers, pick up and drop off times and mode-split.
- 5.1.6. Considering the existing site to generate no existing (or former) trip generation to ensure a worst-case assessment, it is considered that a potential maximum of 34-47 two-way vehicle movements and 31-46 two-way public transport/walking trips could be generated in the peak periods. In reality, it is likely that the majority of these trips will not be 'new' to the local road network and would instead be considered 'pass-by', 'linked' or 'diverted' trips. Therefore, this assessment is considered a worst-case, robust account of the potential trip generation of the site.
- 5.1.7. Nonetheless, the site is in a suitable and sustainable location for the proposed development proposals with ample opportunity to encourage trips by non-vehicle modes, supported by on-site improvements including a new footway link and ample cycle parking. The development proposals are therefore considered to result in a negligible impact on the local highway network and would not have a detrimental impact on highway safety. The development would not result in a severe residual impact in accordance with the NPPF.

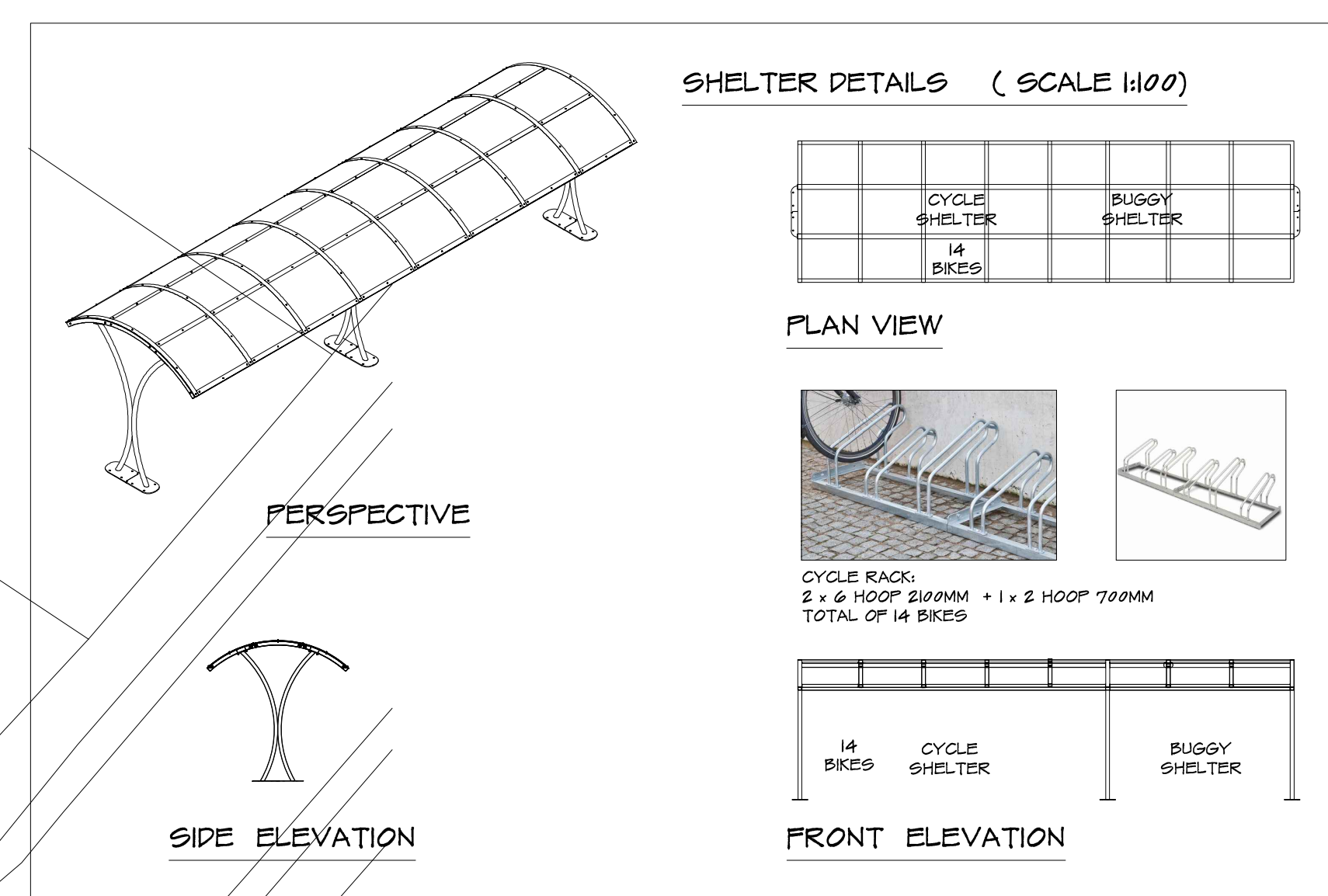
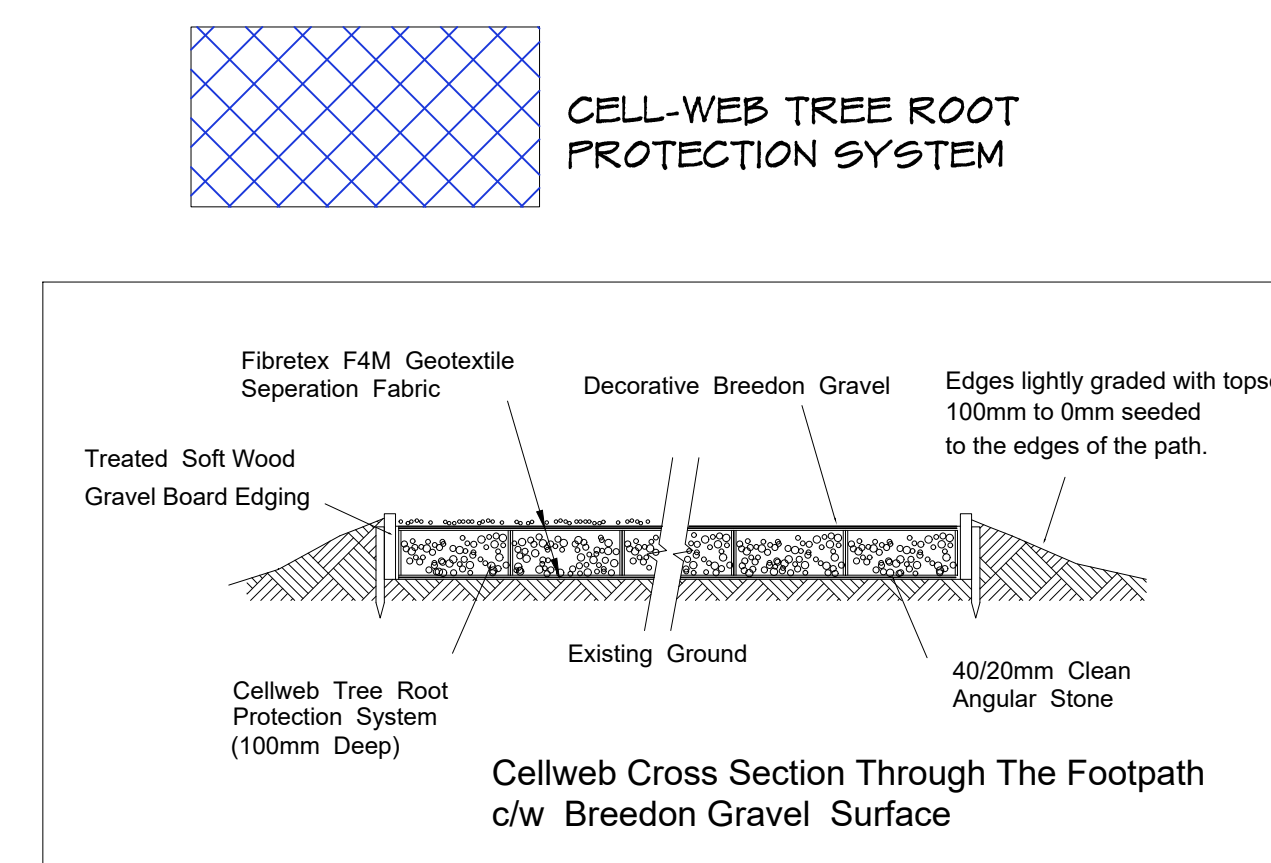
Appendix A – Proposed Site Layout

