



Bright Horizons, Hedge End

Transport Note

Client: Bright Horizons Nursery

i-Transport Ref: DS/SG/ITS200093-001B

Date: 09 May 2025

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i-Transport LLP

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Quality Management

Report No.	Comments	Date	Author	Authorised
ITS200093-001	Draft	01/05/2025	SG/DG	DS
ITS200093-001A	Issue	06/05/2025	SG/DG	DS
ITS200093-001A	Re-issue	09/05/2025	SG/DG	DS

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Contents

SECTION 1	Introduction	1
SECTION 2	Policy Context	3
SECTION 3	Site Accessibility	6
SECTION 4	Development Proposal	9
SECTION 5	Consideration to Parking Provision	11
SECTION 6	Traffic Impact	15
SECTION 7	Summary and Conclusion	16

Figures

Figure 1	Site Location Plan
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Appendices

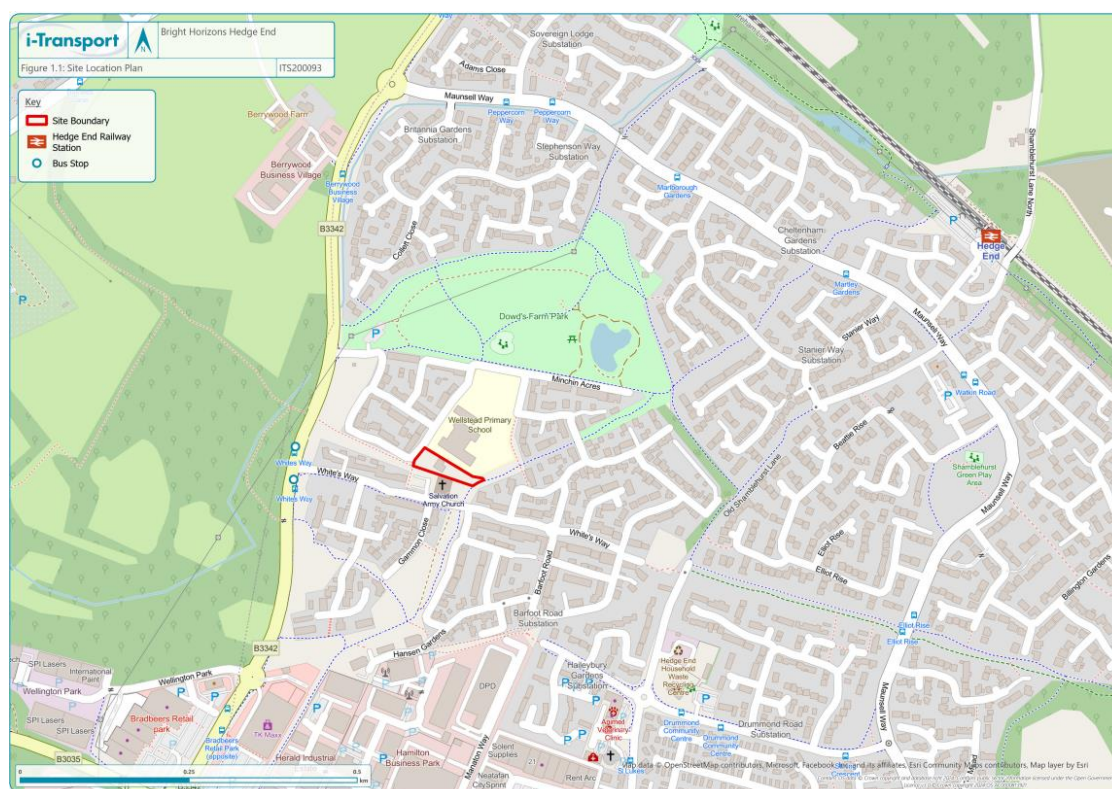
APPENDIX A.	Site Layout
APPENDIX B.	TRICS Outputs

SECTION 1 Introduction

1.1 Background and Context

- 1.1.1 Bright Horizons Nursery has appointed i-Transport LLP to provide highways and transport advice in relation to a planning application for the provision of a new classroom building in the rear garden of the existing nursery.
- 1.1.2 The new classroom building will comprise a of a 50sqm (GIA) standalone classroom in the rear garden of the day nursery to accommodate up to c. 16 children.
- 1.1.3 The nursery is located on Pomeroy Crescent in Hedge End. A Site Location Plan is provided as **Figure 1** and extracted below.

Image 1.1: Site Location



1.2 Scope

- 1.2.1 This Transport Note (TN) addresses the key transport matters in relation to the provision of a new classroom building in the rear garden of the nursery. It considers the trip generation of the proposal, as well as assessing the impact upon the existing car park and whether there are any local highway safety concerns. The Note also provides a review of the sustainability credentials of the site.

1.3 **Structure**

1.3.1 The remainder of this report is structured as follows:

- Section 2 – Policy Context
- Section 3 – Site Accessibility
- Section 4 – Development Proposal
- Section 5 – Consideration to Parking Provision
- Section 6 – Traffic Impact
- Section 7 – Summary and Conclusion

SECTION 2 Policy Context

2.1 National Policy

National Planning Policy Framework (December 2024)

- 2.1.1 The NPPF details the Government's planning policies and set out how these are expected to be applied in relation to development proposals. The NPPF is a material consideration in determining applications for development.
- 2.1.2 The NPPF confirms (ref: paragraph 10) that at the forefront of planning is the ***"presumption in favour of sustainable development."***
- 2.1.3 The scope and structure of this TN has been prepared to assess the proposal against the four key transport tests outlined in paragraph 115 of the NPPF:
- a) ***sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;***
 - b) ***Safe and suitable access to the Site can be achieved for all users;***
 - c) ***The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and***
 - d) ***Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.***

- 2.1.4 Paragraph 116 of the NPPF goes on to state:

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

National Planning Practice Guidance (NPPG) March 2014

- 2.1.5 The web-based National Planning Practice Guidance (NPPG) bring together planning guidance for England across all disciplines in an accessible way as well as to provide a clear link between guidance and the aims and objectives of the NPPF. The NPPG discusses the role of travel plans and transport assessments / statements and how they relate to each other.

2.2 Local Policy

Hampshire Local Transport Plan

2.2.1 Hampshire Local Transport Plan (LTP4) supersedes the third LTP and forms the primary transport policy for the County Council to 2050. The Plan describes the transport vision for 2050, the key transport outcomes the county is seeking to achieve, and the guiding principles that will guide future investment and decision making within the County Council in relation to transport and travel.

