



ttp consulting
transport planning specialists

Wildwood Nature School

**34 YORK RISE, LONDON
BOROUGH OF CAMDEN**

Transport Statement

January 2023

TTP Consulting Ltd
111-113 Great Portland Street
London W1W 6QQ
Tel: 020 7100 0753

www.ttp-consulting.co.uk

Registered in England: 09931 399

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1 INTRODUCTION

- 1.1 TTP Consulting is retained to provide highways and transport advice associated with the proposals for the ground floor at 34 York Rise (the Site).

Figure 1.1: Location Plan



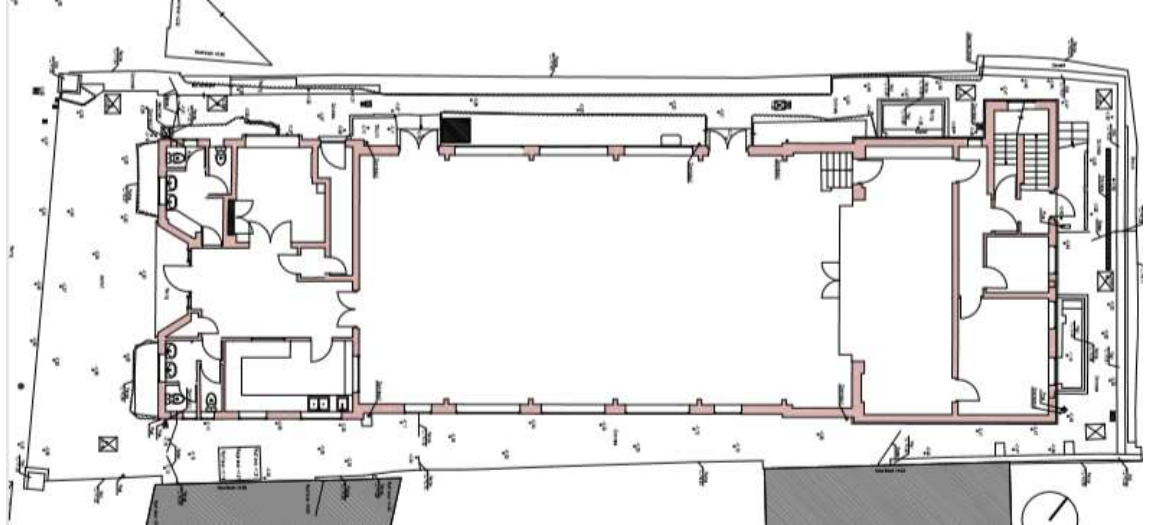
- 1.2 The Site which although now currently vacant has been used up until recently as a nursery with capacity for up to 24 children. It comprises of a 2 storey building along with a small area of hardstanding fronting York Rise. There are two flats at the first floor and another in the basement that fall outside the scope of this application.
- 1.3 It is proposed to make an application for a change of use to enable the ground floor of the building to be used as a primary school with capacity for up to 40 children, with the intended occupier, Wildwood Nature School, adopting an ethical approach to teaching including encouraging staff and pupils to use modes other than the car when travelling to / from school each day.
- 1.4 This report considers the potential effects of the proposals taking into account existing conditions along with policy and the anticipated operation of the proposed school. It has been prepared with the benefit of pre-application feedback from the Council.

2 EXISTING SITUATION

The Site

- 2.1 The premises comprises of a 2 storey building with the Nursery at ground floor and 2 flats at first floor and another in the basement. There is an area of hardstanding at the front of the building which is used for car parking on occasions. The ground floor of the building, the Site, has a gross floor area of circa 295sqm.

Figure 2.1: Existing Layout



The Surrounding Area

- 2.2 The surrounding area is predominantly residential in nature with a mix of detached, semi-detached and terraced houses along with apartments.
- 2.3 The site of the former Mansfield Bowls Club is located immediately to the north-east of the Site, with the bowling club closing late 2016 / early 2017. Access to the car park was taken from Croftdown Road.
- 2.4 Hampstead Heath is located to the west with a pedestrian access circa 520m from the Site; the Heath includes large open areas along with sporting facilities that include the Lido, an athletics circuit and tennis courts.

Access by Non-Car

- 2.5 The Site is accessible by modes other than the private car being within walking and cycling distance of commercial and residential areas along with public transport. Factors such as gradients, health and weather along with facilities, access to a car and journey purpose all influence a person's choice to walk or cycle, with distances of up to 2km and 8km considered suitable distance for walking and cycling respectively to replace journeys by car or public transport.
- 2.6 **Figures 2.2 and 2.3** illustrate the walking and cycling distances from the Site, which includes an entrance to Hampstead Heath at a distance of 530m along with bus stops and railway stations within an acceptable walking distance.

