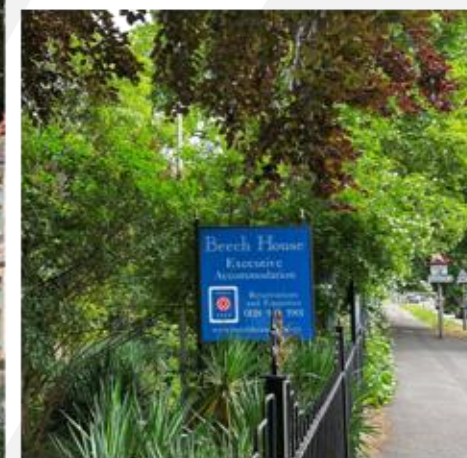




60 BATH ROAD, READING

TRANSPORT NOTE

05 June 2025



60 BATH ROAD, READING

TRANSPORT NOTE

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1. Introduction

1.1.1. Evoke Transport Planning Consultants Ltd (Evoke) has been commissioned by Kido and Gavil Group to provide transport and highways support for the proposed change of use at 60 Bath Road, Reading. The Local Planning Authority (LPA) and Local Highway Authority (LHA) is the unitary authority of Reading Borough Council (RBC).

1.2. Site Location and Context

1.2.1. The site is located north of the A4 Bath Road in the Southcote area of Reading, and currently consists of a 15-bed hotel named 'Beech House'. The site is bounded to the north, east, and west by residential properties, and to the south by the aforementioned A4 Bath Road. The location of the site is outlined in Figure 1 below.



1.3. Proposed Development

1.3.1. The proposed development comprises the change of use of the existing 15-bedroom Beech House Hotel at 60 Bath Road, Reading, to a nursery school. The nursery will accommodate a maximum of 104 pupils and circa 26 full time equivalent (FTE) staff, with operational hours from 07:30 to 18:30 and flexible drop-off and pick-up times.

1.3.2. The proposed layout plans are attached at **Appendix A**.

1.4. Planning History

- 1.4.1. The site has limited recent and relevant planning history, with the only relevant application being submitted in 2009 (Ref: PL/09/0029) for the change of use of the hotel to a non-secure convalescent centre. This was refused with two of the three reasons being highways based. These are reproduced below:

- *“The submitted planning application fails to demonstrate that it complies with the Local Planning Authority's standards in respect of vehicle parking. This could result in on street parking/reversing movements on the local road network, adversely affecting road safety and the flow of traffic, and in conflict with ‘Saved’ Policies EMP3, COM2 and TRN11B of the Reading Borough Local Plan (1998).*
- *The proposed development does not comply with the Local Planning Authority's standards in respect of secure cycle storage provision, contrary to the principles of PPG13 (Transport), Policy T1 of the Berkshire Structure Plan 2001-2016, and Policy CS24 of the Local Development Framework Core Strategy (2008).”*

1.5. Report Structure

- 1.5.1. The aim of this TN is to identify existing and potential future traffic and transport impacts related to the site and its proposed redevelopment. The TS also provides an assessment of the potential transport impacts associated with the anticipated number of trips as a result of the development. The TN has been produced with consideration of the National Planning Policy Framework (NPPF), Planning Practice Guidance (PPG) ‘Travel Plans, Transport Assessments and Statements’ and local guidance.
- 1.5.2. Following this introductory section, this TS is set out as follows:
- **Section 2: Transport Policy and Existing Situation** – Provides an overview of the relevant national and local planning and transport policy and guidance that is relevant to the proposed development and describes the existing transport and highways conditions at the site and within the surrounding area;
 - **Section 3: Proposed Development** – Outlines the development proposals, including access arrangements, delivery and servicing strategy and car and cycle parking arrangements;
 - **Section 4: Trip Generation and Development Impact** – Outlines the multi-modal trips associated with the proposed development and comments on the impact of these trips on the surrounding transport and highways network;
 - **Section 5: Summary and Conclusions** – Outlines the findings of this TN and summarises the proposed development in transport and highway terms.

2. Transport Policy and Existing Situation

2.1. Policy and Guidance

National Planning Policy Framework (December 2024)

- 2.1.1. In December 2024, the revised National Planning Policy Framework (NPPF) was published, setting out a number of transport objectives designed to facilitate sustainable development and contribute to a wider sustainability by giving people a wider choice about how they travel.
- 2.1.2. Paragraph 115 states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
 - Safe and suitable access to the site can be achieved for all users;
 - The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
 - Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.
- 2.1.3. Notably, at paragraph 116 the NPPF states that development should only be refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.
- 2.1.4. Paragraph 117 states that within this context, 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.

Local Policy

- 2.1.5. Throughout this document, reference is also made to policy documents produced by Reading Borough Council (RBC). These documents include:
- Reading Borough Local Plan (November 2019);
 - Reading Transport Strategy 2036;
 - Draft Reading Transport Strategy (2040);
 - Reading Local Transport Plan 3 (2011);
 - RBC's Revised Parking Standards and Design SPD (October 2011); and

- Reading Waste Management Guidelines for Property Developers, Architects, Planners and Contractors.

2.1.6. The key policy documents promote development where there is a choice of sustainable transport modes such as walking, cycling, public transport and electric vehicles.

2.1.7. Policy TR3 of the RBC Local Plan states that, in determining proposals involving a new or altered access, improvements to the existing transport network, the creation of new transport infrastructure or the generation of additional trips on the transport network, consideration will be given to the effect on safety, congestion and the environment. Development will only be permitted where:

- Accesses and works to the highway comply with the adopted standards of the Transport Authority;
- The development would not have a material, detrimental impact on the functioning of the transport network;
- The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;
- The proposal would not generate regular movement of HGVs on unsuitable roads, or on roads without easy access to the Classified Highway Network; and
- For non-residential users, or new dwellings on classified roads, off-street servicing would be provided.

2.1.8. Policy TR5 of the RBC local Plan states that developments should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.

2.2. Site Location and Existing Use

2.2.1. The site is located north of the A4 Bath Road in the Southcote area of Reading, and currently consists of a 15-bed hotel named 'Beech House'. Access to the site is provided off the A4 Bath Road with a separate entry and exit provided as outlined in Figure 2 below.

Figure 2 – Access / Egress Junction



2.2.2. The access and egress are set back from the carriageway on the A4 with wide footway / cycleways on the A4 Bath Road ensuring that good visibility is provided, far exceeding the Manual for Streets (MfS) recommended splays of 2.4m x 43m for a 30mph road. The access is circa 4.3m between the pillars ensuring sufficient width is provided for all vehicles.

2.2.3. The existing hotel is supported by 20 car parking spaces (Figure 3) with one disabled parking bay and one EV charging point.

Figure 3 – Existing Car Parking

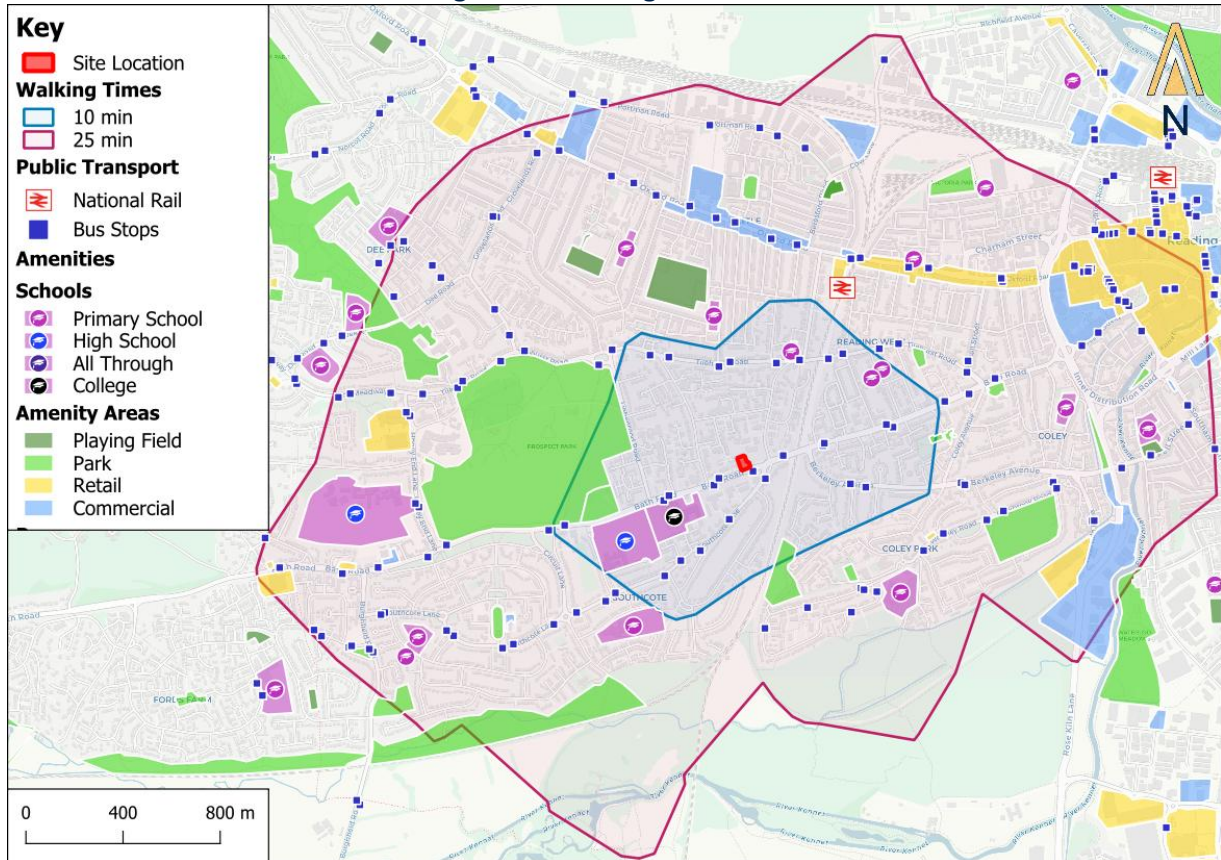


2.3. Active Travel Accessibility

Walking Accessibility

- 2.3.1. To enable an assessment of the viability of walking and cycling between the site and key destinations in the local area it is appropriate to establish the maximum distance that people are generally prepared to walk and/or cycle and the destinations that exist within these distances.
- 2.3.2. The Chartered Institute for Highways and Transport (CIHT) guidance, 'Planning for Walking' (2015) states that 'walkable neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800m). Locations within a 25-minute walk, equating to approximately 2km, are considered the maximum acceptable commuting distance by foot.
- 2.3.3. This is in line with the Town and Country Planning Association's (TCPA, 2021) guidance on 20-Minute Neighbourhoods, which identifies that a 20 minute return walk should be based on an 800-metre walking distance, i.e. ten minutes there and ten minutes back. The TCPA attach strong importance to having walkable access to education, healthcare, and jobs.
- 2.3.4. Likewise, access to education facilities is identified in the Ministry for Housing, Communities, and Local Government's (MHCLG) English Indices of Deprivation 2019 Technical Report (p.51) as important for people's day to life and to which good access is needed.
- 2.3.5. The site is location within walking distance of a number of residential areas, employment facilities, hospitals and education facilities.
- 2.3.6. The guidance also notes that 'the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.'
- 2.3.7. Pedestrian isochrones have been generated from the development site access to demonstrate the range of services and amenities that can be reached within both a 'walkable' 10-minute walk of the site as well as for those within the 'maximum acceptable' 25-minute walk (approximately 2.0km). Both of these isochrones are shown in Figure 4 below.