2.2.2 Policy C5 of the LTP aims to support local living and reduce demands on transport. It states:

“We will support measures that enable residents to make greater use of local services and facilities and will create stronger communities (based around the liveable neighbourhood concept) ...

... and support plans that re-vitalise town centres, neighbourhood centres and local villages, to encourage residents to ‘live locally’.”

2.2.3 Through this policy, the Council aims to increase the ability to live locally and create stronger communities.

Eastleigh Borough Local Plan (2016-2036)

2.2.4 The Local Plan was adopted in April 2022 and sets out the policies and plans to guide future development up to 2036. It identifies how much development is required and key locations for this development, the infrastructure and services needed to support new and existing communities and areas which will be protected from development.

2.2.5 The Borough Council's strategy focuses on:

- ***“Addressing the shortage of pre-school places and ensuring that there are enough school places to meet the needs of the existing and future population.”***

2.2.6 Policy DM36 - Community, leisure and cultural facilities states:

“The development of new community, cultural and leisure facilities and extensions to existing facilities will be permitted within Eastleigh town centre, district and local centres, neighbourhood parades and in the new local centres to be provided as part of the strategic housing sites. Proposals must be of a scale appropriate to the centre. Proposals for such facilities within the urban edge but outside these centres will need to demonstrate that:

- ***they are readily accessible to the communities they are intended to serve by a variety of modes of transport;***
- ***there is no adverse impact on existing and proposed centres; and***

- ***there are no suitable, viable and available sites within an existing centre or edge of centre location.***

2.2.7 Policy S10 of the Adopted Local Plan recognises the need to ensure adequate provision of facilities to serve the Boroughs communities, especially in areas which experience significant housing growth.

2.2.8 Strategic Policy S11 states:

“The Council will work with the highway authorities, Solent Transport, transport operators, funding bodies and developers to minimise transport emissions, pollution and congestion by ensuring new developments:

- ***encourage walking, cycling and the use of public transport; and***
- ***minimise congestion and support safety on the highway network as informed by appropriate transport assessments; and***
- ***safeguarding the routes and securing the funding to deliver new and improved transport infrastructure”***

2.2.9 Lastly, Policy DM13 goes onto say:

“All new development must have safe and convenient access to the highway network and make provision for access to, and by, other transport modes including public transport and cycle and pedestrian routes as appropriate.”

2.2.10 The development will also pay consideration to Policy DM14 Parking – in particular, the provision of site-specific analysis to establish whether the parking provision is suitable to accommodate the needs of the proposed development.

2.3 Summary

2.3.1 Overall, it is clear that the shortage of pre-school places and ensuring that there are enough school places to meet the needs of the existing and future population must be addressed. Both Plans will support measures that enable residents to make greater use of local services and facilities and to ensure adequate provision of such facilities.

SECTION 3 Site Accessibility

3.1.1 This section of the TN details the existing transport conditions within the vicinity of the site including the walking, cycling and public transport opportunities as well as a review of the highway safety.

3.2 Walking and Cycling

3.2.1 The nursery is located within the residential area of Hedge End with Wellstead Primary School to the north and the Salvation Army Church to the south with residential development to the west and east. A shared footway / cycleway is provided on Pomeroy Crescent which continues to Tollbar Way and Maunsell Way providing a direct connection northeast to Hedge End railway station as well as residential areas in Hedge End. Dropped kerbs with tactile paving are provided on all junctions / side roads throughout this route.

3.2.2 There are also a number of traffic free cycleways and footways accessible from Minchin Acres to the north of the site which provide routes throughout the local residential area making walking journeys with children a safe and viable option, complemented by well-lit conditions.

3.3 Public Transport

Bus

3.3.1 The closest bus stops are situated on Tollbar Way, approximately 280m away. Both stops offer a seated bus shelter with a flagpole and timetabled information. Tactile paving and dropped kerbs provide formal crossing points to both stops from the most direct route from the nursery, approximately 4 minutes away.

3.3.2 Bus route 14 serves both stops, serving local areas in the vicinity of the nursery including Hedge End, West End and Hedge End Retail Park, a large employment area. A summary of the bus service is provided below in **Table 3.1**.

Table 3.1: Bus Service Frequency

Bus Stop	Service	Route	Service Frequency Monday -Friday
White's Way Northbound	14	Southampton – Hedge End	1-2 services an hour, first departure at 05:59, last departure at 18:36 (continuing until 23:12)
White's Way Southbound	14	Hedge End - Southampton	1-2 services an hour, first departure at 05:59, last departure at 18:36 (continuing until 23:12)

Source: Bluestar / bus times in line with nursery opening and closing hours

Rail

- 3.3.3 The closest train station is Hedge End, located 1.2km east from the nursery and is accessible via a 16-minute walk or 4-minute cycle. The proximity of the rail station makes it a viable option for staff or visitor travel to and from the nursery and offers a feasible opportunity for parents to drop their child at the nursery as part of their commuting journey. Hedge End station offers a direct service to London Waterloo, Portsmouth Harbour and Winchester, a summary of which is provided in **Table 3.2** below.