Figure 2.2: 800m and 2km Walk Distances

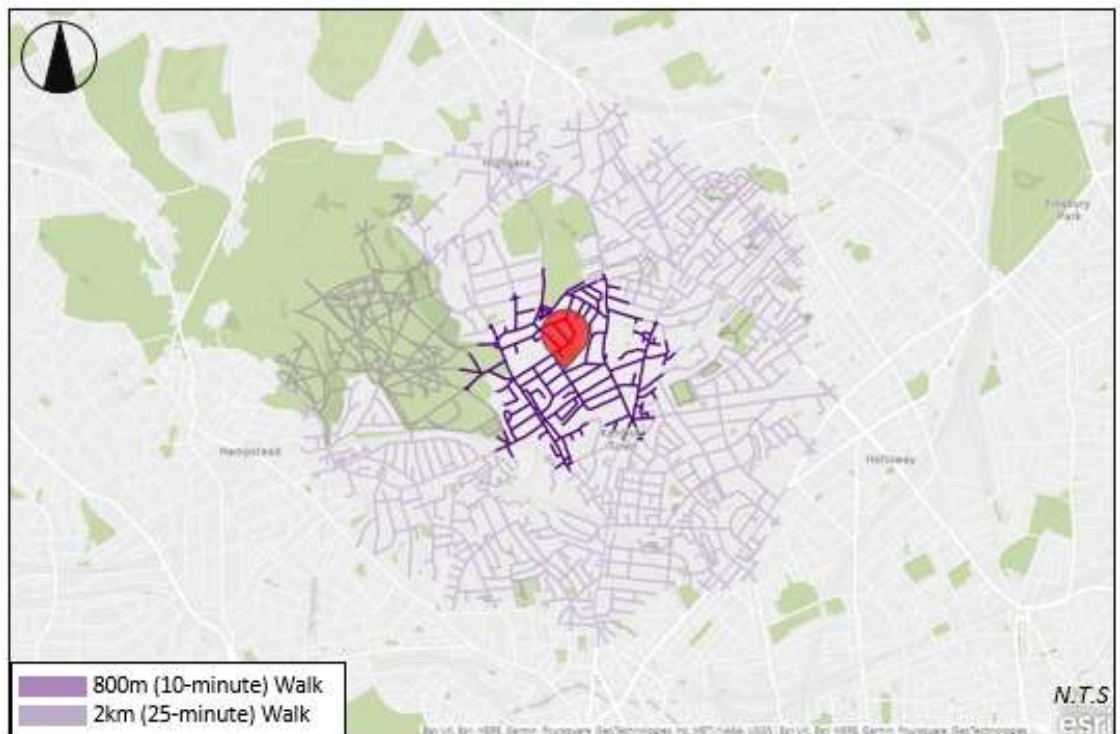
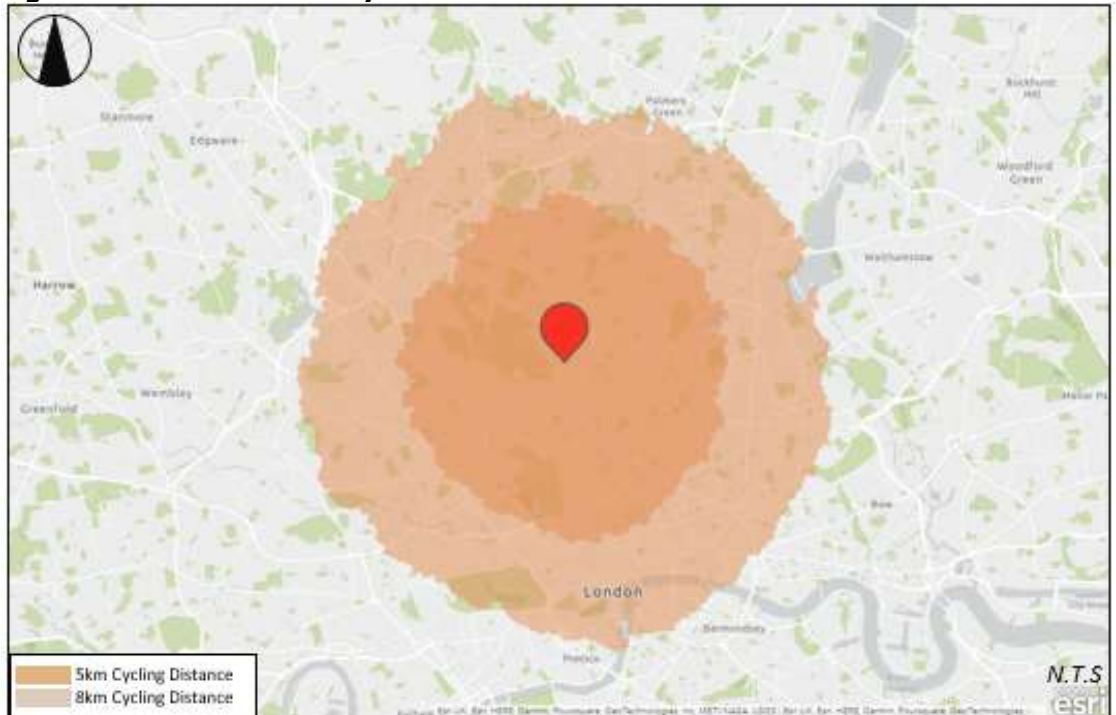


Figure 2.3: 5km and 8km Cycle Distance



- 2.7 The closest bus stop is located on Highgate Hill (Stop GF) circa 360m from the Site; the stop is served by northbound buses on Routes 88, 214 and C11, with southbound services available at Stop GM on the eastern side of the carriageway circa 85m to the north.
- 2.8 Buses on Route 4 are available from stops on Dartmouth Park Avenue, with southbound services available from Stop TA at a distance of 375m from the Site, and northbound services from Stop TK at a distance of 405m.
- Route 4 operates between Archway and Blackfriars on a 10min frequency weekdays during the day.
 - Route 88 operates between Clapham Common and Dartmouth Park on a circa 10min frequency weekdays during the day.
 - Route 214 operates between Moorgate Finsbury Square and Highgate on a circa 6 - 8min frequency weekdays during the day.
 - Route C11 operates between Brent Cross and Archway on a circa 10min frequency weekdays during the day.