Figure 4 – Walking Isochrones



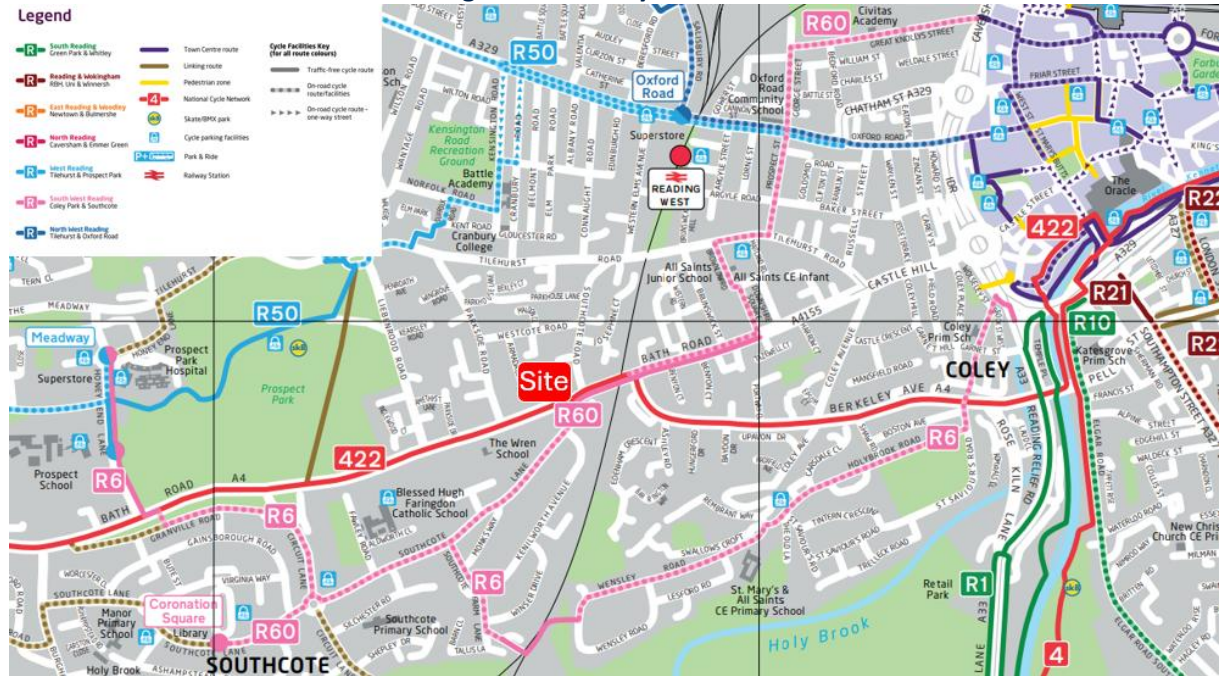
Source: Ordnance Survey, Open Streets Map via Valhalla (walk speed c. 5kph)

- 2.3.8. The walking isochrone demonstrates that a significant proportion of Reading is available within the maximum acceptable walking distance including the town centre and Reading West railway station. This region is also home to an estimated 43,000 residents (based on 2021 postcode-based census data).

Cycling Accessibility

- 2.3.9. Cycling is also considered an important mode of sustainable travel, and five miles (8.0km) is generally considered an 'achievable' cycle distance for most people (source: LTN 1\20, Cycle Infrastructure design).
- 2.3.10. The site is located on an element of the National Cycle Network (NCN), Route NCN 422 which links Bracknell in the east to Theale in the west, via Reading. The site is also near to Reading Cycle Route R6 and R60, and through these routes the site links to a large number of national, regional, and local cycle paths. Readings cycle routes map is shown for the local vicinity in Figure 5.

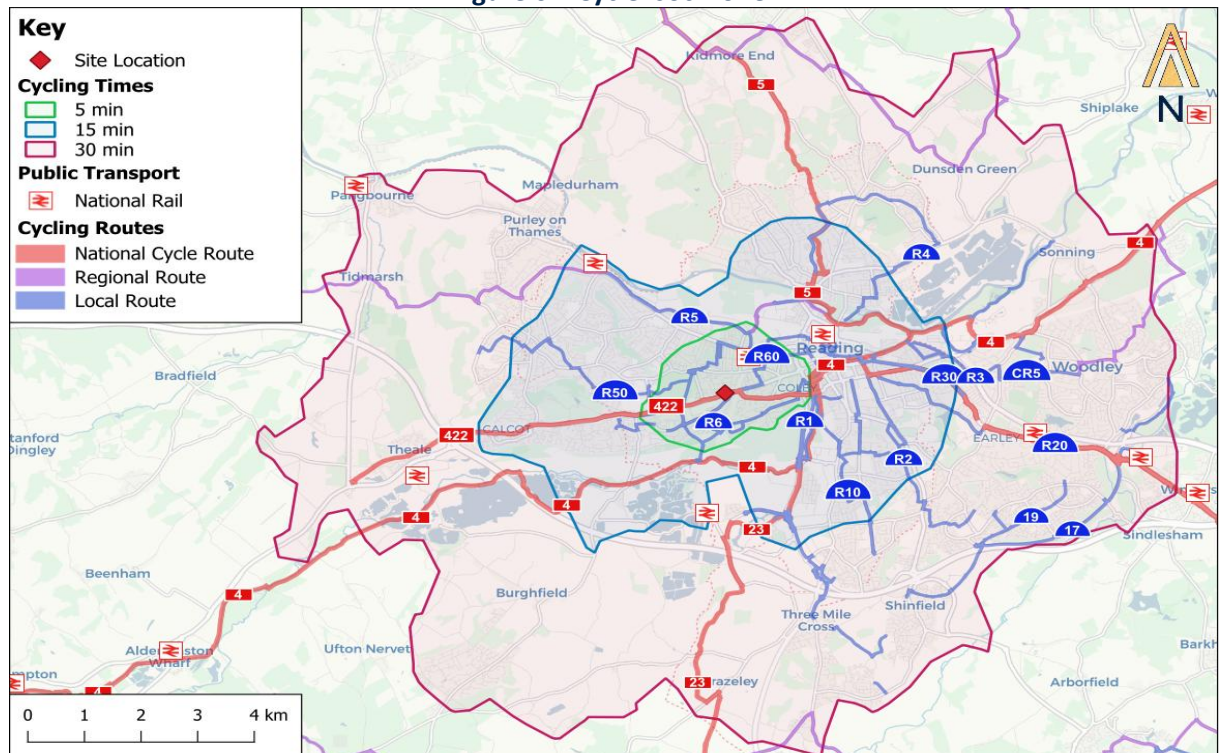
Figure 5 – RBC Cycle Routes



Source: RBC

- 2.3.11. Figure 6 shows a cycle isochrone which demonstrate the areas that can be reached within a 5-, 15-, and 30-minute cycle of the site. The isochrones are generated based on speeds dependent on the surface and highway type. The majority of the routes used would be paved and as such would be subject to an c.18kph cycle speed based on the parameters in the software. A five-minute isochrone would therefore cover a distance of c. 1.5km, with a 30 minute isochrone covering a distance of 9km.

Figure 6 – Cycle Isochrone



Source: Ordnance Survey, Open Streets Map via Valhalla (cycle speed c. 18kph), Sustrans

- 2.3.12. The isochrone demonstrates that the vast majority of Reading is accessible within a 15-minute cycle, including Reading and Reading West Railway Stations. Within a 30-minute cycle distance from the site, areas such as Winnersh, Theale, and Pangbourne are also accessible, ensuring that potential staff and parent have access to the site from a range of locations by cycle.

Active Travel Accessibility Summary

- 2.3.13. Overall, the site is well connected by a comprehensive network of pedestrian and cycle infrastructure to a wide range of residential sites and population centres, ensuring that accessing the site via active modes of travel is a realistic and viable option.

2.4. Public Transport Accessibility

Bus Services

- 2.4.1. CIHT's Guidelines for Planning and Public Transport in Development (1999) states that new developments should be located 400m from the nearest bus stop. The A4 Bath Road and Southcote Lane are described as a "High Frequency Bus Route" road within RBC parking standards.
- 2.4.2. The nearest bus stops (named 'Southcote Road') to the site are located directly outside the site for the westbound stop, 100m to the west or 160m to the east for the eastbound stop or 100m south on Southcote Lane for the southwest bound services. The stops are shown in Figure 7.

Figure 7 – Bus Stops



- 2.4.3. These bus stops provide access to a number of regular bus services. A summary of the bus services accessible from the site and their routes and typical frequencies are shown in Table 1.

Table 1 – Bus Service Summary

Service Number	Route Summary	Weekday Timetable		Weekend Timetable	
		Frequency	Hours of Operation	Saturday Frequency	Sunday Frequency
1	Reading Town Centre - Newbury	2 per hour	05:14 – 22:38	2 per hour	1 per hour
2	Reading Town Centre - Mortimer	2 per hour	05:01 - 23:08	1 per hour	1 per hour
2a	Reading Town Centre - Mortimer	2 per hour	05:46 - 21:08	1 per hour	No service
26	Reading Town Centre - Calcot	8 per hour	00:57 - 23:57	6 per hour	3 per hour

Rail Services

- 2.4.4. The nearest station is Reading West, located approximately 1.6 km (a 17 mins walk or 5 mins cycle) to the north of the site. Reading West is served by regular services leading to destinations such as Basingstoke, Reading and London Paddington.
- 2.4.5. Reading West Station is equipped with a ticket office and seating area as well as toilets, with assisting staff bookable from 07:00 – 22:00 from Monday to Saturday, and 09:00 – 20:00 on Sundays. In terms of accessibility, the station is designated as Step Free Category B3, indicating that there is a degree of step free access. However, this is only to Platform 1 and is only available if accessed via Tilehurst Road, through a steep ramp. Otherwise this station can be classified as Category C.
- 2.4.6. Reading Station is also accessible from the site, and it located 2.6km (an 18-minute cycle) to the north-east and is staffed full time, with seating areas, shops, toilets, a British Transport Police outpost, and 344 sheltered cycle parking spaces provided in the form of stands. Reading Station is designated as Step Free Category A, with Step free access available to whole station and platforms reachable via a lift and footbridge.
- 2.4.7. Details of the services accessible from these two railway stations, as well as their frequency and approximate journey times, are shown in Table 2.