Table 4.2: Rail Service Summary

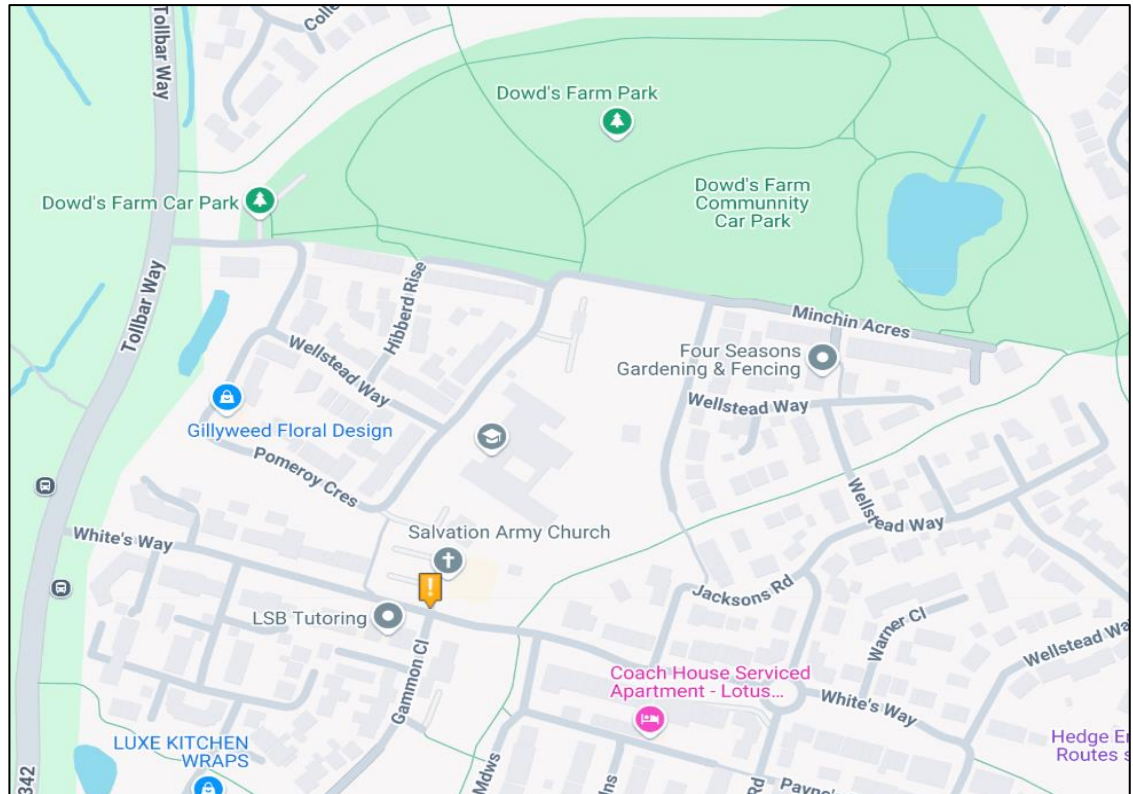
Station	Destination	Typical Frequency		Average Journey Duration
		Peak	Off-Peak	
Hedge End	Eastleigh	1 service	1 service	6 minutes
	Fareham	1 service	1 service	12 minutes
	Winchester	1 service	1 service	16 minutes
	Portsmouth Harbour	1 service	1 service	41 minutes
	London Waterloo	1 service	1 service	1hr 30 minutes

Source: National Rail

3.4 Highway Safety

- 3.4.1 Personal Injury Accident (PIA) data has been obtained from Crashmap for the latest available five-year period of 2019-2023. One accident of slight severity occurred on Whites Way, as shown below in **Image 3.1**. The accident reported suggests no indication of prevailing highway safety issues.

Image 3.1: PIA Data



Source: Crashmap

3.5 Summary

- 3.5.1 The site is well located within the established residential area of Hedge End and offers realistic sustainable travel opportunities to and from the site.
- 3.5.2 The nursery's location also facilitates the opportunity for parents to drop off and pick up their child on their commuting journey with regular bus services providing a connection around Southampton and Hedge End as well as rail services from Hedge End station.

SECTION 4 Development Proposal

4.1 Overview

4.1.1 The proposed development is for the erection of a 50sqm (GIA) standalone classroom in the rear garden of the nursery to accommodate c. 16 children.

4.1.2 The proposed garden plan with the standalone classroom is illustrated below and provided as **Appendix A**.

Image 4.1: Proposed Garden Plan



4.1.3 Within the new classroom there will either be 16 No. 3-4 year olds with two members of staff or 15 No. 2 year olds with three members of staff.

4.2 Access Arrangements

4.2.1 The access will continue to be taken from Pomeroy Crescent and no alterations to the access are proposed. The existing access is shown in **Image 4.2**.

Image 4.2: Existing Site Access



4.3 Servicing Arrangements

- 4.3.1 There will be no proposed changes to the servicing arrangements of the nursery – supplies to accommodate the additional pupils will be incorporated into the existing servicing activities of the site.

4.4 Parking

- 4.4.1 No changes are proposed to the existing car parking layout of the site. Details of the consideration given to the suitability of the parking provision at the nursery is discussed further in Section 5.

SECTION 5 Consideration to Parking Provision

5.1 Parking

5.1.1 The car park currently provides 20 parking spaces; therefore, consideration is needed as to whether the size is adequate to accommodate the additional number of staff and children.

Parking Survey

5.1.2 As such, Bright Horizons Nursery undertook a parking survey from Wednesday 2nd April 2025 to Friday 4th April 2025, whereby one of the staff members manually counted how many parking spaces were occupied at the drop off and pick up period, including disabled spaces.

5.1.3 The results for each day of the parking survey are split into morning drop off and afternoon pick up and are provided below.

Table 5.2: Parking Survey – Wednesday 2nd April

Time Period	Number of Vehicles	Disabled Users
Morning Drop Off		
08:00-08:05	5	0
08:05-08:10	10	0
08:10-08:15	14	0
08:15-08:20	16	0
08:20-08:25	16	0
08:25-08:30	15	0
08:30-08:35	15	0
08:35-08:40	13	0
08:40-08:45	13	0
08:45-08:50	11	0
08:50-08:55	12	0
08:55-09:00	12	0
Afternoon Pick Up		
16:45-16:50	12	0
16:50-16:55	14	0
16:55-17:00	14	0
17:00-17:05	14	0
17:05-17:10	15	0
17:10-17:15	15	0

Time Period	Number of Vehicles	Disabled Users
17:15-17:20	16	0
17:20-17:25	16	0
17:25-17:30	14	0
17:30-17:35	14	0
17:35-17:40	16	0
17:40-17:45	16	0
17:45-17:50	14	0
17:50-17:55	13	0
17:55-18:00	8	0

Table 5.3: Parking Survey – Thursday 3rd April

Time Period	Number of Vehicles	Disabled Users
Morning Drop Off		
08:00-08:05	7	0
08:05-08:10	11	0
08:10-08:15	13	0
08:15-08:20	13	0
08:20-08:25	13	0
08:25-08:30	13	0
08:30-08:35	16	0
08:35-08:40	16	0
08:40-08:45	17	0
08:45-08:50	14	0
08:50-08:55	14	0
08:55-09:00	12	0
Afternoon Pick Up		
16:45-16:50	12	0
16:50-16:55	12	0
16:55-17:00	10	00
17:00-17:05	13	0
17:05-17:10	11	0
17:10-17:15	11	0
17:15-17:20	13	0
17:20-17:25	14	0
17:25-17:30	14	0

Time Period	Number of Vehicles	Disabled Users
17:30-17:35	15	0
17:35-17:40	15	00
17:40-17:45	10	
17:45-17:50	10	0
17:50-17:55	10	0
17:55-18:00	10	0

