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Transport Technical Note

St Stephens Catholic Church, Deepdene Road

Prepared for O Ajao

By YES Engineering Group Ltd

February 2024

Revision History

Revision Nº	Prepared By	Description	Date

Document Acceptance

Action	Name	Signed	Date
Prepared by	Jocelyn Willis		February 2024
Reviewed by	Paul Willis		February 2024
Approved by	Kathryn Backhouse		February 2024
on behalf of	YES Engineering Group Ltd		

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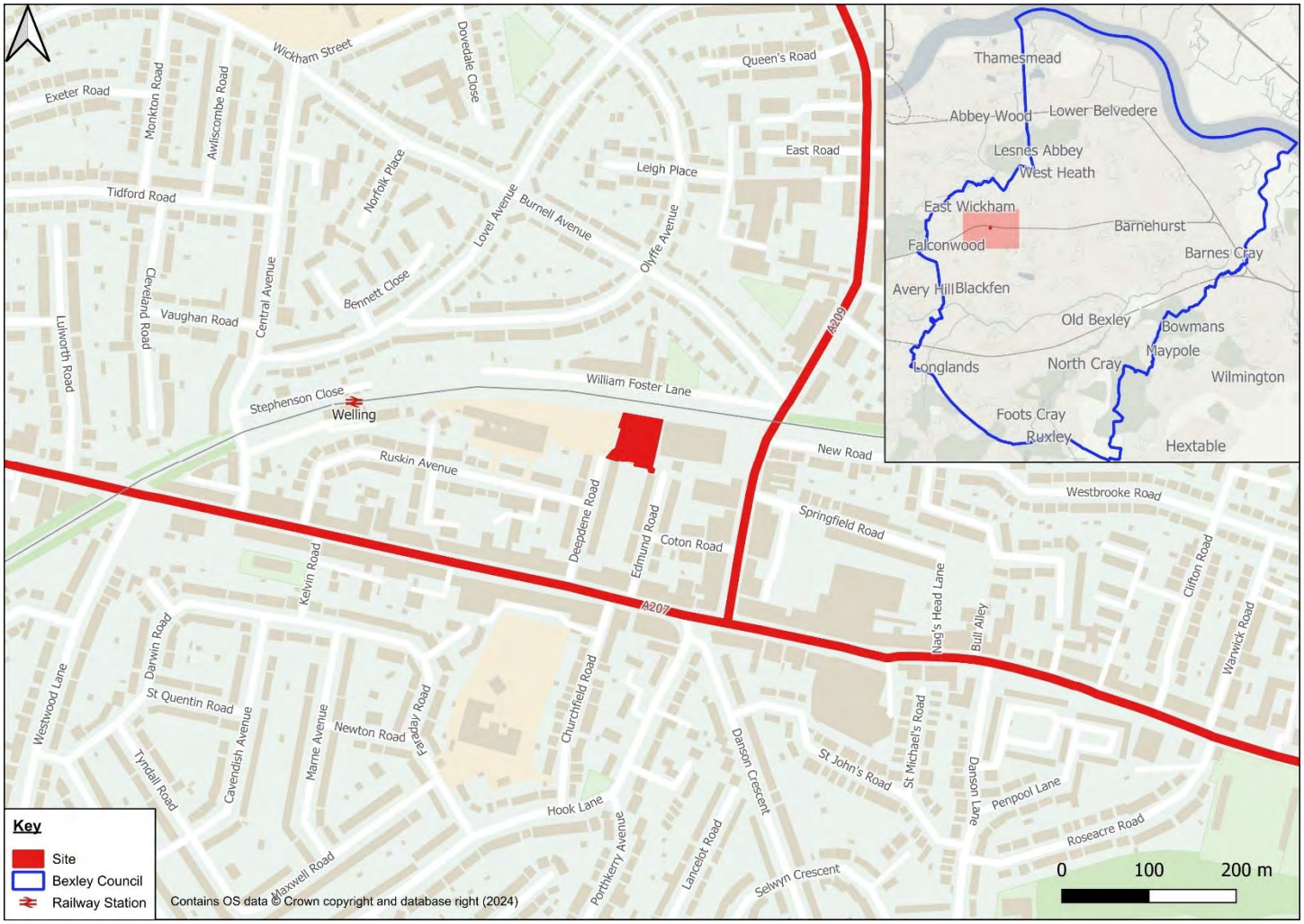
1 INTRODUCTION

YES Engineering Group Ltd was appointed by O Ajao to produce a Transport Technical Note (TN) to accompany a planning application for the change of use from part of a Church Hall to a Day Nursery at St. Stephen's Church, 26 Deepdene Road, DA16 3QL (the 'Site').