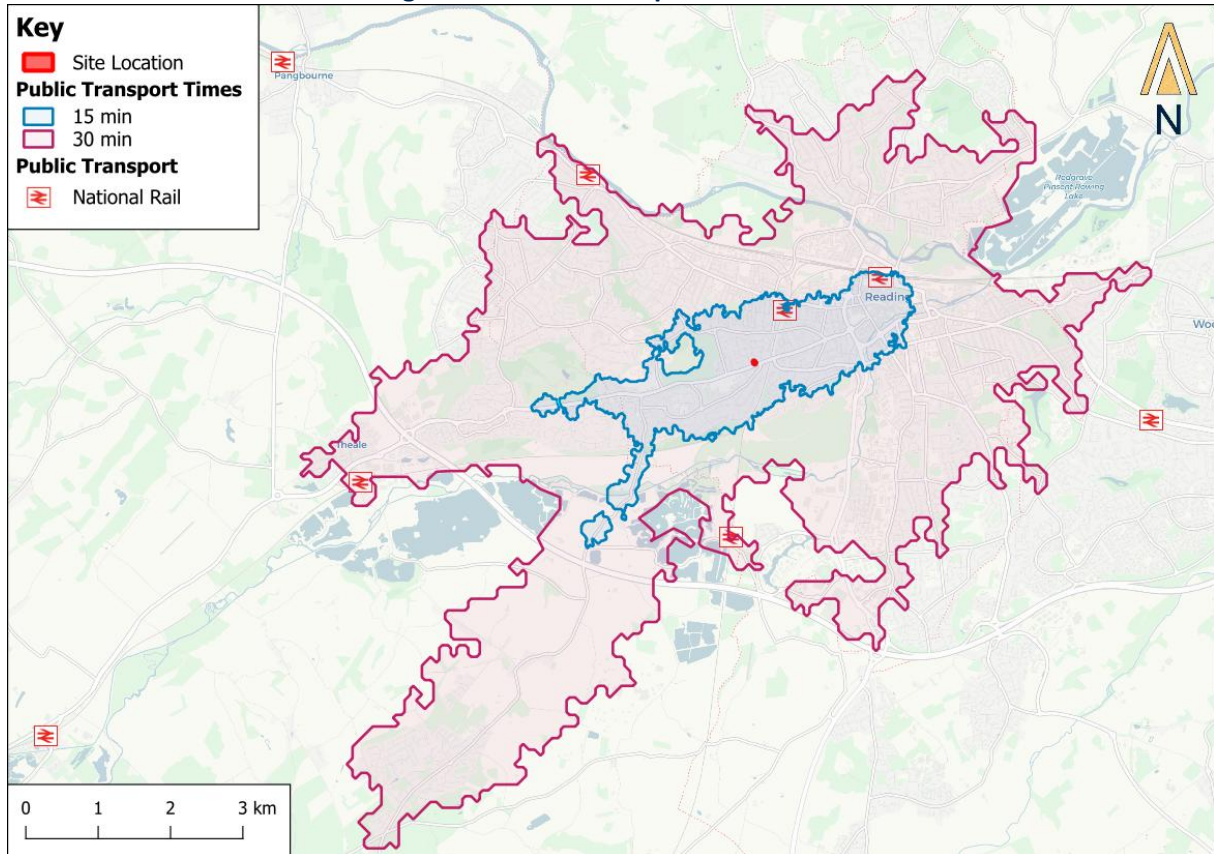
Table 2 – Rail Service Summary

Destination	Frequency	Approx. Journey Time
Reading West (1.6km)		
Reading	3 / hour	2 mins
London Paddington	3 / hour	29 mins
Basingstoke	2 / hour	22 mins
Bramley (Hants)	2 / hour	15 mins
Newbury	1 / hour	24 mins
Reading Green Park	2 / hour	4 mins
Thatcham	1 / hour	15 mins
Mortimer	2 / hour	10 mins
Reading (2.6km)		
London Paddington	9 / hour	23 mins
Basingstoke	3 / hour	17 mins
Wokingham	3 / hour	8 mins
Maidenhead	2 / hour	10 mins
Oxford	3 / hour	23 mins
Slough	2 / hour	11 mins
Didcot Parkway	6 / hour	12 mins
Newbury	3 / hour	15 mins

Destinations Accessible via Public Transport

- 2.4.8. To determine the range of destinations which are available from the site via public transport, a travel time analysis has been undertaken for public transport journeys with an arrival time to the site of between 07:30 and 08:30. The regions accessible within a 15- and 30-minute public transport journey of the site are shown in Figure 8 below.

Figure 8 – Public Transport Isochrone



Source: Ordnance Survey, and TravelTime

- 2.4.9. As can be seen in the above figure, residents travelling from the site can access the entirety of Reading and the surrounding area within a 30-minute public transport journey from the site. Within a 15-minute journey the key residential areas of Calcot, Southcote, Coley, Oxford Road and parts of Tilehurst are accessible.
- 2.4.10. The level of accessibility to frequent bus and rail services to a range of destinations ensures that travel to and from the site by public transport is a realistic and viable mode of transport to and from the site.

2.5. Highway Network

A4 Bath Road

- 2.5.1. As noted above, the site is accessed via the A4 Bath Road. Bath Road is a major A-class single-carriageway road and key commuter route in to Reading Town Centre. Outside the site access measures approximately 9.6m in width, with two eastbound and one westbound carriageway as Bath Road approaches the roundabout junction with Southcote Lane. A bus stop layby is also present on the southern westbound carriageway.
- 2.5.2. Pedestrian footways measuring approximately 2.4m in width are also present on both sides of the carriageway, and street-lighting is present throughout.
- 2.5.3. Indicative data from Ordnance Survey's Routing and Asset Management Index (RAMI) Database indicates that outside the site access the average speed of passing vehicles is approximately 24.9mph, below the speed limit on this section of the A4 Bath Road of 30mph.

2.6. Road Safety

- 2.6.1. A review of the most recently available five-year period of Personal Injury Collision (PIC) data (2019-2023) has been undertaken using data supplied by the Department for Transport. The analysis has extended approximately 300m in each direction from the site access, covering an approximately 600m stretch of the adjacent roads. The results are shown in Figure 9.

Figure 9 – PIC Map (2019-2023)



Source: Ordnance Survey and DfT

- 2.6.2. Over the most recently available five-year period, 14 incidents resulting in injury have been recorded in the vicinity of the site. Of these, 13 were recorded as “Slight”, none were recorded as “Serious”, and one incident resulted in a fatality. Due to the proximity to the site access, the fatal incident has been assessed in further detail.
- 2.6.3. The incident categorised as ‘Fatal’ occurred at approximately 05:20 in the morning on the 23rd of May 2020, and involved a lone car. The vehicle was going ahead to the east when the front of the vehicle collided with a pedestrian on the pavement before skidding, overturned, and impacting a piece of road furniture. The incident resulted in injuries classified as ‘serious’ to both the driver and passenger of the car whilst the pedestrian received fatal injuries, with the driver arrested for driving under the influence of drugs.
- 2.6.4. Whilst any incident is regrettable, it has been found that there is no identifiable statistical trend present within the 14 recorded incidents which may be indicative of a road safety issue.
- 2.6.5. It is therefore considered that there are no existing road safety issues identified within the immediate vicinity of the site which may be exacerbated as a result of any future development.

2.7. Census Data

- 2.7.1. The 2011 and 2021 Census method of travel to work data for the existing resident population and workplace population has been analysed for the Reading 013 Mid-level Super Output Area (MSOA) in which the site is located. Both 2011 and 2021 Census data has been analysed, considering that the 2021 Census was undertaken during the COVID-19 pandemic and therefore the data is not wholly representative of 'normal' travel patterns. However, it does reflect changing and lifestyle and travel patterns which were accelerated during the pandemic.
- 2.7.2. Those who work from home have been removed from the dataset to form information for those who commute to or from the area. The result of this analysis is presented in Table 3.

Table 3 – Census 2011 and 2021 Method of Travel to Work (Workplace Population)

Mode	Resident		Workplace	
	2011	2021	2011	2021
Train	13%	5%	5%	2%
Bus	11%	12%	9%	9%
Taxi	0%	0%	0%	1%
Motorcycle	0%	1%	0%	0%
Car Driver	51%	55%	63%	62%
Car Passenger	4%	3%	5%	5%
Bicycle	5%	4%	3%	3%
On foot	16%	18%	14%	16%
Other	0%	2%	1%	2%
TOTAL	100%	100%	100%	100%

- 2.7.3. Table 3 shows that 63% of journeys to the 2011 MSOA by commuters were undertaken by private car, with an additional 5% as car passengers. A total of 31% of journeys to the region were undertaken by sustainable modes of transport, of which 17% were by active modes. As for the resident population only 51% of journeys were undertaken by car, with an additional 4% as a passenger. A total of 45% of trips were undertaken by sustainable modes of transport with 21% by active modes.
- 2.7.4. The 2021 Census revealed only slight changes, with the most noticeable change being a small reduction in train usage replaced by a similar rise in pedestrian trips. This small reduction in public transport is likely due to the impact of the COVID-19 pandemic, with little overall effect on the general commuting habits of the region (when home working is excluded).
- 2.7.5. It is considered that the majority of trips by staff, pupils and parents to the nursery could be made by sustainable modes of transport given the accessibility of the site, the location of the site on a high frequency bus route and the nature of nurseries serving the local population. This is evidenced by the Census data analysis.

2.8. Summary

- 2.8.1. It is evident that the site is in an accessible urban location on a key commuter corridor and high frequency bus route into central Reading with a range of sustainable modes of transport on offer which could cater for future end-users and visitor journeys to and from the site.
- 2.8.2. An assessment of the highway safety within the vicinity of the site indicates that there are no existing safety issues within the immediate vicinity of the site which may be exacerbated as a result on any future development.

3. Proposed Development

3.1. Context

- 3.1.1. This chapter of the report outlines the proposed development quantum, whilst also detailing the access, car and cycle parking and servicing strategy for the site.

3.2. Proposed Development

- 3.2.1. The proposed development comprises the change of use of the existing 15-bedroom Beech House Hotel at 60 Bath Road, Reading, to a nursery school. The nursery will accommodate a maximum of 104 pupils and circa 26 full time equivalent (FTE) staff, with operational hours from 07:30 to 18:30 and flexible drop-off and pick-up times.
- 3.2.2. The proposed layout plans are attached at **Appendix A**.

3.3. Proposed Access and Internal Layout

- 3.3.1. The proposals involve the retention of the existing access points which comprises a 'loop' arrangement with the 'in' access being located at the eastern end of the site whilst the 'out' egress is located at the western end of the site as shown in Figure 2.
- 3.3.2. In accordance with the NPPF, the site ensures that a safe, suitable and satisfactory access for the quantum of the development can be achieved. As such the development would not result in an unacceptable impact on highway safety or a severe impact on the surrounding highway network.