Table 5.4: Parking Survey – Friday 4th April

Time Period	Number of Vehicles	Disabled Users
Morning Drop Off		
08:00-08:05	10	0
08:05-08:10	10	0
08:10-08:15	12	0
08:15-08:20	12	0
08:20-08:25	10	0
08:25-08:30	14	0
08:30-08:35	14	0
08:35-08:40	11	0
08:40-08:45	11	0
08:45-08:50	11	0
08:50-08:55	10	0
08:55-09:00	10	0
Afternoon Pick Up		
16:45-16:50	10	0
16:50-16:55	10	0
16:55-17:00	11	0
17:00-17:05	11	0
17:05-17:10	11	0
17:10-17:15	11	0
17:15-17:20	10	0
17:20-17:25	11	0
17:25-17:30	13	0
17:30-17:35	12	0
17:35-17:40	12	0
17:40-17:45	11	0

Time Period	Number of Vehicles	Disabled Users
17:45-17:50	9	0
17:50-17:55	9	0
17:55-18:00	7	0

Analysis

- 5.1.4 The results from the parking survey show that the highest number of parking spaces occupied at one given time is 17, which occurred once during a 5-minute period, with the disabled space not being occupied through the survey period.
- 5.1.5 Across the 81 time periods surveyed there was a total of 995 car parking space occupancies (with some vehicles present from a previous time period), equating to an average parking demand of 12.2 (995 occupancies / 81 time periods) parking spaces during pick-up and drop-off periods.
- 5.1.6 At present, the nursery has capacity for 57 pupils – this equates to an average parking demand of 0.21 spaces per 5-minute time slot (12.2 spaces / 57 pupils). The proposal seeks to increase the child capacity to 73, resulting in a new average parking demand of 15.3 (73 pupils * 0.21), an increase of 3 vehicles.
- 5.1.7 The new parking demand is still within the existing car parking provision, and therefore no increase in parking provision is required to accommodate the demands of the proposed additional classroom.

SECTION 6 Traffic Impact

6.1.1 This section of the TN assesses the likely traffic generation and vehicular impact of the proposed additional 50sqm (GIA) stand-alone classroom.

6.2 Extant Trip Generation

6.2.1 In order to appropriately reflect the trip generation of the existing nursery site, multi-modal trip rates have been obtained from the TRICS database for 'Education – Nursery' category for the typical network peak of 08:00-09:00 and 17:00- 18:00. The full TRICS outputs are contained within **Appendix B** and resultant trip generation is shown in **Table 5.1.2**

Table 5.1: Existing Trip Rates and Trip Generation – Nursery (57 children)

	Trip Rate			Traffic Generation		
	In	Out	Two-Way	In	Out	Two-Way
Morning Peak (08:00 – 09:00)	0.194	0.120	0.314	11	7	18
Evening Peak (17:00 – 18:00)	0.154	0.200	0.354	9	11	20

Source: TRICS version 8.1.1

6.2.2 The trip rates have been applied to the proposed increase in capacity to reflect the additional movement that the new classroom would be forecast to generate, as shown in **Table 5.2**.

Table 5.2: Forecast Trip Rates and Trip Generation – Nursery (73 children)

	Trip Rate			Traffic Generation		
	In	Out	Two-Way	In	Out	Two-Way
Morning Peak (08:00 – 09:00)	0.194	0.120	0.314	14	9	23
Evening Peak (17:00 – 18:00)	0.154	0.200	0.354	11	15	26

Source: TRICS version 8.1.1

Net Traffic Impact

6.2.3 The proposed use of the site forecasts a slight increase in net traffic impact – this again reflects that there will be limited additional parking demand generated by the proposed development.

6.2.4 The nursery along with the stand-alone classroom has the potential to generate up to 23 two-way movements in the morning peak hour and 26 two-way movements in the evening peak hour. This equates to an increase of 5 movements in the morning and 6 movements in the evening in comparison to the existing use; this level of movement will not have a material impact upon the performance of the highway network.

SECTION 7 Summary and Conclusion

- 7.1 Bright Horizons Nursery has appointed i-Transport LLP to provide highways and transport advice in relation to a planning application for the erection of a new classroom building in the rear garden of the existing nursery.
- 7.2 The new classroom building would comprise a 50sqm (GIA) standalone classroom in the rear garden of the day nursery to accommodate c. 16 children.
- 7.3 The site is well located within the established residential area of Hedge End and offers realistic sustainable travel opportunities to and from the site. The nursery's location facilitates the opportunity for parents to drop off and pick up their child on their commuting journey with regular bus services providing a connection around Southampton and Hedge End as well as rail services from Hedge End station.
- 7.4 Access will continue to be taken from Pomeroy Crescent and there will be no changes to the servicing arrangements of the nursery.
- 7.5 Surveys of the existing parking demands of the site have been undertaken and presented within the Transport Note. It has been demonstrated that the existing parking provision will be sufficient to accommodate the demand arising from the increased child capacity.
- 7.6 The standalone classroom has a negligible impact on trip generation and the traffic demand arising from it will not have a material impact on the performance of the highway network.
- 7.7 On that basis, the Transport Note demonstrates that the proposed additional classroom is consistent with the requirements of the National Planning Policy Framework, including paragraph 115.