As shown in **Figure 1.1**, it can be seen the site is situated at the northern end of Deepdene Road (to the west) and Edmond Road (to the east). Welling Railway station is located 350m east of the site.

Figure 1.1 – Location Plan



The proposals consist of the change of use from part of a Church Hall to a Day Nursery. The proposed site layout is attached as **Appendix A**.

The site lies within the administrative area London Borough of Bexley (LBB) and the Greater London Authority (GLA).

1.1 Scope of the Transport Statement

The report is structured in the following manner:

Section 2.0, The Site and Surrounding Area: Describes the site and the local highway network. Investigates the infrastructure and services available for occupants and visitors to the site travelling via alternative modes of transport to the private car. Reference is also made to the linkage between the modes.

Section 3.0, Development Proposals and Access Arrangements: Provides a summary of the planning application including access, parking and servicing arrangements.

Section 4.0, Trip Generation and Traffic Impact: Considers the level of traffic to be generated by the proposed use of the site.

Section 5.0, Summary and Conclusions: Provides a summary of the report and draws together its conclusions.

2 THE SITE AND SURROUNDING AREA

The Site in its existing use comprises a church hall associated with St Stephen's RC Church Welling.

The church hall is located within a predominantly residential area.

2.1 Local Highway Network

As shown in **Figure 1.1** it can be seen that the site is situated at the norther end of Edmond Road and Deepdene Road.

Both Deepdene Road and Edmond Road are 2-way single carriageway residential roads which connect to the A207 Bellegrove Road in the south and terminate in the north. The roads are approximately 6m wide with footways and street lighting present on either side.

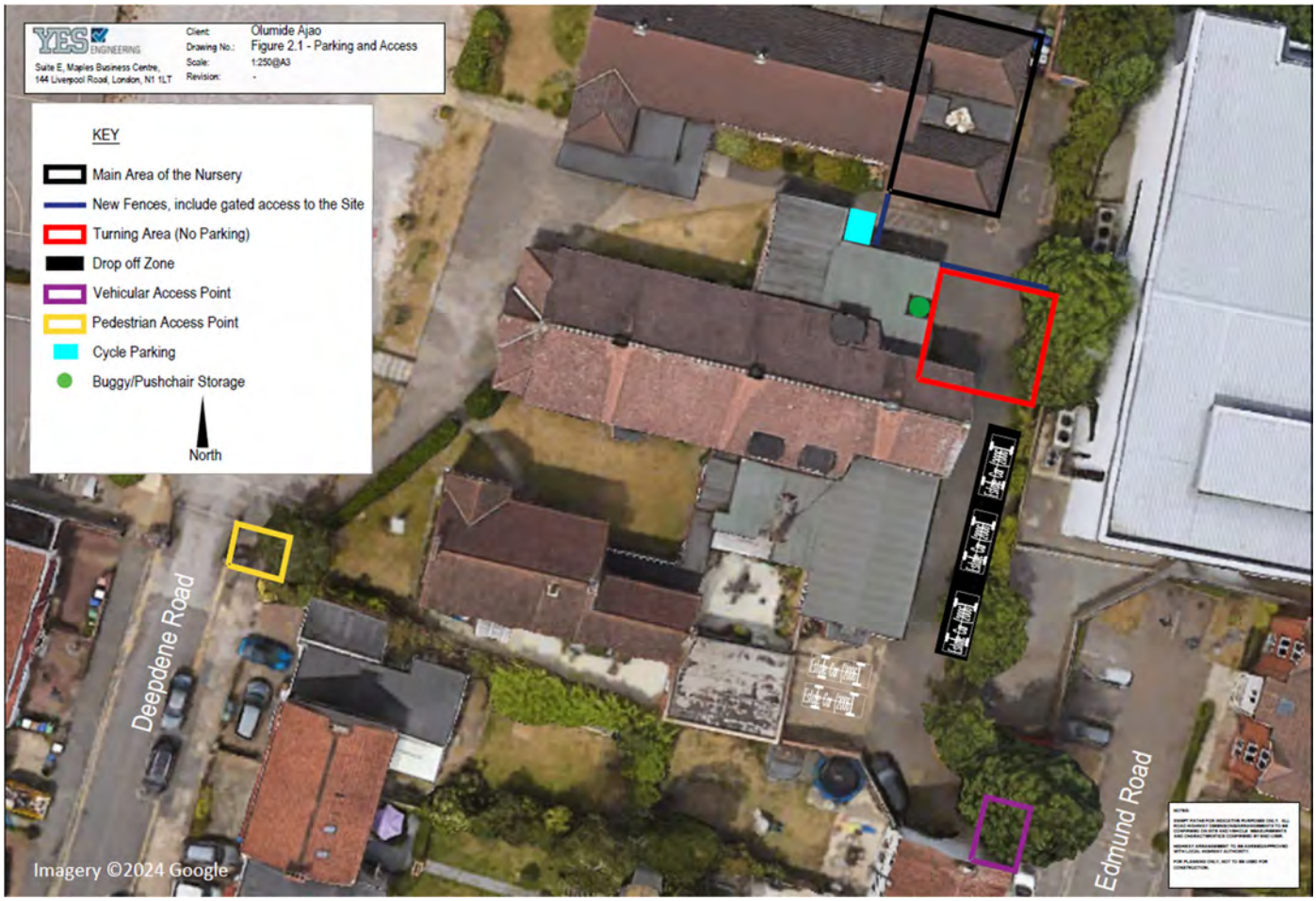
Edmond Road contains single yellow line parking restrictions with sections of permit holder only parking between the hours of 9am to 5.30pm Monday to Saturday. Deepdene Road contains similar parking restrictions however the permitted parking bays are only restricted to permit holders only between the hours of 1pm to 3pm Monday to Friday.