3.4. Car Parking Standards and Provision

RBC Standards

- 3.4.1. RBC's car parking standards are laid out in the 'Revised Parking Standards and Design' SPD (2011) which divides Reading into four accessibility 'Zones', with the site falling into Zone 2 (where Zone 1 indicates the region of highest accessibility). As aforementioned the site is located on "High Frequency Bus Route" as defined by the standards. It is also noted that the standards provide Maximum Parking Standards, and therefore parking provision should be provided at or below the requirements.
- 3.4.2. As the site will operate with flexible pick-up and drop-off times, the standards reproduced in Table 4 should be applied to the site.

Table 4 – RBC Car Parking Standards – Day Nurseries (Flexible Pick-up)

Parking Type	Zone 2 Standards	Site Users	Required Parking
FTE Staff	1 per 3	26	9
Pupils	1 per 10	104	11
Total	-	-	20

Site Car Parking Provision

- 3.4.3. In line with the above, the site will provide 9 permanent car parking spaces for staff alongside 11 flexible pick-up / drop-off bays as part of the loop arrangement of the site. The proposed parking bays and their designations are illustrated in Figure 10.

Figure 10 – Proposed Car Parking Layout



- 3.4.4. It is noted that there are no proposed physical alterations to the parking layout currently in existence on-site. Given that the tandem bays will be solely for staff with the rear tandem bays allocated to the nursery manager and deputy manager who will be the first on site it is considered that these bays will operate efficiently and safely.

Electric Vehicle Charging Points

- 3.4.5. RBC defers to the national standards for EV charging provision laid out in Approved Document S: Infrastructure for the Charging of Electric Vehicles (2021), for which the standards for non-residential buildings are reproduced below:
- Where a new building which is not a residential building or a mixed-use building has more than 10 parking spaces:
 - (a) one of those parking spaces must have access to one electric vehicle charge point; and
 - (b) cable routes for electric vehicle charge points must be installed in a minimum of one fifth of the total number of remaining parking spaces.
- 3.4.6. The existing tandem bays have one electric vehicle charging point installed. As such two of the bays have access to EV infrastructure.

Figure 11 – Existing EV charger



- 3.4.7. The nursery will monitor demand and if additional EV charging points are required they will investigate installing these. Given the short duration of stay for any visitors during drop-off and pick-up it is considered largely impractical to install chargers for those bays. With two of the nine staff bays having access to the charger it is considered that the site is policy compliant.

3.5. Cycle Parking Standards and Provision

RBC Standards

- 3.5.1. RBC's cycle parking standards are also laid out in the aforementioned 'Revised Parking Standards and Design' SPD, with minimum standards provided and no distinction made between the accessibility zones. For Day Nurseries, the requirement is for one space to be provided per two Full-Time Equivalent staff.

Site Cycle Parking Provision

- 3.5.2. Applying RBC's standards to the site's 26 FTE staff, 13 cycle parking bays are required on site.
- 3.5.3. it is proposed that a shared buggy and cycle store suitable for accommodating 14 cycles will be provided to the northwest of the car parking in close proximity to the main entrance.

3.6. Deliveries and Servicing

- 3.6.1. Deliveries to the site will primarily consist of the following:
- Refuse vehicles;
 - Post, parcel and mail deliveries and collections;
 - Food and supplies;
 - Occasional Maintenance vehicles; and
 - Removals vehicles.
- 3.6.2. It is of note that the types of delivery and servicing trips outlined above are already operating at the existing site, with deliveries associated specifically with the hotel use in addition to those listed above.
- 3.6.3. It is anticipated that the existing servicing arrangements will be retained as part of the application, with servicing vehicles proceeding through the loop arrangement in the same manner as cars would.
- 3.6.4. As a result of this and the fact that the site already experiences regular deliveries and servicing trips, it is not anticipated that any of the delivery or servicing vehicles will create significant additional stress

on the local highway network. Nursery staff will seek to schedule deliveries to avoid key drop-off and pick-up times.

3.7. Summary

- 3.7.1. The proposed development comprises the change of use of the existing 15-bedroom Beech House Hotel at 60 Bath Road, Reading, to a nursery school. The scheme will accommodate up to 104 pupils and 26 FTE staff, with operational hours from 07:30 to 18:30.
- 3.7.2. The proposals involve the retention of the existing access points which comprise a 'loop' arrangement with the 'in' access being located at the eastern end of the site whilst the 'out' egress is located at the western end of the site.
- 3.7.3. In line with RBC standards, the site will provide 9 permanent car parking spaces for staff alongside 11 flexible pick-up / drop-off bays as part of the loop arrangement of the site. one of the permanent staff car parking spaces will be equipped with an EV charging point and four bays will be equipped with additional cabling, enabling them to be converted to EV charging spaces in the future. One of the bays will be designated as a disabled bay. A total of 14 cycle parking spaces will be provided in the form of sheltered buggy and cycle store.
- 3.7.4. It is anticipated that the existing servicing arrangements will be retained as part of the application, with servicing vehicles proceeding through the loop arrangement in the same manner as cars would.

4. Trip Generation and Development Impact

4.1.1. This section of the report outlines the existing and proposed trip generation associated with the site. The TRICS database (Version 7.11.4) has been interrogated to determine the likely trip generation of the proposed development and demonstrates it will have no detrimental impact on the existing highway network.

4.2. Existing Trip Generation

4.2.1. The existing site comprises a 15-bed and therefore to ascertain the existing site's potential trip generation, a TRICS analysis has been undertaken. The TRICS database has been interrogated to obtain trip rates for hotels in locations with similar characteristics. The following parameters were used:

- 06 – Hotel, Food & Drink – A – Hotels;
- Multi-modal surveys;
- Sites in England (with sites in Greater London excluded);
- Surveys undertaken Monday to Friday only;
- 0 – 5,000 sqm;
- Suburban Area or Edge of Town locations only;
- Surveys which did not occur during COVID.

4.2.2. The total person trip rates and respective trip generation for the existing site is outlined in Table 5, with the full TRICS outputs attached at **Appendix B**.

Table 5 – Existing Hotel Person Trips

Trip Rates	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily (0700-1900)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Person Trip Rate (per 100 Sqm GIA)	0.337	1.071	1.408	0.81	0.456	1.266	8.269	8.235	16.504
Person Trips (720 Sqm GIA)	2	8	10	6	3	9	60	59	119

4.2.3. Due to the fact that the multi-modal trip generation of hotels would not be expected to correlate to the census journey to work modal splits, the TRICS calculated modal split has been used. The resultant multi-modal trip generation is outlined in Table 6.

Table 6 – Existing Hotel Multi-Modal Trip Generation

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily (0700-1900)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Total Vehicles	1	6	7	4	2	6	43	42	85
Single Vehicle Occupant	1	4	5	3	2	5	31	31	62
Multi Vehicle Occupant	1	3	4	2	1	3	20	19	39
Bus Passenger	0	0	0	0	0	0	1	1	2
Pedestrian	0	1	1	1	0	1	7	7	14
Cyclist	0	0	0	0	0	0	1	1	2
Other	0	0	0	0	0	0	0	0	0
Total	2	8	10	6	3	9	60	59	119

4.2.4. The existing hotel is anticipated to be producing a total of ten two-way person trips during the AM peak period, of which nine would be undertaken by private car (in seven cars), and one on-foot. During the PM peak period, a total of nine person trips are anticipated, including eight by private car (in six cars),

and one on-foot. Due to the nature of the land use, the majority of trips occur outside of the network peaks.

4.3. Proposed Trip Generation

4.3.1. The proposed development comprises a Use Class E Day Nursery with flexible drop-off and pick-up times. The TRICS database has been interrogated to obtain trip rates for nurseries in locations with similar characteristics. The following parameters were used:

- 04 – Education – D – Nursery;
- Multi-modal surveys;
- Sites in England (with sites in Greater London excluded);
- Surveys undertaken Monday to Friday only;
- 50 – 200 pupils;
- Suburban Area locations only;
- Surveys which did not occur during COVID.

4.3.2. The total person trip rates and respective trip generation for the proposed development is outlined in Table 5, with the full TRICS outputs attached at **Appendix C**.

Table 7 – Proposed Nursery Person Trips

Trip Rates	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily (0700-1900)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Person Trip Rate (per Pupil)	0.499	0.218	0.717	0.253	0.546	0.799	1.868	1.884	3.752
Person Trips (104 Pupil)	52	23	75	26	57	83	194	196	390

4.3.3. Notably this trip generation is based on the maximum capacity pupil numbers of 104 and therefore is considered to be a worst case robust assessment as it will take time for the nursery to achieve these levels and nursery is unlikely to ever be fully occupied at any one point.

4.3.4. Due to the fact that the multi-modal trip generation of a nursery would not be expected to correlate to the census journey to work modal splits, the TRICS calculated modal split has been used. The resultant multi-modal trip generation is outlined in Table 8.

Table 8 – Proposed Nursery Multi-Modal Trip Generation

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily (0700-1900)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Total Vehicles	21	9	30	10	23	33	78	79	157
Single Vehicle Occupant	10	4	14	5	11	16	37	38	75
Multi Vehicle Occupant	25	11	36	12	26	38	90	91	181
Bus Passenger	3	2	5	2	3	5	11	11	22
Pedestrian	14	6	20	7	16	23	53	53	106
Cyclist	0	0	0	0	1	1	2	2	4
Other	0	0	0	0	0	0	1	1	2
TOTAL	52	23	75	26	57	83	194	196	390

4.3.5. The proposed development is anticipated to produce a total of 75 two-way person trips during the AM peak period, of which 40 would be undertaken by occupants of cars in 30 cars, 20 would be on-foot, and five would be travelling by bus. During the PM peak period, a total of 83 person trips are anticipated, including 54 by private car in 33 cars, 23 on-foot, two by bus users, and one by cycle. Given the highly sustainable location of the site it is considered that a far greater proportion of nursery trips

would be undertaken by sustainable modes of transport, but the above assessment gives a robust worst case assessment of the maximum capacity pupil numbers.

4.4. Development Impact

- 4.4.1. To determine the net change in trips as a result of the proposed development, a comparison of the multi-modal trip generation of the existing site (Table 5) and the proposed site (Table 7) has been undertaken. A summary of the net change in trips across all modes has been provided below in Table 9.

Table 9 – Net Change in Trips

Mode	AM Peak (0900-1000)			PM Peak (1700-1800)			Daily (0700-1900)		
	In	Out	Two-Way	In	Out	Two-Way	In	Out	Two-Way
Total Vehicles	20	3	23	6	21	27	35	37	72
Single Vehicle Occupant	9	0	9	2	9	11	6	7	13
Multi Vehicle Occupant	24	8	32	10	25	35	70	72	142
Bus Passenger	3	2	5	2	3	5	10	10	20
Pedestrian	14	5	19	6	16	22	46	46	92
Cyclist	0	0	0	0	1	1	1	1	2
Other	0	0	0	0	0	0	1	1	2
TOTAL	50	15	65	20	54	74	134	137	271

- 4.4.2. As demonstrated above, the proposed development is anticipated to result in an increase in trips across all modes of transport in all time periods. The impact of these additional trips is discussed below with regards to the respective modes of travel.