- 2.9 Tufnell Park Station which is located 685m to the south-east is served by trains on the London Underground Northern Line. Overground services are available from Gospel Oak which is located circa 820m to the south-west.
- 2.10 The Site achieves a Public Transport Accessibility Level (PTAL) Rating of 4 which represents a good level of accessibility to public transport, with PTAL areas of 5 a short distance to the south. A copy of the PTAL output is included at **Appendix C**.

The Highway Network

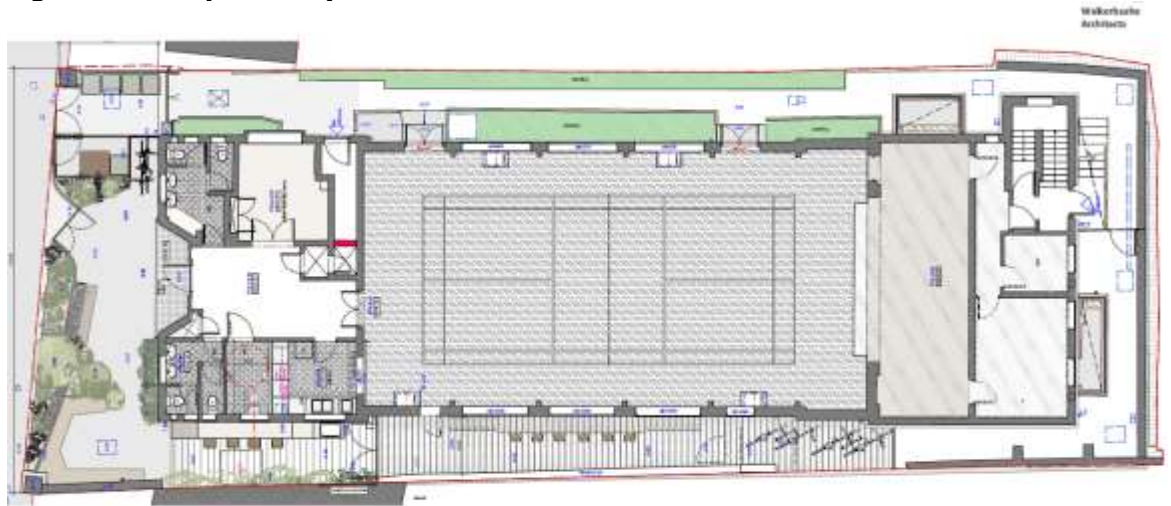
- 2.11 York Rise which runs in a broadly north south orientation to the west of the Site is a narrow single carriageway two-way road with parking and footways along both sides; vehicles travelling in opposite directions would need to give way to each other, using available parking spaces or junctions to pass. It is subject to a 20mph speed limit with speed humps at regular intervals.
- 2.12 Laurier Road which runs in a broadly east west orientation to the south of the Site is a narrow single carriageway two-way road with parking and footways along both sides; as with York Rise, vehicles travelling in opposite directions would need to give way to each other, using available parking spaces or junctions to pass. It is subject to a 20mph speed limit with speed humps at regular intervals.

3 EFFECTS OF THE PROPOSALS

Proposed Development

- 3.1 The proposals associated with this application include a change of use along with alterations to the external area as illustrated on the plans in **Appendix A** and **Figure 3.1** below.

Figure 3.1: Proposed Layout



- 3.2 The changes can be summarised as follows:
- Internal alterations as necessary to accommodate the requirements of the school
 - The yard to the front will be fenced off and used for circulation space etc.
 - Parking for up to 6 bicycles are provided, with parking for 2 bicycles in the front yard and parking for a further 4 to the south of the building.
 - Separate refuse is provided for the school and retained residential properties.
- 3.3 No changes are proposed to the residential flats.

Trip Generation

3.4

The Site has been used up until recently as a nursery with capacity for up to 24 children, with the proposals seeking a change of use to permit the school to be used as a primary school for up to 40 children. Setting aside the nature of the proposed occupier, the potential change in the number of trips has been estimated using trip rate information from the TRICS database as follows:

- Existing Nursery: considering all surveys from sites in London in the Education Nursery category which revealed only 3 vehicular surveys from nurseries in locations with relatively poor levels of accessibility to public transport, i.e. with PTAL Ratings of 1 and 2. There is currently no multi-modal survey data in the TRICS database for London sites, nor in more accessible locations.
- Proposed Primary School: considering all surveys from sites in London in the Education Nursery category which revealed only 3 vehicular surveys from nurseries in locations with relatively poor levels of accessibility to public transport, i.e. with PTAL Ratings of 1 and 2. As with nurseries, there is currently no multi-modal survey data in the TRICS database for London sites, nor in more accessible locations.

3.5

Tables 3.1 and **3.2** set out the trip rates and resultant number of vehicular flows for the existing and proposed uses with the exercise demonstrating that notwithstanding the proposed occupier, there would be fewer overall vehicular trips when compared to the existing use.