FIGURES

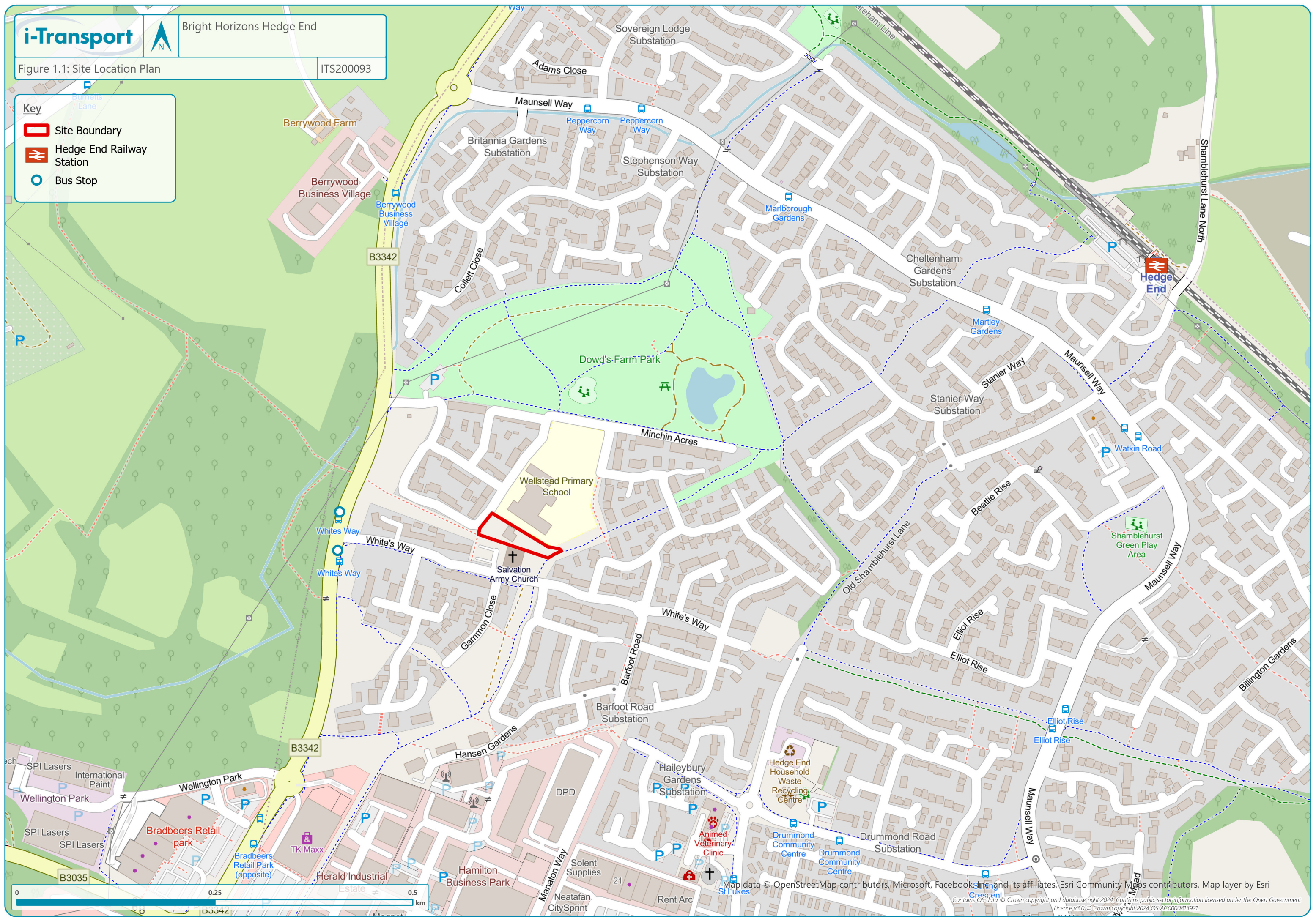


Figure 1.1: Site Location Plan

ITS200093

Key

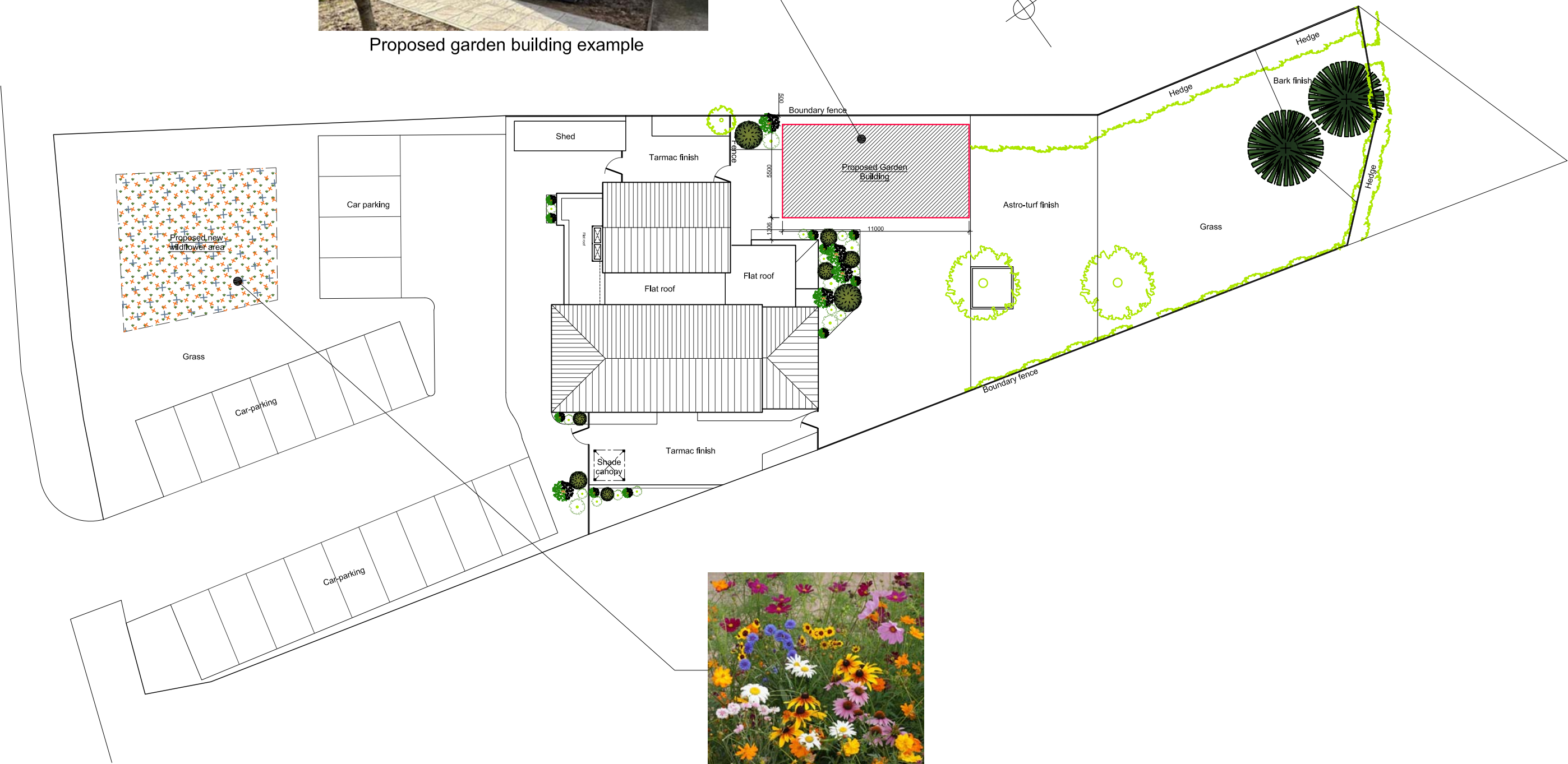
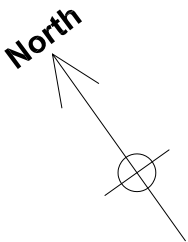
-  Site Boundary
-  Hedge End Railway Station
-  Bus Stop