Vehicle Impact

- 4.4.3. As demonstrated in Table 9, the robust assessment of proposed development is anticipated to result in an increase in vehicular trips in all assessment periods, equivalent to an additional 23 vehicle trips during the AM peak period (08:00-09:00), 27 additional vehicle trips during the PM peak period (17:00-18:00) and up to 72 additional vehicle trips over the daily period.
- 4.4.4. Whilst this is an increase over the current use of the site, this is a robust worst case assessment of the maximum capacity pupil numbers. Furthermore this is anticipated to be spread out over the hour with the proposed increase equivalent to an extra vehicle entering or exiting the site once every other minute. As the vast majority of trips are anticipated to be drop-off trips, it is also not likely that these vehicles would remain in the car park for long and therefore there is an element of double counting with the majority of these trips being pass-by trips or linked trips with parents dropping off / picking-up children on their way to or from work or whilst visiting neighbouring educational facilities such as The Wren School.
- 4.4.5. The access provides visibility splays far in excess of the MfS requirements and the separate access and egress ensures an efficient site that lends itself to the proposed nursery use. Notably with the traffic signals at Berkeley Avenue and Liebenrood Road either side there are significant gaps in the traffic to facilitate any right turn movements safely and efficiently.
- 4.4.6. As such the development would not result in an unacceptable impact on highway safety or a severe impact on the surrounding highway network.

Public Transport Impact

- 4.4.7. As demonstrated in Table 9, the proposed development is anticipated to result in an increase of five bus users in both the AM and PM peak periods and up to 20 additional trips daily.

- 4.4.8. It has been established that there are numerous bus stops within 400m of the site, providing an array of services during the peak hour periods to a range of destinations, including central Reading and other residential hubs.
- 4.4.9. It is therefore considered that the public transport trips anticipated to be generated by the development are considered to be well within the existing variation of public transport users and the minimal increase would be negligible.

Walking and Cycling Impact

- 4.4.10. As demonstrated in Table 9, the proposed development is likely to result in 19 additional trips undertaken on foot in the AM peak, 22 additional movements in the PM peak and up to 92 additional pedestrian movements over a 12-hour period. There is also anticipated to be an increase of two cycle trips over the course of the day.
- 4.4.11. It has previously been established that the site is in a highly accessible location, with good pedestrian and cycle facilities linking the site to a large number of residential areas with approximately 43,000 people living within walking distance of the site.
- 4.4.12. It is therefore considered that the site, the surrounding network coupled with the proposed mitigation, is appropriate to accommodate this level of anticipated pedestrian and cycle movements.

4.5. Summary

- 4.5.1. The development proposals are considered to result in a negligible impact on the local highway network, public transport network, and local walking and cycling infrastructure. It can therefore be concluded that the development would not result in a severe residual impact in accordance with the NPPF.

5. Summary and Conclusions

- 5.1.1. Evoke Transport Planning Consultants Ltd (Evoke) has been commissioned by Kido and Gavil Group to provide transport and highways support for the proposed development of 60 Bath Road, Reading. The site is located north of the A4 Bath Road in the Southcote area of southern Reading, and currently consists of a 15-bed hotel named 'Beech House'.

Site Accessibility and Existing Situation

- 5.1.2. The site is well connected by comprehensive pedestrian and cycle facilities to and from a wide range of facilities, with approximately 43,000 people living within the maximum acceptable walking distance from the site. Therefore, the location of the site is well placed to maximise the number of shorter distance trips that can be undertaken by active modes of travel.
- 5.1.3. The level of accessibility to frequent bus services to a range of destinations also ensures that travel to and from the site by public transport is a realistic and viable mode of transport to and from the site.
- 5.1.4. It is therefore evident that the site is in an accessible urban location with a range of sustainable modes of transport on offer which could cater for future end-users and visitor journeys to and from the site.
- 5.1.5. An assessment of the highway safety within the vicinity of the site indicates that there are no existing safety issues within the immediate vicinity of the site which may be exacerbated as a result on any future development.

Proposed Development

- 5.1.6. The proposed development comprises the change of use of the existing 15-bedroom Beech House Hotel at 60 Bath Road, Reading, to a nursery school. The scheme will accommodate a maximum of 104 pupils and circa 26 FTE staff, with operational hours from 07:30 to 18:30.
- 5.1.7. The proposals involve the retention of the existing access points which comprise a 'loop' arrangement with the 'in' access being located at the eastern end of the site whilst the 'out' egress is located at the western end of the site.
- 5.1.8. In line with RBC standards, the site will provide 9 permanent car parking spaces for staff alongside 11 flexible pick-up / drop-off bays as part of the loop arrangement of the site. one of the permanent staff car parking spaces will be equipped with an EV charging point and four bays will be equipped with additional cabling, enabling them to be converted to EV charging spaces in the future. One of the bays will be designated as a disabled bay. A total of 14 cycle parking spaces will be provided in the form of sheltered shared buggy and cycle store.
- 5.1.9. It is anticipated that the existing servicing arrangements will be retained as part of the application, with servicing vehicles proceeding through the loop arrangement in the same manner as cars would.

Trip Generation

- 5.1.10. The proposed development is anticipated to result in an increase in vehicular trips equivalent to an additional 23 vehicle trips during the AM peak period (08:00-09:00), 27 additional vehicle trips during the PM peak period (17:00-18:00) and up to 72 additional vehicle trips over the daily period.
- 5.1.11. Whilst this is an increase over the current use of the site, this is a robust worst case assessment of the maximum capacity pupil numbers. Furthermore this is anticipated to be spread out over the hour with the proposed increase equivalent to an extra vehicle entering or exiting the site once every other minute. As the vast majority of trips are anticipated to be drop-off trips, it is also not likely that these vehicles would remain in the car park for long and therefore there is an element of double counting

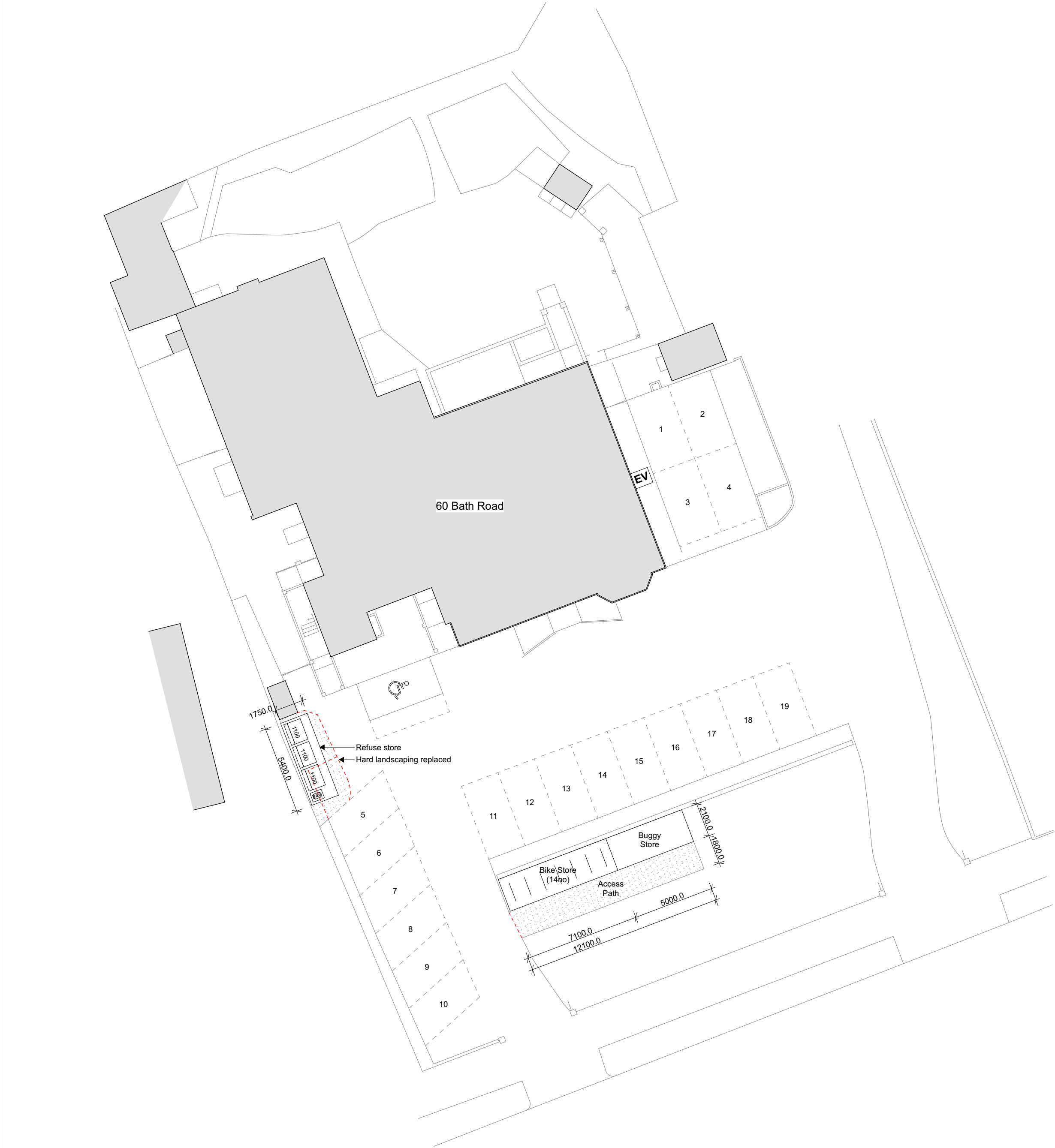
with the majority of these trips being pass-by trips or linked trips with parents dropping off / picking-up children on their way to or from work or whilst visiting neighbouring educational facilities such as The Wren School.

- 5.1.12. Furthermore it is considered that the majority of these trips would be pass-by trips or linked trips with parents dropping off / picking-up children on their way to or from work or whilst visiting neighbouring educational facilities such as The Wren School.
- 5.1.13. The access provides visibility splays far in excess of the MfS requirements and the separate access and egress ensures an efficient site that lends itself to the proposed nursery use. Notably with the traffic signals at Berkeley Avenue and Liebenrood Road either side there are significant gaps in the traffic to facilitate any right turn movements safely and efficiently.
- 5.1.14. As such the development would not result in an unacceptable impact on highway safety or a severe impact on the surrounding highway network.

Conclusion

- 5.1.15. The proposed development would not result in a severe residual impact on the surrounding local highway network in accordance with the NPPF and there is no transport of highways related reasons why this development should not be permitted.