2.2 Existing Parking and Access

Vehicular access to the site is via the western side of Edmund Road. Pedestrian access is via the western side of Edmond Road and eastern side of Deepdene Road as shown on **Figure 2.1** below.

The existing Site has 2 Blue Badge spaces adjacent to the nursery entrance as well as a small area of informal parking. Under the proposals 5 parking spaces will be provided for the nursery as shown in **Figure 2.1** overleaf with a turning area provided to the north. 3 of the spaces will form a drop off zone for parents/carers.

Figure 2.1 – Parking and Access



2.3 Public Transport

PTAL

For sites in London PTALs (Public Transport Accessibility Levels) are the most widely recognised form of measuring accessibility to the public transport network. The assessment combines data regarding the frequency of public transport services and walking distance between the site and the service to establish a measure of the relative density of the public transport network. PTALs range from 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. Levels 1 and 6 have been further subdivided into two sub-levels to provide greater clarity.

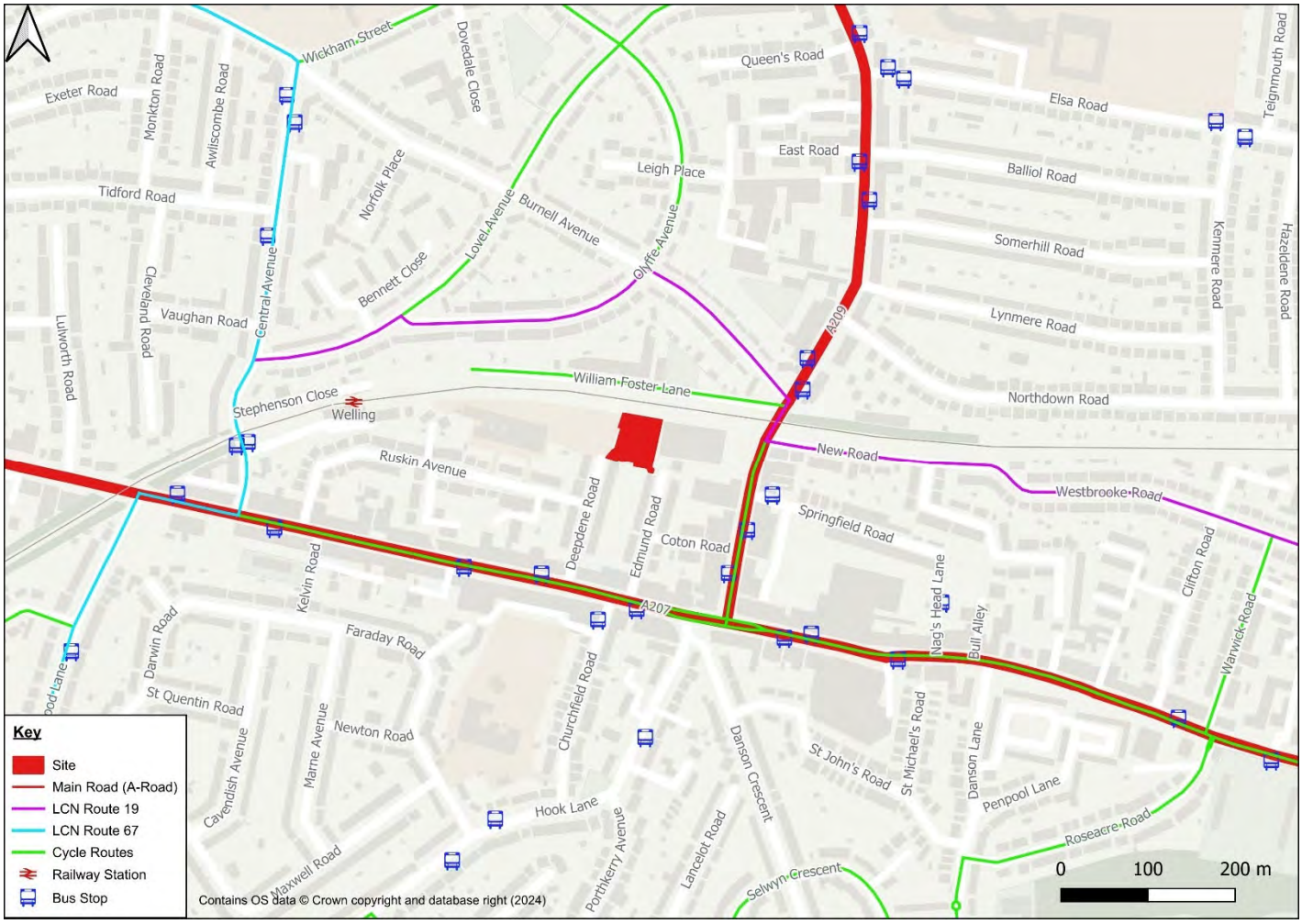
The address of the Site was put in TfL's Planning Information Database https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat in order to establish the PTAL. The results attached as **Appendix D** give an accessibility index of 14.97 providing a corresponding PTAL of 4 representing a good level of access to public transport.

Rail