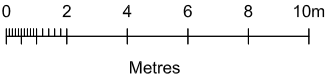
APPENDIX A. Site Layout



Proposed garden building example



Proposed Wildflower planting area
(Image for example)



109

Site	Hedge End - 4575							Address	Pomeroy Crescent, Hedge End	
Title	Proposed Garden Plan								Southampton	
Drawn	SM	Date	07.05.25	Rev	13	Status	PRO	Scale	1:250	SO30 2LF

All dimensions are in millimetres
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APPENDIX B. TRICS Outputs

Calculation Reference: AUDIT-236601-250430-0401

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	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

i-Transport The Square Basingstoke

Licence No: 236601

Primary Filtering selection:

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

Parameter: Number of pupils
Actual Range: 49 to 75 (units:)
Range Selected by User: 20 to 80 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 05/09/23

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:

Tuesday 2 days
Friday 1 days

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

Selected survey types:

Manual count 3 days
Directional ATC Count 0 days

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

Selected Locations:

Edge of Town Centre 2
Suburban Area (PPS6 Out of Centre) 1

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 3

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 3 days - Selected
Servicing vehicles Excluded X days - Selected

Secondary Filtering selection:

Use Class:

E(f) 3 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:

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

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

125,001 to 250,000	2 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:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.1 to 1.5	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	3 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	3 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	LN-04-D-01	NURSERY		LINCOLNSHIRE
	NEWARK ROAD			
	LINCOLN			
	SWALLOW BECK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:	49		
	Survey date: TUESDAY	31/10/17	Survey Type: MANUAL	
2	TW-04-D-05	NURSERY		TYNE & WEAR
	COLBY COURT			
	NEWCASTLE UPON TYNE			
	ELSWICK			
	Edge of Town Centre			
	Residential Zone			
	Total Number of pupils:	51		
	Survey date: TUESDAY	05/09/23	Survey Type: MANUAL	
3	WS-04-D-01	NURSERY		WEST SUSSEX
	FARNCOMBE ROAD			
	WORTHING			
	Edge of Town Centre			
	Residential Zone			
	Total Number of pupils:	75		
	Survey date: FRIDAY	13/05/22	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.

i-Transport The Square Basingstoke

Licence No: 236601

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): 2.42

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	3	58	0.126	3	58	0.057	3	58	0.183
08:00 - 09:00	3	58	0.194	3	58	0.120	3	58	0.314
09:00 - 10:00	3	58	0.091	3	58	0.091	3	58	0.182
10:00 - 11:00	3	58	0.029	3	58	0.029	3	58	0.058
11:00 - 12:00	3	58	0.034	3	58	0.040	3	58	0.074
12:00 - 13:00	3	58	0.051	3	58	0.080	3	58	0.131
13:00 - 14:00	3	58	0.074	3	58	0.080	3	58	0.154
14:00 - 15:00	3	58	0.017	3	58	0.011	3	58	0.028
15:00 - 16:00	3	58	0.109	3	58	0.120	3	58	0.229
16:00 - 17:00	3	58	0.097	3	58	0.097	3	58	0.194
17:00 - 18:00	3	58	0.154	3	58	0.200	3	58	0.354
18:00 - 19:00	3	58	0.017	3	58	0.069	3	58	0.086
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.993			0.994			1.987

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

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

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Parameter summary

Trip rate parameter range selected:	49 - 75 (units:)
Survey date range:	01/01/16 - 05/09/23
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

i-Transport The Square Basingstoke

Licence No: 236601

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	3	58	0.000	3	58	0.000	3	58	0.000
08:00 - 09:00	3	58	0.029	3	58	0.011	3	58	0.040
09:00 - 10:00	3	58	0.000	3	58	0.000	3	58	0.000
10:00 - 11:00	3	58	0.000	3	58	0.000	3	58	0.000
11:00 - 12:00	3	58	0.000	3	58	0.000	3	58	0.000
12:00 - 13:00	3	58	0.006	3	58	0.000	3	58	0.006
13:00 - 14:00	3	58	0.000	3	58	0.000	3	58	0.000
14:00 - 15:00	3	58	0.000	3	58	0.000	3	58	0.000
15:00 - 16:00	3	58	0.000	3	58	0.000	3	58	0.000
16:00 - 17:00	3	58	0.000	3	58	0.000	3	58	0.000
17:00 - 18:00	3	58	0.000	3	58	0.011	3	58	0.011
18:00 - 19:00	3	58	0.000	3	58	0.000	3	58	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.035			0.022			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.

i-Transport The Square Basingstoke

Licence No: 236601

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	3	58	0.034	3	58	0.006	3	58	0.040
08:00 - 09:00	3	58	0.137	3	58	0.063	3	58	0.200
09:00 - 10:00	3	58	0.131	3	58	0.051	3	58	0.182
10:00 - 11:00	3	58	0.040	3	58	0.029	3	58	0.069
11:00 - 12:00	3	58	0.034	3	58	0.034	3	58	0.068
12:00 - 13:00	3	58	0.057	3	58	0.063	3	58	0.120
13:00 - 14:00	3	58	0.074	3	58	0.091	3	58	0.165
14:00 - 15:00	3	58	0.017	3	58	0.011	3	58	0.028
15:00 - 16:00	3	58	0.086	3	58	0.137	3	58	0.223
16:00 - 17:00	3	58	0.029	3	58	0.069	3	58	0.098
17:00 - 18:00	3	58	0.057	3	58	0.109	3	58	0.166
18:00 - 19:00	3	58	0.000	3	58	0.029	3	58	0.029
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.696			0.692			1.388

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.

i-Transport The Square Basingstoke

Licence No: 236601

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	3	58	0.006	3	58	0.006	3	58	0.012
08:00 - 09:00	3	58	0.040	3	58	0.000	3	58	0.040
09:00 - 10:00	3	58	0.034	3	58	0.017	3	58	0.051
10:00 - 11:00	3	58	0.000	3	58	0.000	3	58	0.000
11:00 - 12:00	3	58	0.017	3	58	0.040	3	58	0.057
12:00 - 13:00	3	58	0.006	3	58	0.000	3	58	0.006
13:00 - 14:00	3	58	0.017	3	58	0.011	3	58	0.028
14:00 - 15:00	3	58	0.000	3	58	0.006	3	58	0.006
15:00 - 16:00	3	58	0.017	3	58	0.023	3	58	0.040
16:00 - 17:00	3	58	0.011	3	58	0.063	3	58	0.074
17:00 - 18:00	3	58	0.006	3	58	0.017	3	58	0.023
18:00 - 19:00	3	58	0.000	3	58	0.006	3	58	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.154			0.189			0.343