Appendix A – Proposed Layout Plans



Woodcote Mews
Chequers Lane
Walton on the Hill
Tadworth, KT20 7ST
info@woodgavil.com
+44 01737 812777

NOTES

REV	DESCRIPTION	DATE	IN
A	#####	###/###/###	##

60 Bath Road, Reading,
RG30 2AY

Proposed Site Layout

CLIENT: Gavil Reading Ltd	
PROJECT NUMBER: GPP-111	
DATE: 05/06/2025	DRAWN BY: CG
DRAWING SCALE: 1:200 @ A2	
GPP-111-0101	-

FIGURE DIMENSION TO BE TAKEN. THIS
DRAWING MUST NOT BE SCALED FROM, IN
EITHER DIGITAL OR PAPER PRINT FORMAT.

ALL DIMENSIONS TO BE CONFIRMED ON
SITE PRIOR TO COMMENCEMENT OF WORK.

ALL WORKS TO COMPLY WITH CURRENT
BUILDING REGULATIONS.

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Appendix B – TRICS Assessment - Hotel

Calculation Reference: AUDIT-708001-250528-0515

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BU BUCKINGHAMSHIRE	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	GS GLOUCESTERSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	LS LEEDS	1 days

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

Primary Filtering selection:

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

Parameter: Gross floor area
Actual Range: 1080 to 4675 (units: sqm)
Range Selected by User: 1080 to 5000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 12/11/21

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:

Wednesday 1 days
Thursday 2 days
Friday 2 days

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

Selected survey types:

Manual count 5 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:

Suburban Area (PPS6 Out of Centre) 2
Edge of Town 3

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

Selected Location Sub Categories:

Industrial Zone 1
Residential Zone 2
Out of Town 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected
Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:

Use Class:

C1 5 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	1 days
20,001 to 25,000	1 days

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

Population within 5 miles:

25,001 to 50,000	2 days
100,001 to 125,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

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	2 days
1.1 to 1.5	3 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	5 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	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BU-06-A-02	HOLIDAY INN		BUCKINGHAMSHIRE
	NEW ROAD			
	AYLESBURY			
	WESTON TURVILLE			
	Edge of Town			
	Out of Town			
	Total Gross floor area:	4675 sqm		
	Survey date: WEDNESDAY	01/10/14	Survey Type: MANUAL	
2	GS-06-A-02	PREMIER INN		GLOUCESTERSHIRE
	GLOUCESTER ROAD			
	CHELTENHAM SPA			
	SAINT MARKS			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	2393 sqm		
	Survey date: THURSDAY	28/11/13	Survey Type: MANUAL	
3	HC-06-A-07	TRAVELODGE		HAMPSHIRE
	COVE ROAD			
	FLEET			
	Edge of Town			
	Out of Town			
	Total Gross floor area:	1485 sqm		
	Survey date: THURSDAY	09/09/21	Survey Type: MANUAL	
4	LS-06-A-01	HOTEL		LEEDS
	CLIFF ROAD			
	LEEDS			
	HEADINGLEY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Gross floor area:	1080 sqm		
	Survey date: FRIDAY	11/06/10	Survey Type: MANUAL	
5	WO-06-A-04	PREMIER INN		WORCESTERSHIRE
	GROVEWOOD ROAD			
	MALVERN			
	Edge of Town			
	Industrial Zone			
	Total Gross floor area:	2220 sqm		
	Survey date: FRIDAY	12/11/21	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 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.40

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2371	0.236	5	2371	0.751	5	2371	0.987
08:00 - 09:00	5	2371	0.329	5	2371	0.827	5	2371	1.156
09:00 - 10:00	5	2371	0.540	5	2371	0.498	5	2371	1.038
10:00 - 11:00	5	2371	0.354	5	2371	0.236	5	2371	0.590
11:00 - 12:00	5	2371	0.202	5	2371	0.397	5	2371	0.599
12:00 - 13:00	5	2371	0.143	5	2371	0.228	5	2371	0.371
13:00 - 14:00	5	2371	0.253	5	2371	0.270	5	2371	0.523
14:00 - 15:00	5	2371	0.363	5	2371	0.270	5	2371	0.633
15:00 - 16:00	5	2371	0.371	5	2371	0.413	5	2371	0.784
16:00 - 17:00	5	2371	0.557	5	2371	0.304	5	2371	0.861
17:00 - 18:00	5	2371	0.557	5	2371	0.329	5	2371	0.886
18:00 - 19:00	5	2371	0.709	5	2371	0.405	5	2371	1.114
19:00 - 20:00	5	2371	0.574	5	2371	0.413	5	2371	0.987
20:00 - 21:00	5	2371	0.447	5	2371	0.312	5	2371	0.759
21:00 - 22:00	5	2371	0.194	5	2371	0.287	5	2371	0.481
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.829			5.940			11.769

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: 1080 - 4675 (units: sqm)
 Survey date range: 01/01/10 - 12/11/21
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 1
 Surveys manually removed from selection: 0

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

EVOKE TRANSPORT PLANNING CONSULTANTS R+ Building Reading

Licence No: 708001

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2371	0.025	5	2371	0.025	5	2371	0.050
08:00 - 09:00	5	2371	0.059	5	2371	0.059	5	2371	0.118
09:00 - 10:00	5	2371	0.034	5	2371	0.025	5	2371	0.059
10:00 - 11:00	5	2371	0.017	5	2371	0.017	5	2371	0.034
11:00 - 12:00	5	2371	0.000	5	2371	0.017	5	2371	0.017
12:00 - 13:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
13:00 - 14:00	5	2371	0.017	5	2371	0.008	5	2371	0.025
14:00 - 15:00	5	2371	0.025	5	2371	0.025	5	2371	0.050
15:00 - 16:00	5	2371	0.017	5	2371	0.017	5	2371	0.034
16:00 - 17:00	5	2371	0.017	5	2371	0.017	5	2371	0.034
17:00 - 18:00	5	2371	0.042	5	2371	0.042	5	2371	0.084
18:00 - 19:00	5	2371	0.059	5	2371	0.059	5	2371	0.118
19:00 - 20:00	5	2371	0.025	5	2371	0.025	5	2371	0.050
20:00 - 21:00	5	2371	0.025	5	2371	0.025	5	2371	0.050
21:00 - 22:00	5	2371	0.025	5	2371	0.025	5	2371	0.050
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.387			0.386			0.773

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.

EVOKE TRANSPORT PLANNING CONSULTANTS R+ Building Reading

Licence No: 708001

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2371	0.008	5	2371	0.008	5	2371	0.016
08:00 - 09:00	5	2371	0.008	5	2371	0.008	5	2371	0.016
09:00 - 10:00	5	2371	0.017	5	2371	0.017	5	2371	0.034
10:00 - 11:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
11:00 - 12:00	5	2371	0.008	5	2371	0.008	5	2371	0.016
12:00 - 13:00	5	2371	0.008	5	2371	0.008	5	2371	0.016
13:00 - 14:00	5	2371	0.008	5	2371	0.017	5	2371	0.025
14:00 - 15:00	5	2371	0.008	5	2371	0.008	5	2371	0.016
15:00 - 16:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
16:00 - 17:00	5	2371	0.017	5	2371	0.008	5	2371	0.025
17:00 - 18:00	5	2371	0.000	5	2371	0.008	5	2371	0.008
18:00 - 19:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
19:00 - 20:00	5	2371	0.017	5	2371	0.000	5	2371	0.017
20:00 - 21:00	5	2371	0.000	5	2371	0.008	5	2371	0.008
21:00 - 22:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.099			0.098			0.197

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.

EVOKE TRANSPORT PLANNING CONSULTANTS R+ Building Reading

Licence No: 708001

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL PSVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2371	0.017	5	2371	0.017	5	2371	0.034
08:00 - 09:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
09:00 - 10:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
10:00 - 11:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
11:00 - 12:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
12:00 - 13:00	5	2371	0.017	5	2371	0.000	5	2371	0.017
13:00 - 14:00	5	2371	0.000	5	2371	0.017	5	2371	0.017
14:00 - 15:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
15:00 - 16:00	5	2371	0.008	5	2371	0.000	5	2371	0.008
16:00 - 17:00	5	2371	0.017	5	2371	0.017	5	2371	0.034
17:00 - 18:00	5	2371	0.000	5	2371	0.008	5	2371	0.008
18:00 - 19:00	5	2371	0.025	5	2371	0.000	5	2371	0.025
19:00 - 20:00	5	2371	0.008	5	2371	0.025	5	2371	0.033
20:00 - 21:00	5	2371	0.008	5	2371	0.017	5	2371	0.025
21:00 - 22:00	5	2371	0.008	5	2371	0.008	5	2371	0.016
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.108			0.109			0.217

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 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2371	0.008	5	2371	0.000	5	2371	0.008
08:00 - 09:00	5	2371	0.025	5	2371	0.000	5	2371	0.025
09:00 - 10:00	5	2371	0.000	5	2371	0.008	5	2371	0.008
10:00 - 11:00	5	2371	0.008	5	2371	0.017	5	2371	0.025
11:00 - 12:00	5	2371	0.000	5	2371	0.008	5	2371	0.008
12:00 - 13:00	5	2371	0.008	5	2371	0.008	5	2371	0.016
13:00 - 14:00	5	2371	0.000	5	2371	0.008	5	2371	0.008
14:00 - 15:00	5	2371	0.000	5	2371	0.034	5	2371	0.034
15:00 - 16:00	5	2371	0.008	5	2371	0.017	5	2371	0.025
16:00 - 17:00	5	2371	0.017	5	2371	0.000	5	2371	0.017
17:00 - 18:00	5	2371	0.008	5	2371	0.008	5	2371	0.016
18:00 - 19:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
19:00 - 20:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
20:00 - 21:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
21:00 - 22:00	5	2371	0.008	5	2371	0.000	5	2371	0.008
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.090			0.108			0.198

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 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2371	0.236	5	2371	0.903	5	2371	1.139
08:00 - 09:00	5	2371	0.295	5	2371	1.029	5	2371	1.324
09:00 - 10:00	5	2371	0.726	5	2371	0.692	5	2371	1.418
10:00 - 11:00	5	2371	0.447	5	2371	0.270	5	2371	0.717
11:00 - 12:00	5	2371	0.245	5	2371	0.506	5	2371	0.751
12:00 - 13:00	5	2371	0.194	5	2371	0.236	5	2371	0.430
13:00 - 14:00	5	2371	0.287	5	2371	0.312	5	2371	0.599
14:00 - 15:00	5	2371	0.439	5	2371	0.262	5	2371	0.701
15:00 - 16:00	5	2371	0.472	5	2371	0.489	5	2371	0.961
16:00 - 17:00	5	2371	0.658	5	2371	0.312	5	2371	0.970
17:00 - 18:00	5	2371	0.717	5	2371	0.329	5	2371	1.046
18:00 - 19:00	5	2371	0.869	5	2371	0.532	5	2371	1.401
19:00 - 20:00	5	2371	0.751	5	2371	0.515	5	2371	1.266
20:00 - 21:00	5	2371	0.574	5	2371	0.337	5	2371	0.911
21:00 - 22:00	5	2371	0.253	5	2371	0.329	5	2371	0.582
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			7.163			7.053			14.216