Table 3.1: Trip Rates and Resultant Flows (Existing Nursery)				
	Trip Rates		Flows*	
	Arrive	Depart	Arrive	Depart
0700 – 0800	0.106	0.025	3	1
0800 – 0900	0.360	0.211	9	5
0900 – 1000	0.124	0.149	3	4
1000 – 1100	0.050	0.031	1	1
1100 – 1200	0.062	0.025	1	1
1200 – 1300	0.180	0.205	4	5
1300 – 1400	0.081	0.130	2	3
1400 – 1500	0.050	0.019	1	0
1500 – 1600	0.130	0.180	3	4
1600 – 1700	0.043	0.112	1	3
1700 – 1800	0.050	0.149	1	4
1800 – 1900	0.019	0.025	0	1
0700 - 1900			30	30

*based on 24 children

Table 3.2: Trip Rates and Resultant Flows (Proposed Primary School)				
	Trip Rates		Flows*	
	Arrive	Depart	Arrive	Depart
0700 – 0800	0.055	0.001	2	0
0800 – 0900	0.233	0.154	9	6
0900 – 1000	0.010	0.009	0	0
1000 – 1100	0.003	0.002	0	0
1100 – 1200	0.008	0.005	0	0
1200 – 1300	0.003	0.004	0	0
1300 – 1400	0.003	0.009	0	0
1400 – 1500	0.020	0.010	1	0
1500 – 1600	0.097	0.207	4	8
1600 – 1700	0.006	0.036	0	1
1700 – 1800	0.012	0.030	0	1
1800 – 1900	0.002	0.003	0	0
0700 - 1900			18	19

*based on 40 pupils

- 3.6 The above demonstrates that the proposed primary school could result in fewer overall vehicular trips when compared to the existing nursery. Furthermore, as noted earlier, the intended occupier of the school promotes an ethical education with all staff required to use modes other than the car to travel to / from school, with pupils encouraged to do the same wherever possible, and as such, the actual flows should be lower.
- 3.7 As with the existing nursery, the majority of pupils are anticipated to travel with an adult to / from school, some with siblings or friends. It is also anticipated that it is less likely that siblings would attend a nursery.
- 3.8 Overall, there is unlikely to be a material difference in the number of trips (by all modes) to the proposed school, potentially. Notwithstanding this, the overall number of trips associated with the proposed school would not impact on the local or wider highway / transport network, with children required to attend school; the proposed development would not impact on the levels of service.

Car Parking

- 3.9 The proposals do not include any car parking in line with the existing nursery.
- 3.10 Parking on street is subject to restrictions being within the CA-U Controlled Parking Zone which is in place between 10am and midday Monday through Friday. As such, although staff could theoretically drive to work and park, any member of staff working more than 2hrs would not be able to park on street. Staff are encouraged to travel by modes other than a private car and would not be eligible for a parking permit which are reserved for residents.
- 3.11 Notwithstanding that children would be encouraged to travel by modes other than the private car, existing on-street parking controls would not prevent parents / carers from parking on-street subject to availability. Although parking surveys have not been undertaken to support this application, the trip generation exercise above demonstrates that there would not be a material difference, potentially fewer vehicular trips associated with the proposed primary school (setting aside the ethical nature of the proposed occupier) and as such there would be a lesser demand for parking as a consequence.
- 3.12 Furthermore, the hardstanding in front of the building which appears to have been used in the past for parking cars, albeit without any formal access, will be converted to provide external play space thereby preventing cars from parking.

Cycle Parking

- 3.13 Currently there is no cycle parking provided on the Site for the Nursery.
- 3.14 Standards suggest a requirement for a minimum of 1 space per 8 staff and 1 space per 8 students (long stay) plus 1 space per 100 students, with the standard applicable to primary and secondary schools along with sixth form colleges. The proposed school would include a maximum of 40 pupils (after a couple of years) along with up to 8 staff which suggests a requirement for 6 long stay spaces (5 for pupils and 1 for staff), and 1 short stay space.
- 3.15 The proposals include parking for up to 6 bicycles as indicated on the plans in Appendix A which includes 2 spaces in the yard at the front of the Site, and parking for a further 4 spaces along the southern boundary of the Site. The provision has been agreed as appropriate with the Council through the pre-application process.

Deliveries and Refuse Collection

- 3.16 Deliveries and refuse collection will take place from street in line with the existing situation.

Travel Plan

- 3.17 Once fully operational, it is anticipated that there would be up to 40 pupils and 8 staff at the Site on a daily basis.
- 3.18 The Applicant will implement a Travel Plan to encourage pupils and staff to travel by the most sustainable mode possible, and will sign up to the STARS system as requested by the Council.

4 SUMMARY AND CONCLUSION

Summary

- 4.1 TTP Consulting is retained to provide highways and transport advice in relation to the proposals for 34 York Rise in the London Borough of Camden.
- 4.2 The Site comprises of a building that has community uses at ground and residential above, with the ground floor although currently vacant having recently been used as a nursery. There is no formal car parking on-site, albeit evidence that the forecourt has been used for parking cars; no cycle parking is present.
- 4.3 This report has been prepared to support an application for a change of use along with changes to the external yard to facilitate circulation space, cycle parking and a refuse store.
- 4.4 The School will implement a Travel Plan to encourage pupils and staff to travel by sustainable modes.
- 4.5 The potential number of vehicular trips associated with the proposed development has been estimated based on trip rates from the TRICS database; the exercise suggests that there is unlikely to any material change in the number of trips.
- 4.6 Cycle parking is provided for up to 6 bicycles as agreed with the Council.
- 4.7 Deliveries will take place on-street as per existing.
- 4.8 Separate waste storage is provided for the proposed school and retained residential in close proximity to the highway.