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.

i-Transport The Square Basingstoke

Licence No: 236601

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	3	58	0.000	3	58	0.000	3	58	0.000
08:00 - 09:00	3	58	0.000	3	58	0.000	3	58	0.000
09:00 - 10:00	3	58	0.000	3	58	0.000	3	58	0.000
10:00 - 11:00	3	58	0.000	3	58	0.000	3	58	0.000
11:00 - 12:00	3	58	0.000	3	58	0.000	3	58	0.000
12:00 - 13:00	3	58	0.006	3	58	0.000	3	58	0.006
13:00 - 14:00	3	58	0.000	3	58	0.000	3	58	0.000
14:00 - 15:00	3	58	0.000	3	58	0.000	3	58	0.000
15:00 - 16:00	3	58	0.000	3	58	0.000	3	58	0.000
16:00 - 17:00	3	58	0.000	3	58	0.006	3	58	0.006
17:00 - 18:00	3	58	0.000	3	58	0.000	3	58	0.000
18:00 - 19:00	3	58	0.000	3	58	0.000	3	58	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

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.

i-Transport The Square Basingstoke

Licence No: 236601

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): 2.42

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	3	58	0.223	3	58	0.034	3	58	0.257
08:00 - 09:00	3	58	0.646	3	58	0.194	3	58	0.840
09:00 - 10:00	3	58	0.303	3	58	0.160	3	58	0.463
10:00 - 11:00	3	58	0.086	3	58	0.069	3	58	0.155
11:00 - 12:00	3	58	0.109	3	58	0.137	3	58	0.246
12:00 - 13:00	3	58	0.137	3	58	0.154	3	58	0.291
13:00 - 14:00	3	58	0.206	3	58	0.217	3	58	0.423
14:00 - 15:00	3	58	0.040	3	58	0.029	3	58	0.069
15:00 - 16:00	3	58	0.263	3	58	0.354	3	58	0.617
16:00 - 17:00	3	58	0.143	3	58	0.337	3	58	0.480
17:00 - 18:00	3	58	0.240	3	58	0.549	3	58	0.789
18:00 - 19:00	3	58	0.011	3	58	0.177	3	58	0.188
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.407			2.411			4.818

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.

i-Transport The Square Basingstoke

Licence No: 236601

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	3	58	0.120	3	58	0.051	3	58	0.171
08:00 - 09:00	3	58	0.194	3	58	0.120	3	58	0.314
09:00 - 10:00	3	58	0.074	3	58	0.074	3	58	0.148
10:00 - 11:00	3	58	0.023	3	58	0.023	3	58	0.046
11:00 - 12:00	3	58	0.029	3	58	0.034	3	58	0.063
12:00 - 13:00	3	58	0.051	3	58	0.080	3	58	0.131
13:00 - 14:00	3	58	0.063	3	58	0.069	3	58	0.132
14:00 - 15:00	3	58	0.011	3	58	0.006	3	58	0.017
15:00 - 16:00	3	58	0.103	3	58	0.114	3	58	0.217
16:00 - 17:00	3	58	0.091	3	58	0.097	3	58	0.188
17:00 - 18:00	3	58	0.154	3	58	0.194	3	58	0.348
18:00 - 19:00	3	58	0.017	3	58	0.069	3	58	0.086
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.930			0.931			1.861

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

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Calculation Reference: AUDIT-236601-250430-0428

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

<u>Selected regions and areas:</u>		
02	SOUTH EAST	
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
	NN NORTH NORTHAMPTONSHIRE	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

i-Transport The Square Basingstoke

Licence No: 236601

Primary Filtering selection:

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

Parameter: Number of pupils
Actual Range: 49 to 90 (units:)
Range Selected by User: 20 to 100 (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:

Tuesday 3 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:

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

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 5 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:

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

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

Secondary Filtering selection (Cont.):

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	2 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:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.1 to 1.5	2 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.

i-Transport The Square Basingstoke

Licence No: 236601

LIST OF SITES relevant to selection parameters

1	LN-04-D-01	NURSERY		LINCOLNSHIRE
	NEWARK ROAD			
	LINCOLN			
	SWALLOW BECK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:	49		
	Survey date: TUESDAY	31/10/17	Survey Type: MANUAL	
2	NN-04-D-01	NURSERY		NORTH NORTHAMPTONSHIRE
	ROCKINGHAM ROAD			
	KETTERING			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:	90		
	Survey date: TUESDAY	07/06/22	Survey Type: MANUAL	
3	TW-04-D-05	NURSERY		TYNE & WEAR
	COLBY COURT			
	NEWCASTLE UPON TYNE			
	ELSWICK			
	Edge of Town Centre			
	Residential Zone			
	Total Number of pupils:	51		
	Survey date: TUESDAY	05/09/23	Survey Type: MANUAL	
4	WS-04-D-01	NURSERY		WEST SUSSEX
	FARNCOMBE ROAD			
	WORTHING			
	Edge of Town Centre			
	Residential Zone			
	Total Number of pupils:	75		
	Survey date: FRIDAY	13/05/22	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.

i-Transport The Square Basingstoke

Licence No: 236601

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): 2.33

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	66	0.155	4	66	0.057	4	66	0.212
08:00 - 09:00	4	66	0.223	4	66	0.136	4	66	0.359
09:00 - 10:00	4	66	0.087	4	66	0.083	4	66	0.170
10:00 - 11:00	4	66	0.019	4	66	0.019	4	66	0.038
11:00 - 12:00	4	66	0.023	4	66	0.026	4	66	0.049
12:00 - 13:00	4	66	0.053	4	66	0.079	4	66	0.132
13:00 - 14:00	4	66	0.068	4	66	0.072	4	66	0.140
14:00 - 15:00	4	66	0.019	4	66	0.019	4	66	0.038
15:00 - 16:00	4	66	0.072	4	66	0.079	4	66	0.151
16:00 - 17:00	4	66	0.072	4	66	0.083	4	66	0.155
17:00 - 18:00	4	66	0.174	4	66	0.260	4	66	0.434
18:00 - 19:00	4	66	0.015	4	66	0.064	4	66	0.079
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.980			0.977			1.957

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

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

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Parameter summary

Trip rate parameter range selected:	49 - 90 (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.