The closest rail station to the Site is Welling Rail Station which is situated approximately 450m to the west via an 8-minute walk. The station provides access to frequent Southeastern

Railway services to destinations including Cannon Street, Slade Green, Victoria and Dartford. **Figure 2.2** shows the Rail services which are accessible within this area.

Figure 2.2 – Public Transport and Cycle Routes



Buses

Bus stops are located in close proximity along the A207 Bellegrove Road at the bottom of Deepdene Road and Edmond Road, approximately 250m south of the site. These stops provide access to 6 bus routes (B15, 96, B16, 89, 51 and 486). The location of the bus stops are shown on **Figure 2.2** above.

2.4 Walking and Cycling

The Site is located within a residential area just outside of Welling Town Centre. As such it benefits from low-speed limits and generous footways which are conducive to walking and cycling. As shown in **Figure 2.2** above, multiple cycle routes are present within the vicinity of the site which can be used by any staff wishing to cycle to the site. An area of cycle parking is provided on site to encourage this sustainable mode of travel as shown in **Figure 2.1**. A pushchair/buggy storage area is also provided to encourage parents to walk.

3 DEVELOPMENT PROPOSALS AND ACCESS ARRANGEMENTS

The proposals are for the change of land use from a part of a Church Hall to a children's Nursery which will comprise an 85sqm indoor play area and 185sqm outdoor play area.

The proposed ground floor layout is shown on the architects' plan attached at **Appendix A**.

A fence will be erected between the parking area and play area to ensure all children are protected from vehicles.