Conclusion

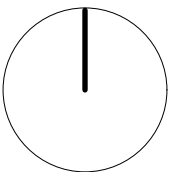
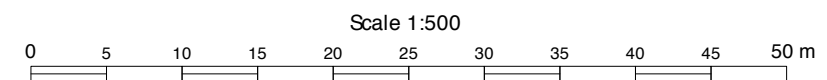
- 4.9 The proposals are considered acceptable in highways and transportation terms.

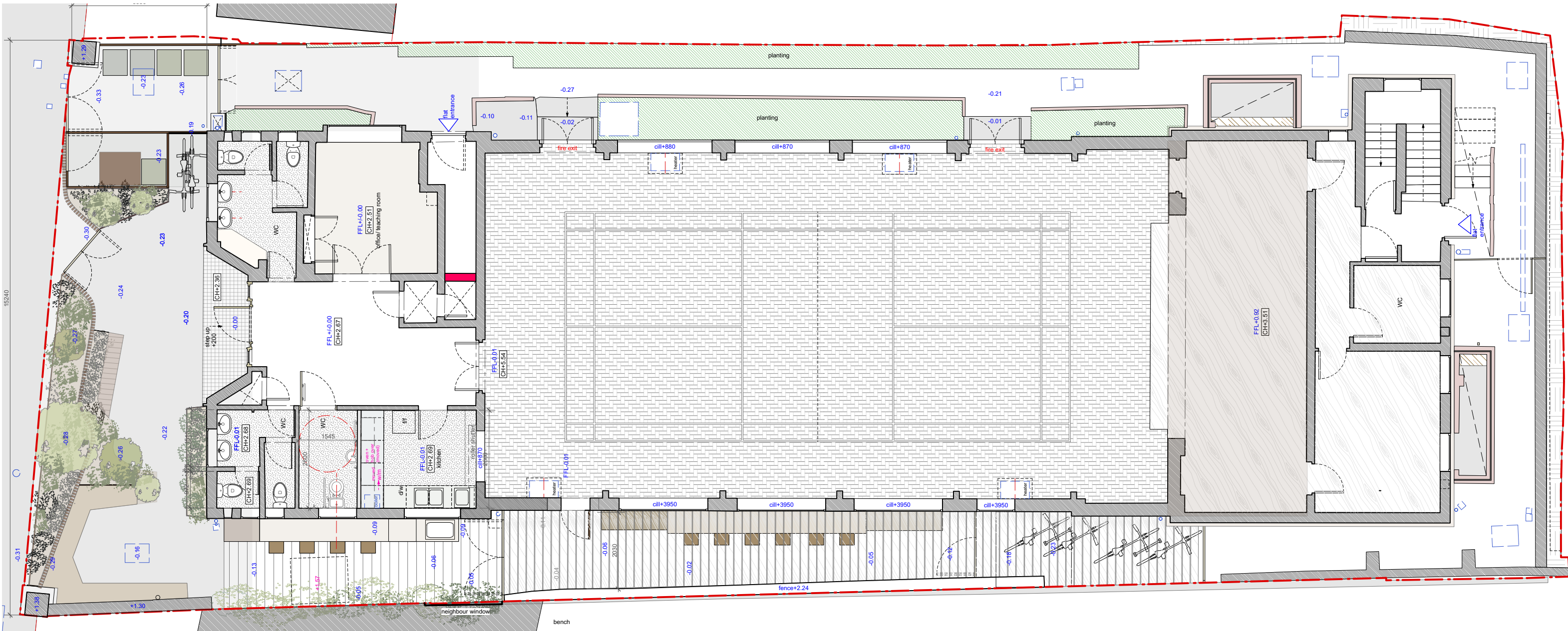
Appendix A

(Application Plans)



1 location plan
Scale: 1:500





1 proposed GF plan
Scale: 1:100

/ xx/xx/22 Issued for planning

Walkerbushe Architects
6 Highbury Corner
London N5 1RD

+44 (0) 20 7697 0707
studio@walkerbushe.co.uk

walkerbushe.co.uk

Do not scale this drawing.
Check all dimensions site.
Refer to all other relevant
drawings and specifications.

In case of any discrepancy or
ambiguity refer to CA.