i-Transport The Square Basingstoke

Licence No: 236601

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	66	0.000	4	66	0.000	4	66	0.000
08:00 - 09:00	4	66	0.019	4	66	0.008	4	66	0.027
09:00 - 10:00	4	66	0.000	4	66	0.000	4	66	0.000
10:00 - 11:00	4	66	0.000	4	66	0.000	4	66	0.000
11:00 - 12:00	4	66	0.000	4	66	0.000	4	66	0.000
12:00 - 13:00	4	66	0.004	4	66	0.000	4	66	0.004
13:00 - 14:00	4	66	0.000	4	66	0.000	4	66	0.000
14:00 - 15:00	4	66	0.000	4	66	0.000	4	66	0.000
15:00 - 16:00	4	66	0.000	4	66	0.000	4	66	0.000
16:00 - 17:00	4	66	0.000	4	66	0.000	4	66	0.000
17:00 - 18:00	4	66	0.000	4	66	0.008	4	66	0.008
18:00 - 19:00	4	66	0.000	4	66	0.000	4	66	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.023			0.016			0.039

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.

i-Transport The Square Basingstoke

Licence No: 236601

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	66	0.023	4	66	0.004	4	66	0.027
08:00 - 09:00	4	66	0.094	4	66	0.042	4	66	0.136
09:00 - 10:00	4	66	0.087	4	66	0.034	4	66	0.121
10:00 - 11:00	4	66	0.026	4	66	0.019	4	66	0.045
11:00 - 12:00	4	66	0.034	4	66	0.034	4	66	0.068
12:00 - 13:00	4	66	0.075	4	66	0.079	4	66	0.154
13:00 - 14:00	4	66	0.072	4	66	0.075	4	66	0.147
14:00 - 15:00	4	66	0.011	4	66	0.008	4	66	0.019
15:00 - 16:00	4	66	0.057	4	66	0.091	4	66	0.148
16:00 - 17:00	4	66	0.019	4	66	0.045	4	66	0.064
17:00 - 18:00	4	66	0.068	4	66	0.121	4	66	0.189
18:00 - 19:00	4	66	0.004	4	66	0.034	4	66	0.038
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.570			0.586			1.156

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.

i-Transport The Square Basingstoke

Licence No: 236601

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	66	0.004	4	66	0.004	4	66	0.008
08:00 - 09:00	4	66	0.026	4	66	0.000	4	66	0.026
09:00 - 10:00	4	66	0.023	4	66	0.011	4	66	0.034
10:00 - 11:00	4	66	0.000	4	66	0.000	4	66	0.000
11:00 - 12:00	4	66	0.011	4	66	0.026	4	66	0.037
12:00 - 13:00	4	66	0.004	4	66	0.000	4	66	0.004
13:00 - 14:00	4	66	0.011	4	66	0.008	4	66	0.019
14:00 - 15:00	4	66	0.000	4	66	0.004	4	66	0.004
15:00 - 16:00	4	66	0.011	4	66	0.015	4	66	0.026
16:00 - 17:00	4	66	0.008	4	66	0.042	4	66	0.050
17:00 - 18:00	4	66	0.004	4	66	0.011	4	66	0.015
18:00 - 19:00	4	66	0.000	4	66	0.004	4	66	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.102			0.125			0.227

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.

i-Transport The Square Basingstoke

Licence No: 236601

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	66	0.000	4	66	0.000	4	66	0.000
08:00 - 09:00	4	66	0.000	4	66	0.000	4	66	0.000
09:00 - 10:00	4	66	0.000	4	66	0.000	4	66	0.000
10:00 - 11:00	4	66	0.000	4	66	0.000	4	66	0.000
11:00 - 12:00	4	66	0.000	4	66	0.000	4	66	0.000
12:00 - 13:00	4	66	0.004	4	66	0.000	4	66	0.004
13:00 - 14:00	4	66	0.000	4	66	0.000	4	66	0.000
14:00 - 15:00	4	66	0.000	4	66	0.000	4	66	0.000
15:00 - 16:00	4	66	0.000	4	66	0.000	4	66	0.000
16:00 - 17:00	4	66	0.000	4	66	0.004	4	66	0.004
17:00 - 18:00	4	66	0.000	4	66	0.000	4	66	0.000
18:00 - 19:00	4	66	0.000	4	66	0.000	4	66	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

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

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.

i-Transport The Square Basingstoke

Licence No: 236601

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): 2.33

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	66	0.283	4	66	0.049	4	66	0.332
08:00 - 09:00	4	66	0.649	4	66	0.204	4	66	0.853
09:00 - 10:00	4	66	0.253	4	66	0.132	4	66	0.385
10:00 - 11:00	4	66	0.057	4	66	0.045	4	66	0.102
11:00 - 12:00	4	66	0.083	4	66	0.102	4	66	0.185
12:00 - 13:00	4	66	0.166	4	66	0.196	4	66	0.362
13:00 - 14:00	4	66	0.181	4	66	0.192	4	66	0.373
14:00 - 15:00	4	66	0.034	4	66	0.030	4	66	0.064
15:00 - 16:00	4	66	0.174	4	66	0.234	4	66	0.408
16:00 - 17:00	4	66	0.102	4	66	0.279	4	66	0.381
17:00 - 18:00	4	66	0.268	4	66	0.657	4	66	0.925
18:00 - 19:00	4	66	0.019	4	66	0.162	4	66	0.181
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.269			2.282			4.551

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.

i-Transport The Square Basingstoke

Licence No: 236601

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	66	0.151	4	66	0.053	4	66	0.204
08:00 - 09:00	4	66	0.223	4	66	0.136	4	66	0.359
09:00 - 10:00	4	66	0.075	4	66	0.072	4	66	0.147
10:00 - 11:00	4	66	0.015	4	66	0.015	4	66	0.030
11:00 - 12:00	4	66	0.019	4	66	0.023	4	66	0.042
12:00 - 13:00	4	66	0.045	4	66	0.072	4	66	0.117
13:00 - 14:00	4	66	0.060	4	66	0.064	4	66	0.124
14:00 - 15:00	4	66	0.011	4	66	0.011	4	66	0.022
15:00 - 16:00	4	66	0.068	4	66	0.075	4	66	0.143
16:00 - 17:00	4	66	0.068	4	66	0.083	4	66	0.151
17:00 - 18:00	4	66	0.170	4	66	0.253	4	66	0.423
18:00 - 19:00	4	66	0.015	4	66	0.064	4	66	0.079
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.920			0.921			1.841

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.