J	parking space removed, detail added to cycle shed, trees to be removed indicated	16-09-21
H	tree to be removed indicated, parking layout revised, picket fencing and path added	15-09-21
REV	COMMENTS	DATE

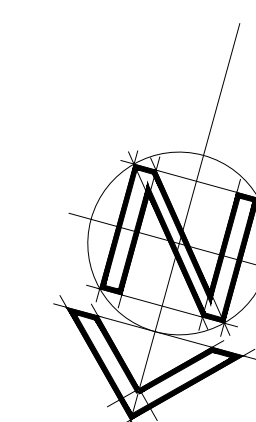


1.2 M WHITE PICKET FENCE
AROUND PLAY AREA

1:100 scale Bar
This Drawing has been produced for printing onto A3 size paper,



1:200 scale Bar
This Drawing has been produced for printing onto A1 size paper
If printing on A3 please use the scale below for reference.



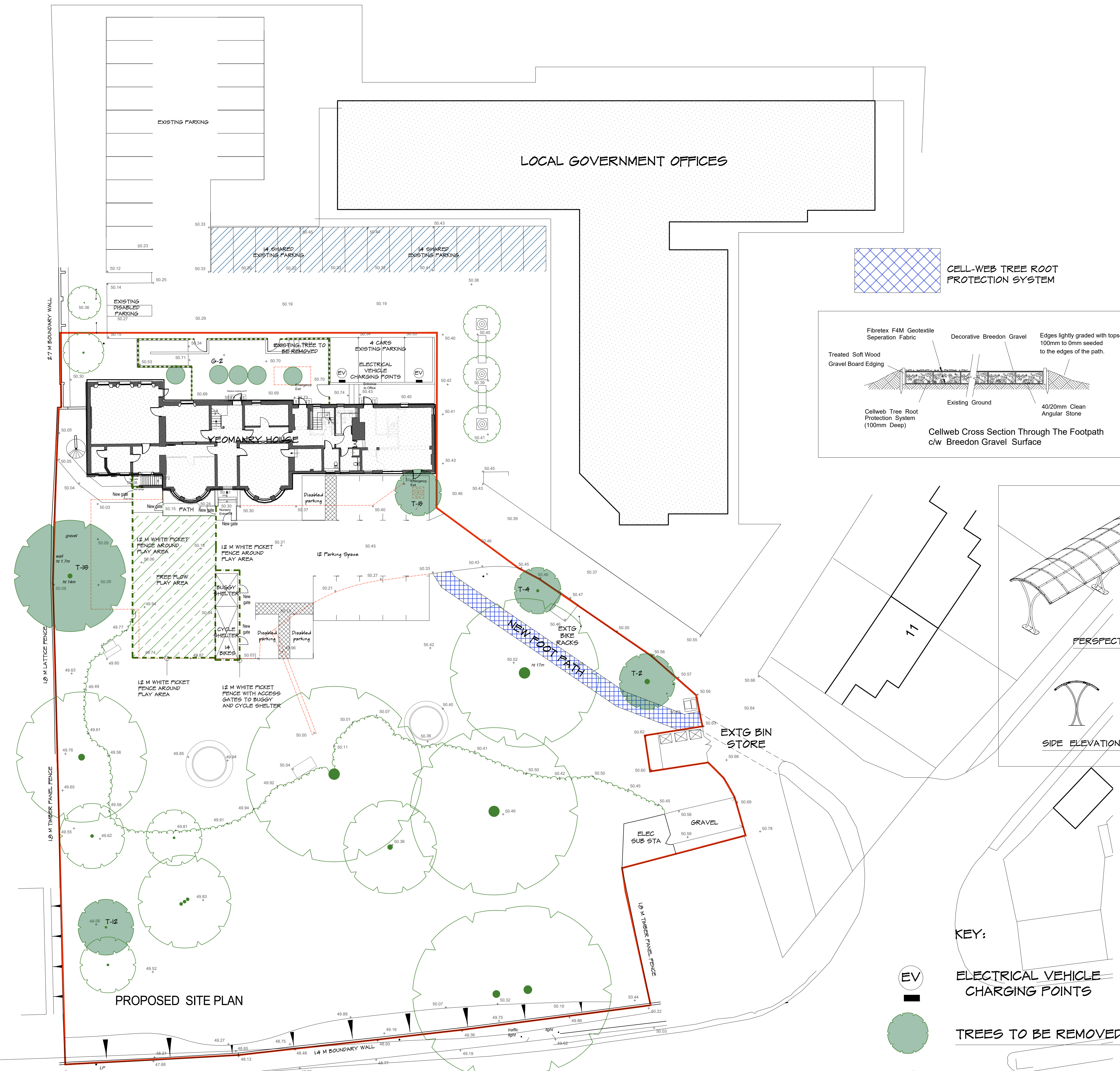
SHAUN•TANNER
ARCHITECTURE & PLANNING

www.starchitecture.co.uk
 studio@starchitecture.co.uk
 0118 989 0808

CLIENT	ITS PERSONNEL
PROJECT	YEOMANARY HOUSE, 131 CASTLE HILL, READING RG1 7TA
DRAWING	PROPOSED SITE PLAN

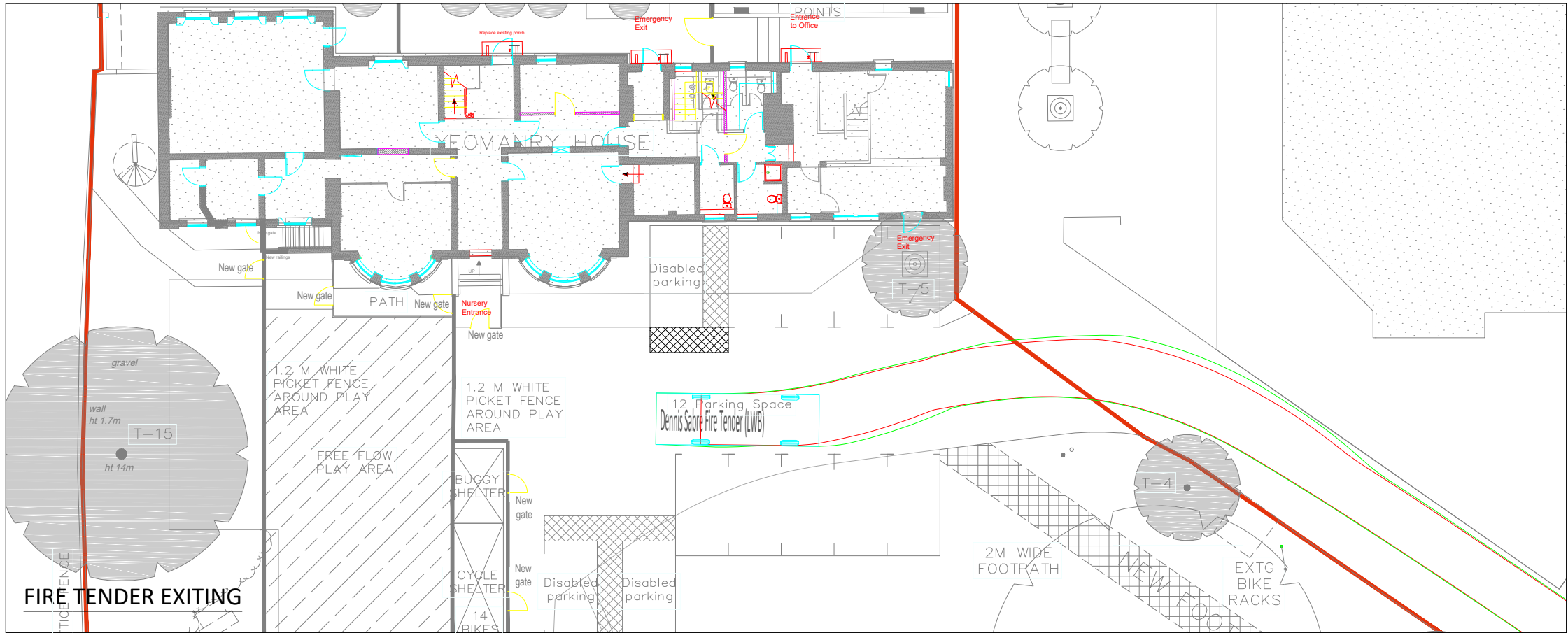
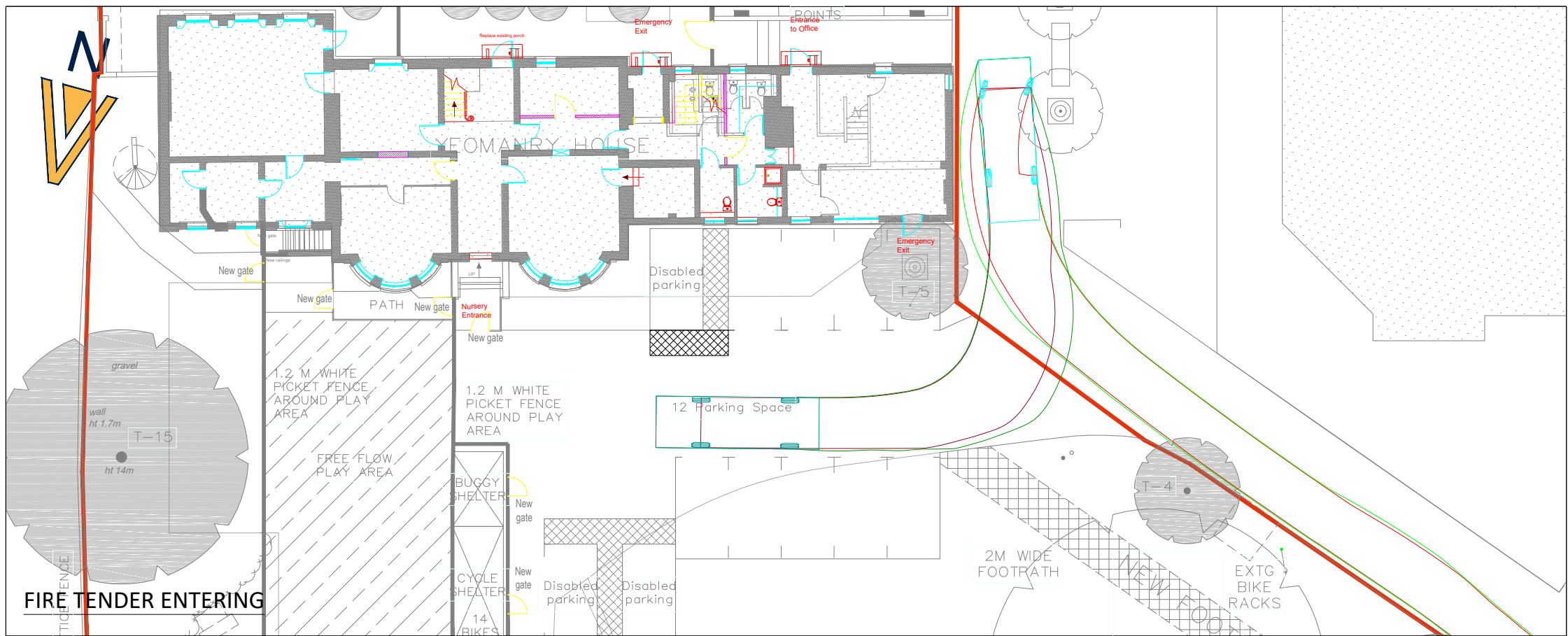
STATUS PLANNING DATE NOV 2020
 SCALE 1:100 @ A1 DRAWN STL CHECKED NO 3736/203 REV L