Project **forest school**
Subject **plan_prop**
Status **information**

Drg **688_100**

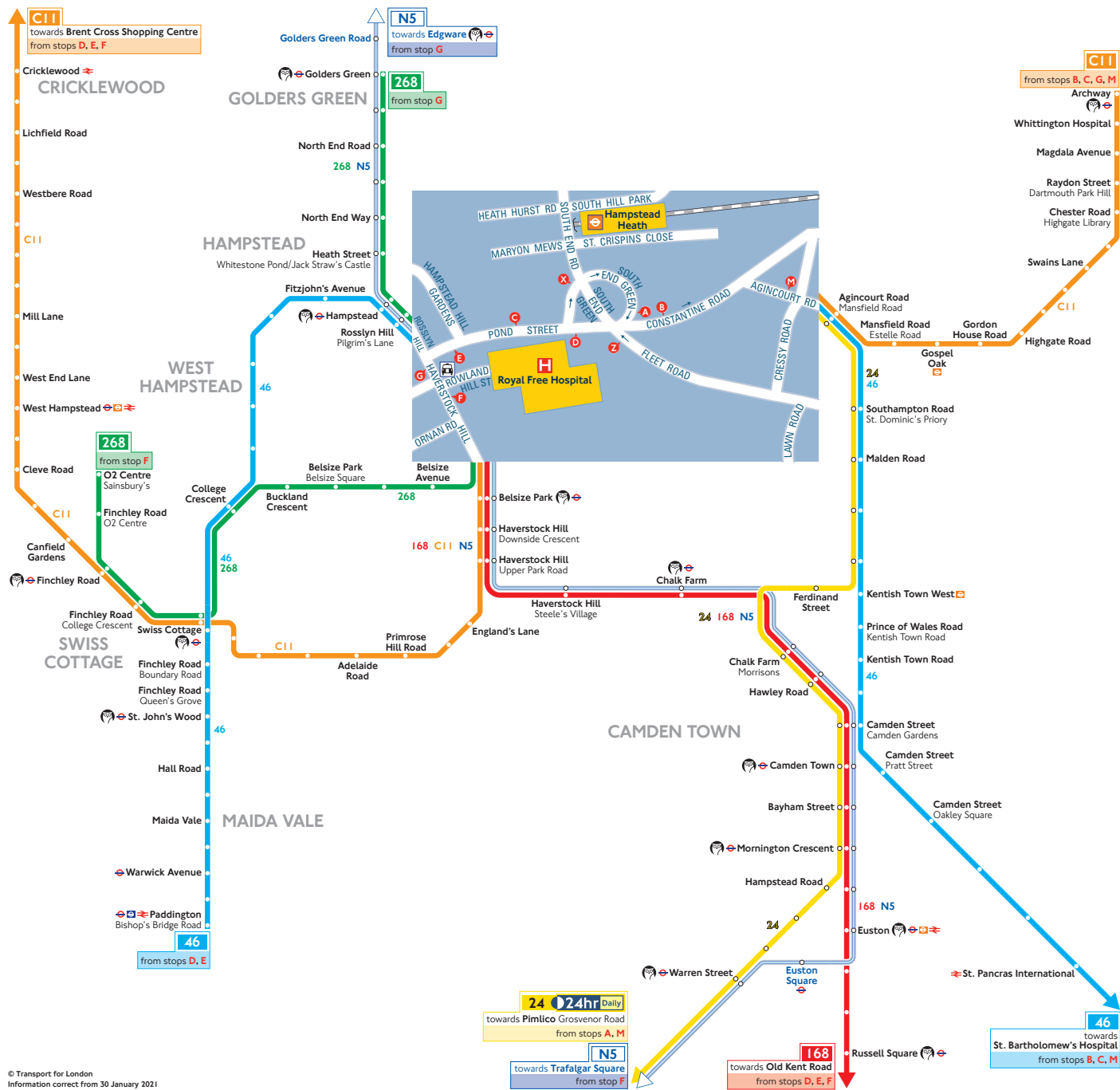
Date **Oct 22**
Scale **1:100@A3**

Rev /

Appendix B

(Bus Map)

Buses from Hampstead Heath (Royal Free Hospital)



How to use this map

- Find your destination on the map
- See the coloured lines on the map for the bus routes that go to your destination
- Check the map (at the end of each coloured line) for the bus stops to catch your bus from
- Use the central map to find the nearest bus stop for your route
- Look for the bus stop letters at the top of the stop (see example for stop A to the right)