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 06 - HOTEL, FOOD & DRINK/A - HOTELS
 MULTI-MODAL PEDESTRIANS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2371	0.025	5	2371	0.008	5	2371	0.033
08:00 - 09:00	5	2371	0.008	5	2371	0.042	5	2371	0.050
09:00 - 10:00	5	2371	0.034	5	2371	0.076	5	2371	0.110
10:00 - 11:00	5	2371	0.000	5	2371	0.042	5	2371	0.042
11:00 - 12:00	5	2371	0.025	5	2371	0.042	5	2371	0.067
12:00 - 13:00	5	2371	0.008	5	2371	0.025	5	2371	0.033
13:00 - 14:00	5	2371	0.025	5	2371	0.017	5	2371	0.042
14:00 - 15:00	5	2371	0.101	5	2371	0.127	5	2371	0.228
15:00 - 16:00	5	2371	0.042	5	2371	0.025	5	2371	0.067
16:00 - 17:00	5	2371	0.118	5	2371	0.093	5	2371	0.211
17:00 - 18:00	5	2371	0.084	5	2371	0.110	5	2371	0.194
18:00 - 19:00	5	2371	0.101	5	2371	0.101	5	2371	0.202
19:00 - 20:00	5	2371	0.101	5	2371	0.143	5	2371	0.244
20:00 - 21:00	5	2371	0.143	5	2371	0.101	5	2371	0.244
21:00 - 22:00	5	2371	0.101	5	2371	0.000	5	2371	0.101
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.916			0.952			1.868

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 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2371	0.008	5	2371	0.008	5	2371	0.016
08:00 - 09:00	5	2371	0.008	5	2371	0.000	5	2371	0.008
09:00 - 10:00	5	2371	0.008	5	2371	0.008	5	2371	0.016
10:00 - 11:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
11:00 - 12:00	5	2371	0.000	5	2371	0.017	5	2371	0.017
12:00 - 13:00	5	2371	0.000	5	2371	0.017	5	2371	0.017
13:00 - 14:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
14:00 - 15:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
15:00 - 16:00	5	2371	0.008	5	2371	0.008	5	2371	0.016
16:00 - 17:00	5	2371	0.008	5	2371	0.017	5	2371	0.025
17:00 - 18:00	5	2371	0.000	5	2371	0.008	5	2371	0.008
18:00 - 19:00	5	2371	0.008	5	2371	0.000	5	2371	0.008
19:00 - 20:00	5	2371	0.017	5	2371	0.000	5	2371	0.017
20:00 - 21:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
21:00 - 22:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.065			0.083			0.148

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 06 - HOTEL, FOOD & DRINK/A - HOTELS
 MULTI-MODAL TOTAL RAIL PASSENGERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
08:00 - 09:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
09:00 - 10:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
10:00 - 11:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
11:00 - 12:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
12:00 - 13:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
13:00 - 14:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
14:00 - 15:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
15:00 - 16:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
16:00 - 17:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
17:00 - 18:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
18:00 - 19:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
19:00 - 20:00	5	2371	0.000	5	2371	0.008	5	2371	0.008
20:00 - 21:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
21:00 - 22:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.008			0.008

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

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 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL COACH PASSENGERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2371	0.025	5	2371	0.025	5	2371	0.050
08:00 - 09:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
09:00 - 10:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
10:00 - 11:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
11:00 - 12:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
12:00 - 13:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
13:00 - 14:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
14:00 - 15:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
15:00 - 16:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
16:00 - 17:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
17:00 - 18:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
18:00 - 19:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
19:00 - 20:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
20:00 - 21:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
21:00 - 22:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.025			0.025			0.050

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

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

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2371	0.034	5	2371	0.034	5	2371	0.068
08:00 - 09:00	5	2371	0.008	5	2371	0.000	5	2371	0.008
09:00 - 10:00	5	2371	0.008	5	2371	0.008	5	2371	0.016
10:00 - 11:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
11:00 - 12:00	5	2371	0.000	5	2371	0.017	5	2371	0.017
12:00 - 13:00	5	2371	0.000	5	2371	0.017	5	2371	0.017
13:00 - 14:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
14:00 - 15:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
15:00 - 16:00	5	2371	0.008	5	2371	0.008	5	2371	0.016
16:00 - 17:00	5	2371	0.008	5	2371	0.017	5	2371	0.025
17:00 - 18:00	5	2371	0.000	5	2371	0.008	5	2371	0.008
18:00 - 19:00	5	2371	0.008	5	2371	0.000	5	2371	0.008
19:00 - 20:00	5	2371	0.017	5	2371	0.008	5	2371	0.025
20:00 - 21:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
21:00 - 22:00	5	2371	0.000	5	2371	0.000	5	2371	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.091			0.117			0.208

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 06 - HOTEL, FOOD & DRINK/A - HOTELS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

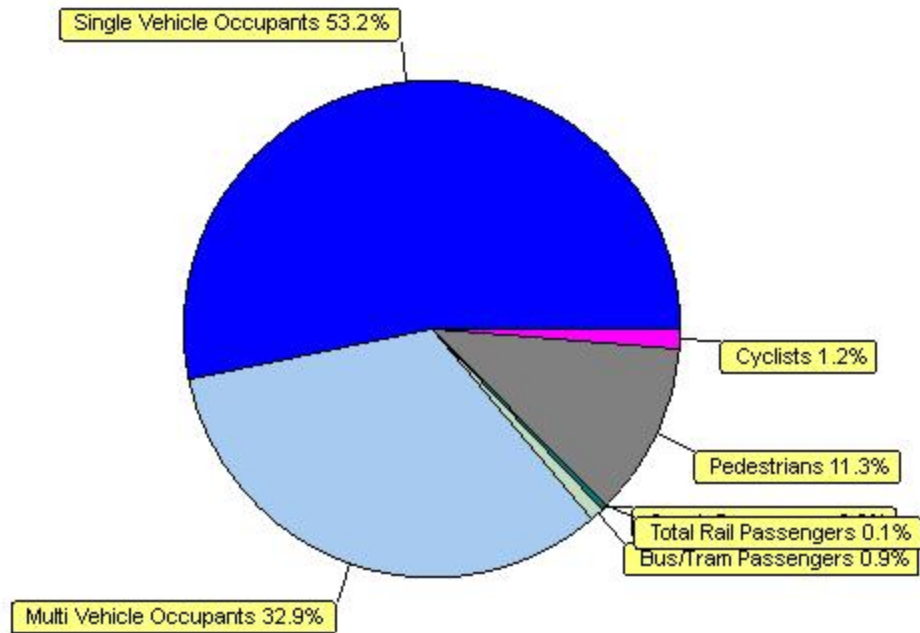
Total People to Total Vehicles ratio (all time periods and directions): 1.40

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	2371	0.304	5	2371	0.945	5	2371	1.249
08:00 - 09:00	5	2371	0.337	5	2371	1.071	5	2371	1.408
09:00 - 10:00	5	2371	0.768	5	2371	0.785	5	2371	1.553
10:00 - 11:00	5	2371	0.456	5	2371	0.329	5	2371	0.785
11:00 - 12:00	5	2371	0.270	5	2371	0.574	5	2371	0.844
12:00 - 13:00	5	2371	0.211	5	2371	0.287	5	2371	0.498
13:00 - 14:00	5	2371	0.312	5	2371	0.337	5	2371	0.649
14:00 - 15:00	5	2371	0.540	5	2371	0.422	5	2371	0.962
15:00 - 16:00	5	2371	0.532	5	2371	0.540	5	2371	1.072
16:00 - 17:00	5	2371	0.801	5	2371	0.422	5	2371	1.223
17:00 - 18:00	5	2371	0.810	5	2371	0.456	5	2371	1.266
18:00 - 19:00	5	2371	0.979	5	2371	0.633	5	2371	1.612
19:00 - 20:00	5	2371	0.869	5	2371	0.666	5	2371	1.535
20:00 - 21:00	5	2371	0.717	5	2371	0.439	5	2371	1.156
21:00 - 22:00	5	2371	0.363	5	2371	0.329	5	2371	0.692
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			8.269			8.235			16.504

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.

Modal Split Percentages



Time Range/Peak Period Selection
Direction: Totals / Use All Times

Appendix C – TRICS Assessment - Nursery

Calculation Reference: AUDIT-708001-250528-0551

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	DR DONCASTER	1 days
	NY NORTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

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

Primary Filtering selection:

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

Parameter: Number of pupils
Actual Range: 90 to 111 (units:)
Range Selected by User: 50 to 200 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

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

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

Selected survey days:

Monday 1 days
Tuesday 2 days
Friday 1 days

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

Selected survey types:

Manual count 4 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:

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 4

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 4 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:

E(f) 4 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

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

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	1 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	4 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	4 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DR-04-D-01 BAWTRY ROAD DONCASTER	NURSERY		DONCASTER
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 111 Survey date: FRIDAY 13/05/22 Survey Type: MANUAL			
2	NN-04-D-01 ROCKINGHAM ROAD KETTERING	NURSERY		NORTH NORTHAMPTONSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 90 Survey date: TUESDAY 07/06/22 Survey Type: MANUAL			
3	NY-04-D-03 WETHERBY ROAD KNARESBOROUGH	NURSERY		NORTH YORKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 90 Survey date: MONDAY 12/06/23 Survey Type: MANUAL			
4	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

Total People to Total Vehicles ratio (all time periods and directions): 2.49

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									
07:00 - 08:00	4	100	0.150	4	100	0.073	4	100	0.223
08:00 - 09:00	4	100	0.180	4	100	0.133	4	100	0.313
09:00 - 10:00	4	100	0.058	4	100	0.048	4	100	0.106
10:00 - 11:00	4	100	0.015	4	100	0.010	4	100	0.025
11:00 - 12:00	4	100	0.003	4	100	0.003	4	100	0.006
12:00 - 13:00	4	100	0.053	4	100	0.060	4	100	0.113
13:00 - 14:00	4	100	0.045	4	100	0.063	4	100	0.108
14:00 - 15:00	4	100	0.020	4	100	0.023	4	100	0.043
15:00 - 16:00	4	100	0.020	4	100	0.020	4	100	0.040
16:00 - 17:00	4	100	0.063	4	100	0.068	4	100	0.131
17:00 - 18:00	4	100	0.143	4	100	0.216	4	100	0.359
18:00 - 19:00	4	100	0.003	4	100	0.038	4	100	0.041
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.753			0.755			1.508

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:	90 - 111 (units:)
Survey date range:	01/01/16 - 06/09/23
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are 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									
07:00 - 08:00	4	100	0.000	4	100	0.000	4	100	0.000
08:00 - 09:00	4	100	0.000	4	100	0.000	4	100	0.000
09:00 - 10:00	4	100	0.000	4	100	0.000	4	100	0.000
10:00 - 11:00	4	100	0.000	4	100	0.000	4	100	0.000
11:00 - 12:00	4	100	0.000	4	100	0.000	4	100	0.000
12:00 - 13:00	4	100	0.008	4	100	0.008	4	100	0.016
13:00 - 14:00	4	100	0.000	4	100	0.000	4	100	0.000
14:00 - 15:00	4	100	0.000	4	100	0.000	4	100	0.000
15:00 - 16:00	4	100	0.000	4	100	0.000	4	100	0.000
16:00 - 17:00	4	100	0.000	4	100	0.000	4	100	0.000
17:00 - 18:00	4	100	0.003	4	100	0.003	4	100	0.006
18:00 - 19:00	4	100	0.000	4	100	0.000	4	100	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