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Appendix B – Swept Path Analysis of Car Park and Fire Tender

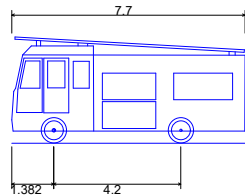
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FIRE TENDER VEHICLE PROFILE



Dennis Sabre Fire Tender (LWB)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

7.700m
2.430m
3.512m
0.397m
2.380m
5.00s
7.400m

Rev	Amendment	Drn	App	Date
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Project Name

**YEOMANRY HOUSE,
READING**

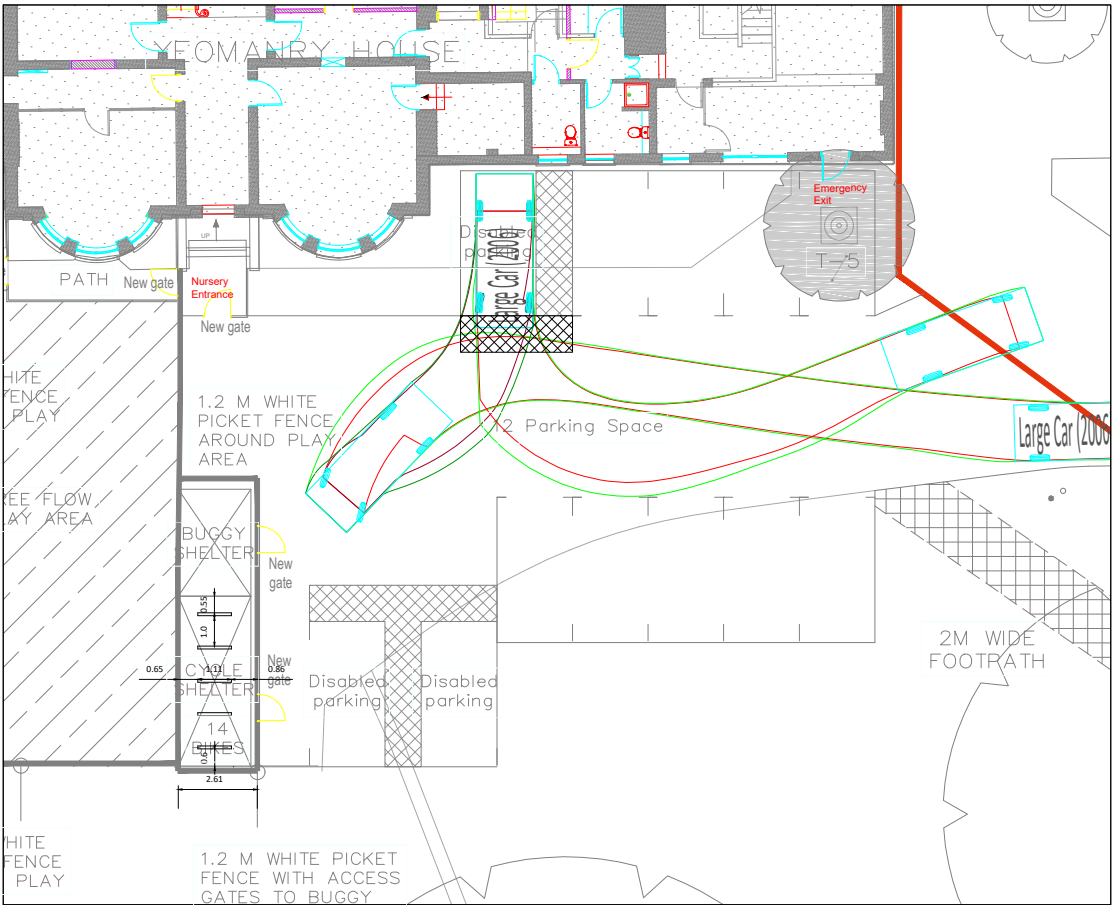
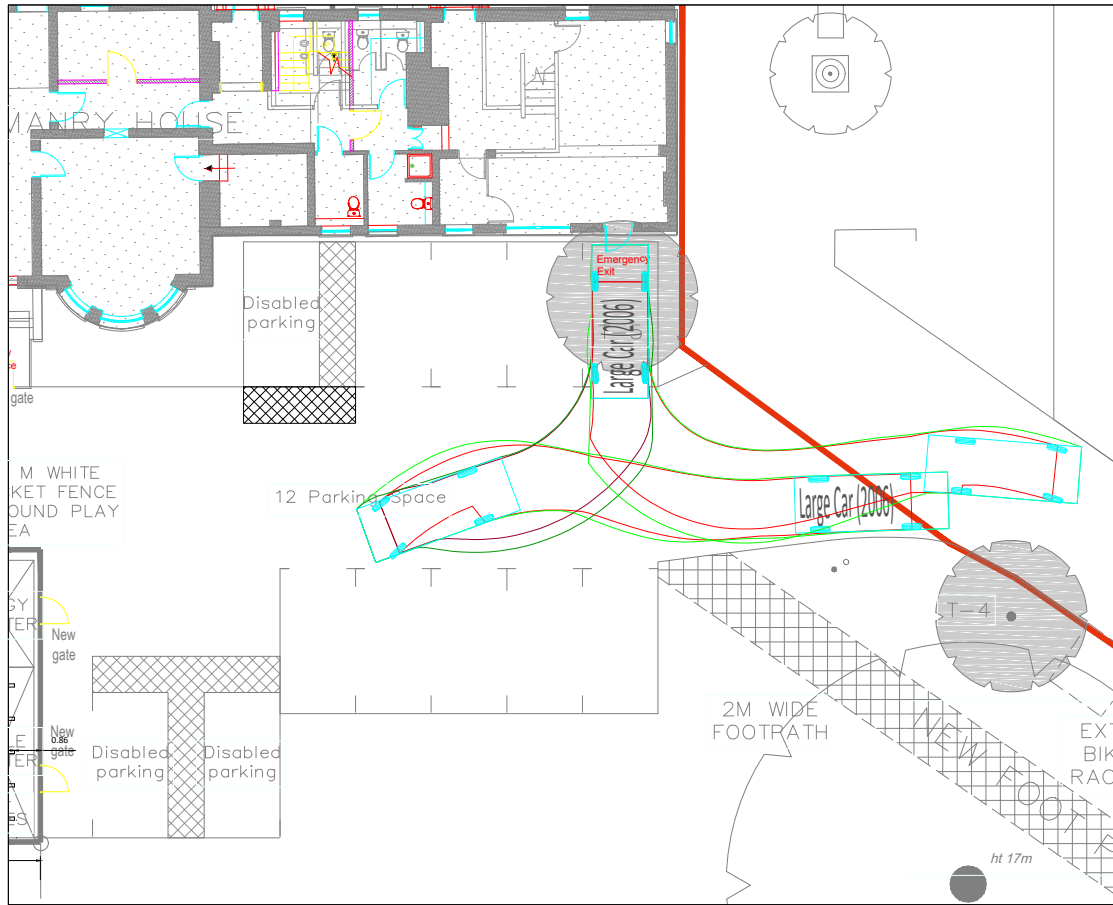
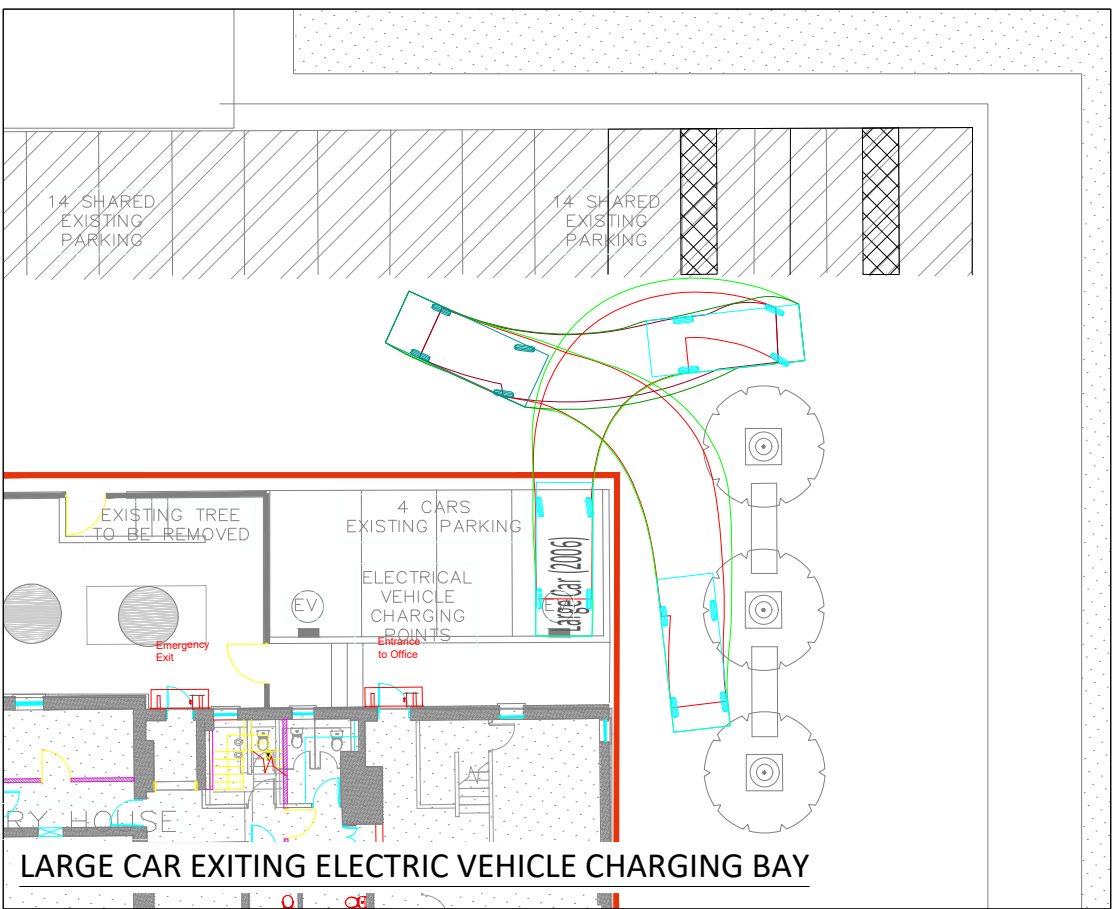
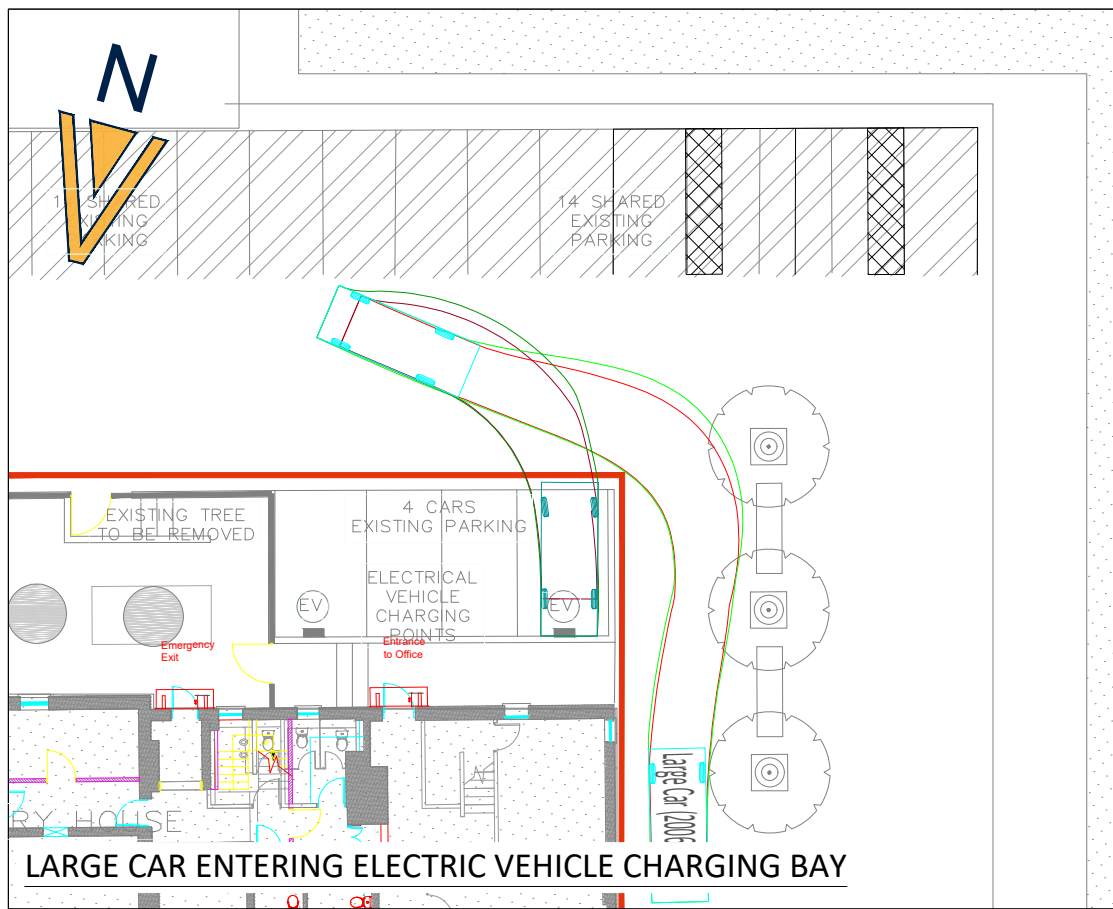
Drawing Title