Key

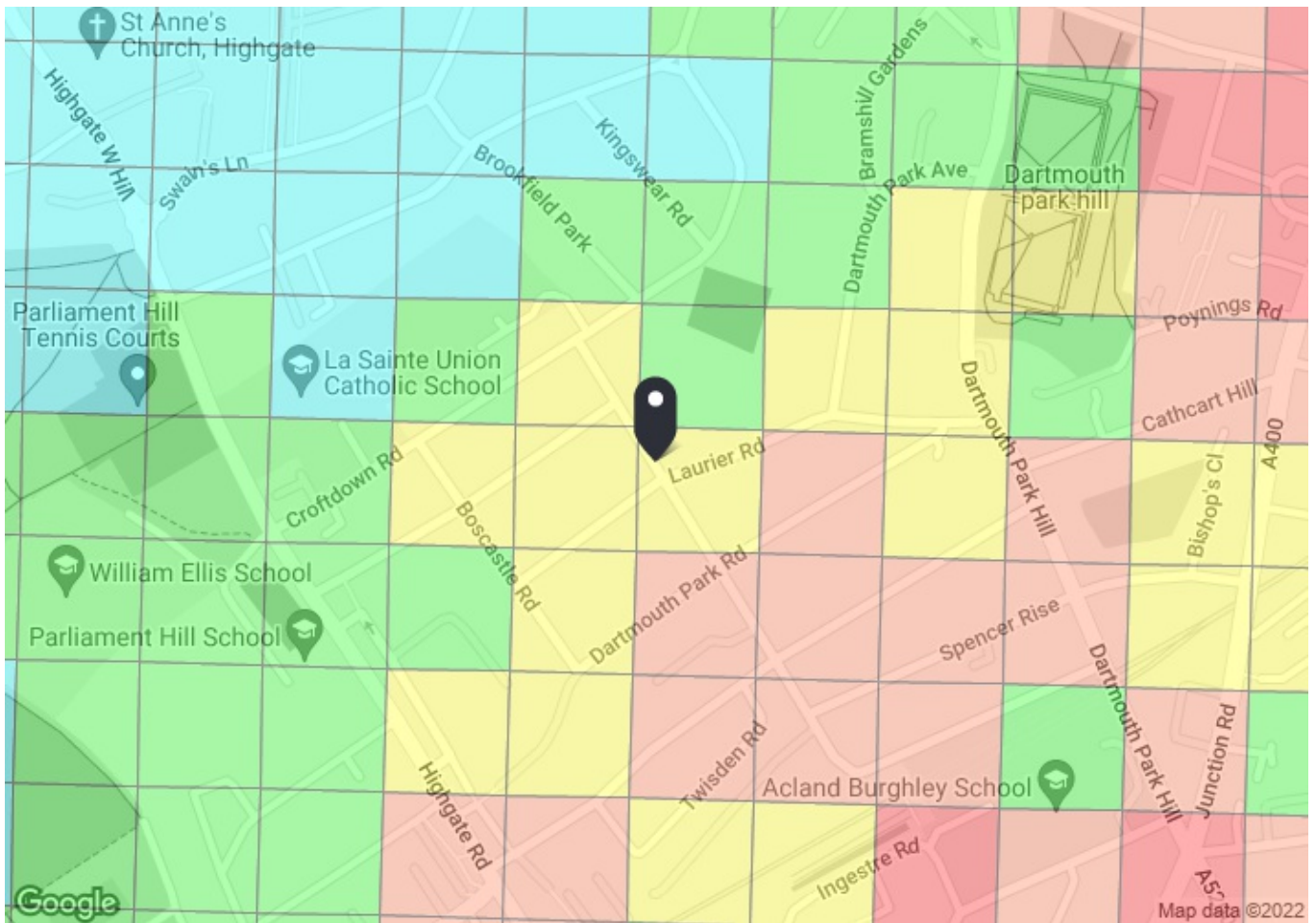
	Connections with London Underground
	Connections with London Overground
	Connections with TFL Rail
	Connections with National Rail
	Connections with river boats
	Tube station with 24-hour service Friday and Saturday nights

Ways to pay

- Use contactless (card or device). It's the same fare as Oyster pay as you go and you don't need to top up
- Download the free TfL app to top up or buy a ticket anytime, anywhere, or visit tfl.gov.uk/oyster. Alternatively, find your nearest Oyster Ticket Stop at tfl.gov.uk/ticketstopfinder or visit your nearest TfL station
- The Hopper fare offers you unlimited pay as you go Bus and Tram journeys within one hour. Always use the same card or device to touch in
- If you fail to show on demand a ticket, validated smartcard or other travel authority valid for the whole of your journey you may be liable for a penalty fare or prosecuted.

Appendix C

(PTAL Output)



PTAL output for Base Year 4

28 Laurier Rd, London NW5 1SG, UK
Easting: 528712, Northing: 186165

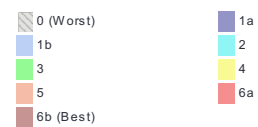
Grid Cell: 110375

Report generated: 06/06/2022

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	HIGHGATE RD DARTMTH PK R	C11	435.58	7.5	5.44	6	11.44	2.62	0.5	1.31
Bus	HIGHGATE RD DARTMTH PK R	C2	435.58	8	5.44	5.75	11.19	2.68	0.5	1.34
Bus	HIGHGATE RD DARTMTH PK R	214	435.58	8	5.44	5.75	11.19	2.68	1	2.68
Bus	TUFNELL PARK MONNERY RD	134	574.44	12	7.18	4.5	11.68	2.57	0.5	1.28
Bus	TUFNELL PARK MONNERY RD	390	574.44	8	7.18	5.75	12.93	2.32	0.5	1.16
Bus	Dartmth P H Spencer Rise	4	377.22	6	4.72	7	11.72	2.56	0.5	1.28
Rail	Gospel Oak	'BARKING-GOSPLOK 2J00'	830.9	4	10.39	8.25	18.64	1.61	1	1.61
Rail	Gospel Oak	'GOSPLOK-BARKING 2J07'	830.9	4	10.39	8.25	18.64	1.61	0.5	0.8
Rail	Gospel Oak	'CLPHMJ2-STFD 2L50'	830.9	3.67	10.39	8.92	19.31	1.55	0.5	0.78
Rail	Gospel Oak	'STFD-CLPHMJ2 2Y11'	830.9	3.67	10.39	8.92	19.31	1.55	0.5	0.78
LUL	Tufnell Park	'HighBarnet-Morden'	657.07	7.66	8.21	4.67	12.88	2.33	1	2.33
LUL	Tufnell Park	'Morden-MillHillE'	657.07	4	8.21	8.25	16.46	1.82	0.5	0.91
LUL	Tufnell Park	'HighBarnet-Morden'	657.07	0.33	8.21	91.66	99.87	0.3	0.5	0.15
LUL	Tufnell Park	'HighBarnet-Kenningt'	657.07	5.33	8.21	6.38	14.59	2.06	0.5	1.03
LUL	Tufnell Park	'MillHill-Morden'	657.07	1.67	8.21	18.71	26.93	1.11	0.5	0.56
LUL	Tufnell Park	'MillHillE-Kenningt'	657.07	1.67	8.21	18.71	26.93	1.11	0.5	0.56