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									
07:00 - 08:00	4	100	0.005	4	100	0.000	4	100	0.005
08:00 - 09:00	4	100	0.005	4	100	0.000	4	100	0.005
09:00 - 10:00	4	100	0.000	4	100	0.000	4	100	0.000
10:00 - 11:00	4	100	0.000	4	100	0.000	4	100	0.000
11:00 - 12:00	4	100	0.000	4	100	0.000	4	100	0.000
12:00 - 13:00	4	100	0.005	4	100	0.003	4	100	0.008
13:00 - 14:00	4	100	0.003	4	100	0.008	4	100	0.011
14:00 - 15:00	4	100	0.000	4	100	0.000	4	100	0.000
15:00 - 16:00	4	100	0.000	4	100	0.005	4	100	0.005
16:00 - 17:00	4	100	0.000	4	100	0.000	4	100	0.000
17:00 - 18:00	4	100	0.000	4	100	0.000	4	100	0.000
18:00 - 19:00	4	100	0.000	4	100	0.000	4	100	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.016			0.034

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									
07:00 - 08:00	4	100	0.263	4	100	0.083	4	100	0.346
08:00 - 09:00	4	100	0.378	4	100	0.168	4	100	0.546
09:00 - 10:00	4	100	0.108	4	100	0.055	4	100	0.163
10:00 - 11:00	4	100	0.023	4	100	0.010	4	100	0.033
11:00 - 12:00	4	100	0.003	4	100	0.003	4	100	0.006
12:00 - 13:00	4	100	0.083	4	100	0.088	4	100	0.171
13:00 - 14:00	4	100	0.073	4	100	0.098	4	100	0.171
14:00 - 15:00	4	100	0.028	4	100	0.038	4	100	0.066
15:00 - 16:00	4	100	0.023	4	100	0.048	4	100	0.071
16:00 - 17:00	4	100	0.078	4	100	0.163	4	100	0.241
17:00 - 18:00	4	100	0.170	4	100	0.424	4	100	0.594
18:00 - 19:00	4	100	0.005	4	100	0.053	4	100	0.058
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.235			1.231			2.466

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									
07:00 - 08:00	4	100	0.105	4	100	0.033	4	100	0.138
08:00 - 09:00	4	100	0.088	4	100	0.048	4	100	0.136
09:00 - 10:00	4	100	0.025	4	100	0.008	4	100	0.033
10:00 - 11:00	4	100	0.005	4	100	0.003	4	100	0.008
11:00 - 12:00	4	100	0.018	4	100	0.040	4	100	0.058
12:00 - 13:00	4	100	0.080	4	100	0.093	4	100	0.173
13:00 - 14:00	4	100	0.055	4	100	0.058	4	100	0.113
14:00 - 15:00	4	100	0.008	4	100	0.003	4	100	0.011
15:00 - 16:00	4	100	0.018	4	100	0.030	4	100	0.048
16:00 - 17:00	4	100	0.020	4	100	0.043	4	100	0.063
17:00 - 18:00	4	100	0.075	4	100	0.110	4	100	0.185
18:00 - 19:00	4	100	0.003	4	100	0.055	4	100	0.058
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.500			0.524			1.024

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									
07:00 - 08:00	4	100	0.028	4	100	0.003	4	100	0.031
08:00 - 09:00	4	100	0.028	4	100	0.003	4	100	0.031
09:00 - 10:00	4	100	0.013	4	100	0.003	4	100	0.016
10:00 - 11:00	4	100	0.003	4	100	0.000	4	100	0.003
11:00 - 12:00	4	100	0.000	4	100	0.015	4	100	0.015
12:00 - 13:00	4	100	0.020	4	100	0.028	4	100	0.048
13:00 - 14:00	4	100	0.003	4	100	0.010	4	100	0.013
14:00 - 15:00	4	100	0.005	4	100	0.003	4	100	0.008
15:00 - 16:00	4	100	0.003	4	100	0.015	4	100	0.018
16:00 - 17:00	4	100	0.003	4	100	0.005	4	100	0.008
17:00 - 18:00	4	100	0.008	4	100	0.013	4	100	0.021
18:00 - 19:00	4	100	0.000	4	100	0.018	4	100	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.114			0.116			0.230

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									
07:00 - 08:00	4	100	0.008	4	100	0.000	4	100	0.008
08:00 - 09:00	4	100	0.000	4	100	0.000	4	100	0.000
09:00 - 10:00	4	100	0.000	4	100	0.000	4	100	0.000
10:00 - 11:00	4	100	0.000	4	100	0.000	4	100	0.000
11:00 - 12:00	4	100	0.000	4	100	0.000	4	100	0.000
12:00 - 13:00	4	100	0.000	4	100	0.000	4	100	0.000
13:00 - 14:00	4	100	0.000	4	100	0.000	4	100	0.000
14:00 - 15:00	4	100	0.000	4	100	0.000	4	100	0.000
15:00 - 16:00	4	100	0.000	4	100	0.000	4	100	0.000
16:00 - 17:00	4	100	0.000	4	100	0.000	4	100	0.000
17:00 - 18:00	4	100	0.000	4	100	0.000	4	100	0.000
18:00 - 19:00	4	100	0.000	4	100	0.005	4	100	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.005			0.013

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									
07:00 - 08:00	4	100	0.035	4	100	0.003	4	100	0.038
08:00 - 09:00	4	100	0.028	4	100	0.003	4	100	0.031
09:00 - 10:00	4	100	0.013	4	100	0.003	4	100	0.016
10:00 - 11:00	4	100	0.003	4	100	0.000	4	100	0.003
11:00 - 12:00	4	100	0.000	4	100	0.015	4	100	0.015
12:00 - 13:00	4	100	0.020	4	100	0.028	4	100	0.048
13:00 - 14:00	4	100	0.003	4	100	0.010	4	100	0.013
14:00 - 15:00	4	100	0.005	4	100	0.003	4	100	0.008
15:00 - 16:00	4	100	0.003	4	100	0.015	4	100	0.018
16:00 - 17:00	4	100	0.003	4	100	0.005	4	100	0.008
17:00 - 18:00	4	100	0.008	4	100	0.013	4	100	0.021
18:00 - 19:00	4	100	0.000	4	100	0.023	4	100	0.023
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.121			0.121			0.242

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

Total People to Total Vehicles ratio (all time periods and directions): 2.49

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									
07:00 - 08:00	4	100	0.409	4	100	0.118	4	100	0.527
08:00 - 09:00	4	100	0.499	4	100	0.218	4	100	0.717
09:00 - 10:00	4	100	0.145	4	100	0.065	4	100	0.210
10:00 - 11:00	4	100	0.030	4	100	0.013	4	100	0.043
11:00 - 12:00	4	100	0.020	4	100	0.058	4	100	0.078
12:00 - 13:00	4	100	0.188	4	100	0.211	4	100	0.399
13:00 - 14:00	4	100	0.133	4	100	0.173	4	100	0.306
14:00 - 15:00	4	100	0.040	4	100	0.043	4	100	0.083
15:00 - 16:00	4	100	0.043	4	100	0.098	4	100	0.141
16:00 - 17:00	4	100	0.100	4	100	0.211	4	100	0.311
17:00 - 18:00	4	100	0.253	4	100	0.546	4	100	0.799
18:00 - 19:00	4	100	0.008	4	100	0.130	4	100	0.138
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.868			1.884			3.752

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 CARS

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									
07:00 - 08:00	4	100	0.150	4	100	0.073	4	100	0.223
08:00 - 09:00	4	100	0.175	4	100	0.128	4	100	0.303
09:00 - 10:00	4	100	0.055	4	100	0.045	4	100	0.100
10:00 - 11:00	4	100	0.013	4	100	0.010	4	100	0.023
11:00 - 12:00	4	100	0.000	4	100	0.000	4	100	0.000
12:00 - 13:00	4	100	0.043	4	100	0.048	4	100	0.091
13:00 - 14:00	4	100	0.043	4	100	0.063	4	100	0.106
14:00 - 15:00	4	100	0.018	4	100	0.020	4	100	0.038
15:00 - 16:00	4	100	0.020	4	100	0.018	4	100	0.038
16:00 - 17:00	4	100	0.060	4	100	0.068	4	100	0.128
17:00 - 18:00	4	100	0.138	4	100	0.211	4	100	0.349
18:00 - 19:00	4	100	0.003	4	100	0.035	4	100	0.038
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.718			0.719			1.437

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 LGVS

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									
07:00 - 08:00	4	100	0.000	4	100	0.000	4	100	0.000
08:00 - 09:00	4	100	0.005	4	100	0.005	4	100	0.010
09:00 - 10:00	4	100	0.003	4	100	0.003	4	100	0.006
10:00 - 11:00	4	100	0.003	4	100	0.000	4	100	0.003
11:00 - 12:00	4	100	0.003	4	100	0.003	4	100	0.006
12:00 - 13:00	4	100	0.003	4	100	0.005	4	100	0.008
13:00 - 14:00	4	100	0.003	4	100	0.000	4	100	0.003
14:00 - 15:00	4	100	0.003	4	100	0.003	4	100	0.006
15:00 - 16:00	4	100	0.000	4	100	0.003	4	100	0.003
16:00 - 17:00	4	100	0.003	4	100	0.000	4	100	0.003
17:00 - 18:00	4	100	0.003	4	100	0.003	4	100	0.006
18:00 - 19:00	4	100	0.000	4	100	0.003	4	100	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.029			0.028			0.057

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 Servicing 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									
07:00 - 08:00	4	100	0.000	4	100	0.000	4	100	0.000
08:00 - 09:00	4	100	0.000	4	100	0.000	4	100	0.000
09:00 - 10:00	4	100	0.003	4	100	0.003	4	100	0.006
10:00 - 11:00	4	100	0.003	4	100	0.000	4	100	0.003
11:00 - 12:00	4	100	0.003	4	100	0.003	4	100	0.006
12:00 - 13:00	4	100	0.003	4	100	0.005	4	100	0.008
13:00 - 14:00	4	100	0.003	4	100	0.000	4	100	0.003
14:00 - 15:00	4	100	0.000	4	100	0.000	4	100	0.000
15:00 - 16:00	4	100	0.000	4	100	0.003	4	100	0.003
16:00 - 17:00	4	100	0.003	4	100	0.000	4	100	0.003
17:00 - 18:00	4	100	0.000	4	100	0.003	4	100	0.003
18:00 - 19:00	4	100	0.000	4	100	0.000	4	100	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.017			0.035

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.