**FIRE TENDER
SWEPT PATH ANALYSIS**

Client

**CARE OF
STL ARCHITECTURE**

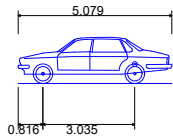
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LARGE CAR VEHICLE PROFILE



Large Car (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

5.079m
1.872m
1.525m
0.310m
1.831m
4.00s
5.900m

Rev	Amendment	Drn	App	Date
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Project Name

**YEOMANRY HOUSE,
READING**

Drawing Title

**LARGE CAR
SWEPT PATH ANALYSIS**

Client

**ITS CONSTRUCTION
PERSONNEL LTD**

5.079m
1.872m
1.525m
0.310m
1.831m
4.00s
5.900m

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Project Name	YEOMANRY HOUSE, READING
Drawing Title	LARGE CAR SWEEP PATH ANALYSIS

Client

ITS CONSTRUCTION
PERSONNEL LTD

Appendix C – TRICS Outputs

Evoke Transport Ltd The White Building, 33 King's Road Reading

Licence No: 708731

Filtering Summary

Land Use	04/D	EDUCATION/NURSERY
Selected Trip Rate Calculation Parameter Range	0-124 PUPILS	
Actual Trip Rate Calculation Parameter Range	49-110 PUPILS	
Date Range	Minimum: 01/01/11	Maximum: 01/01/21
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	1
	Tuesday	3
	Wednesday	2
Main Location Types selected	Edge of Town Centre	2
	Suburban Area (PPS6 Out of Centre)	4
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	15,001 to 20,000	3
	25,001 to 50,000	3
Population <5 Mile ranges selected	75,001 to 100,000	2
	125,001 to 250,000	2
	250,001 to 500,000	2
Car Ownership <5 Mile ranges selected	0.5 or Less	1
	0.6 to 1.0	2
	1.1 to 1.5	2
	2.1 to 2.5	1
PTAL Rating	No PTAL Present	6

Calculation Reference: AUDIT-708731-211210-1240

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : D - NURSERY

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
08	NORTH WEST	
	CH CHESHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	2 days

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

Primary Filtering selection:

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

Parameter: Number of pupils
 Actual Range: 49 to 110 (units:)
 Range Selected by User: 0 to 124 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 01/01/21

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

Monday	1 days
Tuesday	3 days
Wednesday	2 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	4

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

Residential Zone	5
No Sub Category	1

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

Secondary Filtering selection:

Use Class:

E(f) 6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000 3 days

25,001 to 50,000 3 days

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

Population within 5 miles:

75,001 to 100,000 2 days

125,001 to 250,000 2 days

250,001 to 500,000 2 days

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

Car ownership within 5 miles:

0.5 or Less 1 days

0.6 to 1.0 2 days

1.1 to 1.5 2 days

2.1 to 2.5 1 days

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

Travel Plan:

No 6 days

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

PTAL Rating:

No PTAL Present 6 days

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

LIST OF SITES relevant to selection parameters

1	CA-04-D-02 EASTFIELD ROAD PETERBOROUGH	NURSERY		CAMBRIDGESHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils:		50	
	Survey date: TUESDAY		18/10/16	Survey Type: MANUAL
2	CH-04-D-01 CHESTER ROAD MACCLESFIELD	NURSERY		CHESHIRE
	Edge of Town Centre No Sub Category Total Number of pupils:		70	
	Survey date: MONDAY		24/11/14	Survey Type: MANUAL
3	LN-04-D-01 NEWARK ROAD LINCOLN SWALLOW BECK	NURSERY		LINCOLNSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils:		49	
	Survey date: TUESDAY		31/10/17	Survey Type: MANUAL
4	SF-04-D-03 CAMP ROAD LOWESTOFT	NURSERY		SUFFOLK
	Edge of Town Centre Residential Zone Total Number of pupils:		110	
	Survey date: WEDNESDAY		10/12/14	Survey Type: MANUAL
5	TW-04-D-02 ETTRICK GROVE SUNDERLAND HIGH BARNES	NURSERY		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils:		110	
	Survey date: WEDNESDAY		28/11/12	Survey Type: MANUAL
6	TW-04-D-03 JUBILEE ROAD NEWCASTLE UPON TYNE GOSFORTH	NURSERY		TYNE & WEAR
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils:		108	
	Survey date: TUESDAY		21/05/19	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	6	83	0.066	6	83	0.030	6	83	0.096
08:00 - 09:00	6	83	0.151	6	83	0.121	6	83	0.272
09:00 - 10:00	6	83	0.052	6	83	0.042	6	83	0.094
10:00 - 11:00	6	83	0.010	6	83	0.012	6	83	0.022
11:00 - 12:00	6	83	0.028	6	83	0.030	6	83	0.058
12:00 - 13:00	6	83	0.042	6	83	0.062	6	83	0.104
13:00 - 14:00	6	83	0.042	6	83	0.046	6	83	0.088
14:00 - 15:00	6	83	0.016	6	83	0.020	6	83	0.036
15:00 - 16:00	6	83	0.058	6	83	0.048	6	83	0.106
16:00 - 17:00	6	83	0.068	6	83	0.070	6	83	0.138
17:00 - 18:00	6	83	0.131	6	83	0.145	6	83	0.276
18:00 - 19:00	6	83	0.010	6	83	0.046	6	83	0.056
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.674			0.672			1.346

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

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

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Parameter summary

Trip rate parameter range selected: 49 - 110 (units:)
 Survey date range: 01/01/11 - 01/01/21
 Number of weekdays (Monday-Friday): 6
 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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

MULTI-MODAL TAXIS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	6	83	0.006	6	83	0.006	6	83	0.012
08:00 - 09:00	6	83	0.000	6	83	0.000	6	83	0.000
09:00 - 10:00	6	83	0.000	6	83	0.000	6	83	0.000
10:00 - 11:00	6	83	0.002	6	83	0.002	6	83	0.004
11:00 - 12:00	6	83	0.000	6	83	0.000	6	83	0.000
12:00 - 13:00	6	83	0.002	6	83	0.002	6	83	0.004
13:00 - 14:00	6	83	0.000	6	83	0.000	6	83	0.000
14:00 - 15:00	6	83	0.000	6	83	0.000	6	83	0.000
15:00 - 16:00	6	83	0.000	6	83	0.000	6	83	0.000
16:00 - 17:00	6	83	0.000	6	83	0.000	6	83	0.000
17:00 - 18:00	6	83	0.000	6	83	0.000	6	83	0.000
18:00 - 19:00	6	83	0.000	6	83	0.000	6	83	0.000
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.010			0.010			0.020

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.

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

MULTI-MODAL OGVS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	6	83	0.000	6	83	0.000	6	83	0.000
08:00 - 09:00	6	83	0.000	6	83	0.000	6	83	0.000
09:00 - 10:00	6	83	0.002	6	83	0.002	6	83	0.004
10:00 - 11:00	6	83	0.000	6	83	0.000	6	83	0.000
11:00 - 12:00	6	83	0.000	6	83	0.000	6	83	0.000
12:00 - 13:00	6	83	0.000	6	83	0.000	6	83	0.000
13:00 - 14:00	6	83	0.000	6	83	0.000	6	83	0.000
14:00 - 15:00	6	83	0.000	6	83	0.000	6	83	0.000
15:00 - 16:00	6	83	0.000	6	83	0.000	6	83	0.000
16:00 - 17:00	6	83	0.000	6	83	0.000	6	83	0.000
17:00 - 18:00	6	83	0.000	6	83	0.000	6	83	0.000
18:00 - 19:00	6	83	0.000	6	83	0.000	6	83	0.000
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002	0.002			0.004		

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.

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

MULTI-MODAL PSVS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	6	83	0.000	6	83	0.000	6	83	0.000
08:00 - 09:00	6	83	0.002	6	83	0.002	6	83	0.004
09:00 - 10:00	6	83	0.000	6	83	0.000	6	83	0.000
10:00 - 11:00	6	83	0.000	6	83	0.000	6	83	0.000
11:00 - 12:00	6	83	0.000	6	83	0.000	6	83	0.000
12:00 - 13:00	6	83	0.000	6	83	0.000	6	83	0.000
13:00 - 14:00	6	83	0.000	6	83	0.000	6	83	0.000
14:00 - 15:00	6	83	0.000	6	83	0.000	6	83	0.000
15:00 - 16:00	6	83	0.000	6	83	0.000	6	83	0.000
16:00 - 17:00	6	83	0.000	6	83	0.000	6	83	0.000
17:00 - 18:00	6	83	0.000	6	83	0.000	6	83	0.000
18:00 - 19:00	6	83	0.000	6	83	0.000	6	83	0.000
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002	0.002			0.004		

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.

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

MULTI-MODAL CYCLISTS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	6	83	0.004	6	83	0.000	6	83	0.004
08:00 - 09:00	6	83	0.008	6	83	0.002	6	83	0.010
09:00 - 10:00	6	83	0.000	6	83	0.000	6	83	0.000
10:00 - 11:00	6	83	0.000	6	83	0.000	6	83	0.000
11:00 - 12:00	6	83	0.000	6	83	0.000	6	83	0.000
12:00 - 13:00	6	83	0.006	6	83	0.002	6	83	0.008
13:00 - 14:00	6	83	0.002	6	83	0.004	6	83	0.006
14:00 - 15:00	6	83	0.000	6	83	0.000	6	83	0.000
15:00 - 16:00	6	83	0.000	6	83	0.004	6	83	0.004
16:00 - 17:00	6	83	0.000	6	83	0.000	6	83	0.000
17:00 - 18:00	6	83	0.000	6	83	0.002	6	83	0.002
18:00 - 19:00	6	83	0.000	6	83	0.004	6	83	0.004
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00	1	50	0.000	1	50	0.000	1	50	0.000
21:00 - 22:00	1	50	0.000	1	50	0.000	1	50	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.020			0.018			0.038

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.