Total Grid Cell AI: 18.56

Appendix D

(TRICS Data)

Calculation Reference: AUDIT-752101-220606-0646

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : D - NURSERY

TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
KI	KINGSTON	1 days
RB	REDBRIDGE	2 days

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

Primary Filtering selection:

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

Parameter:	Number of pupils
Actual Range:	39 to 67 (units:)
Range Selected by User:	39 to 67 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 22/11/17

*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	1 days
Wednesday	2 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:

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

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 2005 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:

25,001 to 50,000	2 days
50,001 to 100,000	1 days

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

Population within 5 miles:

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

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	1 days
1b Very poor	1 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	KI-04-D-01	NURSERY		KINGSTON
	WINDMILL LANE			
	SURBITON			
	LONG DITTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:	55		
	Survey date: WEDNESDAY	22/06/16	Survey Type: MANUAL	
2	RB-04-D-01	NURSERY		REDBRIDGE
	CASTLETON ROAD			
	ILFORD			
	CHADWELL HEATH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of pupils:	39		
	Survey date: TUESDAY	07/10/14	Survey Type: MANUAL	
3	RB-04-D-02	NURSERY		REDBRIDGE
	RAY LODGE ROAD			
	WOODFORD GREEN			
	Edge of Town			
	Residential Zone			
	Total Number of pupils:	67		
	Survey date: WEDNESDAY	22/11/17	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

TOTAL VEHICLES

Calculation factor: 1

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	39	0.000	1	39	0.000	1	39	0.000
07:00 - 08:00	3	54	0.106	3	54	0.025	3	54	0.131
08:00 - 09:00	3	54	0.360	3	54	0.211	3	54	0.571
09:00 - 10:00	3	54	0.124	3	54	0.149	3	54	0.273
10:00 - 11:00	3	54	0.050	3	54	0.031	3	54	0.081
11:00 - 12:00	3	54	0.062	3	54	0.025	3	54	0.087
12:00 - 13:00	3	54	0.180	3	54	0.205	3	54	0.385
13:00 - 14:00	3	54	0.081	3	54	0.130	3	54	0.211
14:00 - 15:00	3	54	0.050	3	54	0.019	3	54	0.069
15:00 - 16:00	3	54	0.130	3	54	0.180	3	54	0.310
16:00 - 17:00	3	54	0.043	3	54	0.112	3	54	0.155
17:00 - 18:00	3	54	0.050	3	54	0.149	3	54	0.199
18:00 - 19:00	3	54	0.019	3	54	0.025	3	54	0.044
19:00 - 20:00	1	39	0.000	1	39	0.000	1	39	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.255			1.261			2.516

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:	39 - 67 (units:)
Survey date range:	01/01/14 - 22/11/17
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.

Calculation Reference: AUDIT-752101-220606-0609

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : A - PRIMARY

TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
EN	ENFIELD	1 days
KI	KINGSTON	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:	565 to 720 (units:)
Range Selected by User:	180 to 720 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 20/06/19

*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	1 days
Thursday	1 days

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

Manual count	2 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)	1
Edge of Town	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	2
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

F1(a)	2 days
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*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.*Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

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
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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	2 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:

1a (Low) Very poor	1 days
1b Very poor	1 days

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

LIST OF SITES relevant to selection parameters

1	EN-04-A-02 GOAT LANE ENFIELD	PRIMARY SCHOOL	ENFIELD
	Edge of Town Residential Zone Total Number of pupils:	565	
	Survey date: TUESDAY	17/11/15	Survey Type: MANUAL
2	KI-04-A-01 COOMBE HILL LANE WEST NEW MALDEN	PRIMARY SCHOOL	KINGSTON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils:	720	
	Survey date: THURSDAY	20/06/19	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/A - PRIMARY

TOTAL VEHICLES

Calculation factor: 1 PUPILS

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	2	643	0.055	2	643	0.001	2	643	0.056
08:00 - 09:00	2	643	0.233	2	643	0.154	2	643	0.387
09:00 - 10:00	2	643	0.010	2	643	0.009	2	643	0.019
10:00 - 11:00	2	643	0.003	2	643	0.002	2	643	0.005
11:00 - 12:00	2	643	0.008	2	643	0.005	2	643	0.013
12:00 - 13:00	2	643	0.003	2	643	0.004	2	643	0.007
13:00 - 14:00	2	643	0.003	2	643	0.009	2	643	0.012
14:00 - 15:00	2	643	0.020	2	643	0.010	2	643	0.030
15:00 - 16:00	2	643	0.097	2	643	0.207	2	643	0.304
16:00 - 17:00	2	643	0.006	2	643	0.036	2	643	0.042
17:00 - 18:00	2	643	0.012	2	643	0.030	2	643	0.042
18:00 - 19:00	2	643	0.002	2	643	0.003	2	643	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.452			0.470			0.922

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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:	565 - 720 (units:)
Survey date range:	01/01/14 - 20/06/19
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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