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

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	6	83	0.087	6	83	0.032	6	83	0.119
08:00 - 09:00	6	83	0.258	6	83	0.119	6	83	0.377
09:00 - 10:00	6	83	0.068	6	83	0.048	6	83	0.116
10:00 - 11:00	6	83	0.014	6	83	0.012	6	83	0.026
11:00 - 12:00	6	83	0.036	6	83	0.044	6	83	0.080
12:00 - 13:00	6	83	0.050	6	83	0.066	6	83	0.116
13:00 - 14:00	6	83	0.052	6	83	0.050	6	83	0.102
14:00 - 15:00	6	83	0.024	6	83	0.028	6	83	0.052
15:00 - 16:00	6	83	0.072	6	83	0.062	6	83	0.134
16:00 - 17:00	6	83	0.078	6	83	0.107	6	83	0.185
17:00 - 18:00	6	83	0.147	6	83	0.235	6	83	0.382
18:00 - 19:00	6	83	0.008	6	83	0.080	6	83	0.088
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.894			0.883			1.777

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.

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

MULTI-MODAL PEDESTRIANS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	6	83	0.046	6	83	0.002	6	83	0.048
08:00 - 09:00	6	83	0.115	6	83	0.042	6	83	0.157
09:00 - 10:00	6	83	0.026	6	83	0.006	6	83	0.032
10:00 - 11:00	6	83	0.018	6	83	0.014	6	83	0.032
11:00 - 12:00	6	83	0.044	6	83	0.056	6	83	0.100
12:00 - 13:00	6	83	0.107	6	83	0.097	6	83	0.204
13:00 - 14:00	6	83	0.030	6	83	0.052	6	83	0.082
14:00 - 15:00	6	83	0.012	6	83	0.016	6	83	0.028
15:00 - 16:00	6	83	0.042	6	83	0.028	6	83	0.070
16:00 - 17:00	6	83	0.048	6	83	0.103	6	83	0.151
17:00 - 18:00	6	83	0.030	6	83	0.066	6	83	0.096
18:00 - 19:00	6	83	0.000	6	83	0.038	6	83	0.038
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.518			0.520			1.038

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.

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

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	6	83	0.018	6	83	0.000	6	83	0.018
08:00 - 09:00	6	83	0.026	6	83	0.000	6	83	0.026
09:00 - 10:00	6	83	0.010	6	83	0.002	6	83	0.012
10:00 - 11:00	6	83	0.002	6	83	0.000	6	83	0.002
11:00 - 12:00	6	83	0.000	6	83	0.014	6	83	0.014
12:00 - 13:00	6	83	0.024	6	83	0.030	6	83	0.054
13:00 - 14:00	6	83	0.000	6	83	0.006	6	83	0.006
14:00 - 15:00	6	83	0.000	6	83	0.000	6	83	0.000
15:00 - 16:00	6	83	0.002	6	83	0.008	6	83	0.010
16:00 - 17:00	6	83	0.000	6	83	0.006	6	83	0.006
17:00 - 18:00	6	83	0.004	6	83	0.010	6	83	0.014
18:00 - 19:00	6	83	0.000	6	83	0.016	6	83	0.016
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.086			0.092			0.178

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.

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

MULTI-MODAL TOTAL RAIL PASSENGERS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	6	83	0.006	6	83	0.000	6	83	0.006
08:00 - 09:00	6	83	0.000	6	83	0.000	6	83	0.000
09:00 - 10:00	6	83	0.000	6	83	0.000	6	83	0.000
10:00 - 11:00	6	83	0.000	6	83	0.000	6	83	0.000
11:00 - 12:00	6	83	0.000	6	83	0.000	6	83	0.000
12:00 - 13:00	6	83	0.000	6	83	0.000	6	83	0.000
13:00 - 14:00	6	83	0.000	6	83	0.000	6	83	0.000
14:00 - 15:00	6	83	0.000	6	83	0.000	6	83	0.000
15:00 - 16:00	6	83	0.000	6	83	0.000	6	83	0.000
16:00 - 17:00	6	83	0.000	6	83	0.000	6	83	0.000
17:00 - 18:00	6	83	0.000	6	83	0.000	6	83	0.000
18:00 - 19:00	6	83	0.000	6	83	0.004	6	83	0.004
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.004			0.010

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.

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	6	83	0.024	6	83	0.000	6	83	0.024
08:00 - 09:00	6	83	0.026	6	83	0.000	6	83	0.026
09:00 - 10:00	6	83	0.010	6	83	0.002	6	83	0.012
10:00 - 11:00	6	83	0.002	6	83	0.000	6	83	0.002
11:00 - 12:00	6	83	0.000	6	83	0.014	6	83	0.014
12:00 - 13:00	6	83	0.024	6	83	0.030	6	83	0.054
13:00 - 14:00	6	83	0.000	6	83	0.006	6	83	0.006
14:00 - 15:00	6	83	0.000	6	83	0.000	6	83	0.000
15:00 - 16:00	6	83	0.002	6	83	0.008	6	83	0.010
16:00 - 17:00	6	83	0.000	6	83	0.006	6	83	0.006
17:00 - 18:00	6	83	0.004	6	83	0.010	6	83	0.014
18:00 - 19:00	6	83	0.000	6	83	0.020	6	83	0.020
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.092			0.096			0.188

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.

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

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	6	83	0.161	6	83	0.034	6	83	0.195
08:00 - 09:00	6	83	0.406	6	83	0.163	6	83	0.569
09:00 - 10:00	6	83	0.105	6	83	0.056	6	83	0.161
10:00 - 11:00	6	83	0.034	6	83	0.026	6	83	0.060
11:00 - 12:00	6	83	0.080	6	83	0.115	6	83	0.195
12:00 - 13:00	6	83	0.187	6	83	0.195	6	83	0.382
13:00 - 14:00	6	83	0.085	6	83	0.113	6	83	0.198
14:00 - 15:00	6	83	0.036	6	83	0.044	6	83	0.080
15:00 - 16:00	6	83	0.117	6	83	0.103	6	83	0.220
16:00 - 17:00	6	83	0.127	6	83	0.215	6	83	0.342
17:00 - 18:00	6	83	0.181	6	83	0.314	6	83	0.495
18:00 - 19:00	6	83	0.008	6	83	0.143	6	83	0.151
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00	1	50	0.000	1	50	0.000	1	50	0.000
21:00 - 22:00	1	50	0.000	1	50	0.000	1	50	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.527				1.521	3.048	

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.