3.1 Anticipated Staff and Children Numbers

When operating at full capacity the nursery will hold up to 12 members of staff and accommodate a maximum of 30 children between the ages of 3 months old to 5 years old.

3.2 Operating Hours

The nursery will operate between the hours of 7.30am to 6.30pm with all staff having staggered start and finish times. 3 sessions will operate throughout the day; a full day session which runs between 7.30am to 6.30pm, a morning session between 7.30am and 1pm and an afternoon session between the hours of 1pm to 6.30pm. There are no exact times that parents/guardians have to drop off their children by (i.e. children don't all have to be dropped off exactly at 8am (like with a school) therefore drop off /pick up will usually be staggered across a 1-hour period.

3.3 Anticipated Method of Travel

The nursery will be provided to specifically address the childcare needs of the local community and seeks to employee local staff.

It is expected that the children and staff will originate from the immediate residential area negating/limiting the need for car borne trips. There will also be a number of linked trips with sibling attending the adjoining St Stephen's Catholic Primary School. It is therefore anticipated that the majority of staff/parents/guardians would walk to the site or use public transport.

As shown in **Figure 2.1**, a pushchair/buggy storage area is provided encourage walking and to allow parents/guardians to continue on their journey without needing to bring the pushchair with them.

3.4 Access Arrangements

Vehicular access to the site is via the western side of Edmund Road. Pedestrian access is via the western side of Edmond Road and eastern side of Deepdene Road as shown on **Figure 2.1** above.

3.5 Servicing

Refuse will be collected from within the site via a private contractor who will use an appropriate size vehicle.

Deliveries to the site (nursery supplies etc.) will also be carried out on-site within the dedicated car park. Deliveries will be scheduled to avoid the bust pick up/drop off periods.

3.6 Parking

It is envisaged that the majority of staff and parents/guardians will either walk or use public transport to access the site. However, should any users need to drive, 5 parking spaces will be provided for the nursery (as shown in **Figure 2.1** above) with a turning area provided to the north. 3 of the spaces will form a drop off zone for parents/carers.

Alternatively, parking is also available on Deepdene Road outside of the permitted hours of 1pm to 3pm and along Edmond Road outside of the permitted hours of 9am to 5.30pm.

An area of cycle parking will be provided to the south of the building to encourage sustainable travel and a pushchair storage area will be provided to encourage parent/guardians to walk to the site.

4 TRIP GENERATION

To consider the suitability of the potential impact that the proposed development may have on the local highway network, it is necessary to determine the level of trip generation expected during weekday morning (from 08:00 to 09:00) and evening (from 17:00 to 18:00) peak periods. These are also the most likely times that parents/guardians will be dropping off/picking up their children.

4.1 Proposed Use

The proposed land use change will comprise a Nursery accommodating a maximum of 30 children. Comparable Nursery survey sites were selected from the TRICS database, selecting Town Centre location survey sites within the south of the UK with similar characteristics (no suitable survey sites were available within Greater London). The full TRICS data is provided in **Appendix C.**

The peak hour trip rates per pupil and the resultant trips predicted to be generated as a consequence for the Nursery at a 30-pupil maximum occupancy are set out in **Table 4.1** and **Table 4.2**.

Table 4.1 – Predicted Peak Hour Trip Rates per pupil

Mode	Morning Peak Hour		Evening Peak Hour		Daily
	Arrivals	Departures	Arrivals	Departures	
Total Vehicles	0.165	0.173	0.157	0.161	1.427
Cars	0.157	0.165	0.157	0.161	1.349
OGVs/LGVs	0.008	0.008	0.000	0.000	0.048
Pedestrians	0.137	0.039	0.024	0.086	1.002
Cyclists	0.027	0.008	0.000	0.000	0.047
Bus	0.008	0.000	0.000	0.008	0.048
Train	No Data	No Data	No Data	No Data	No Data

Table 4.2 - Predicted Peak Hour Trips (Maximum occupancy 30 pupils)

Mode	Morning Peak Hour		Evening Peak Hour		Daily
	Arrivals	Departures	Arrivals	Departures	
Total Vehicles	5	5	5	5	43
Cars	5	5	5	5	40
OGVs/LGVs	0	0	0	0	1
Pedestrians	4	1	1	3	30
Cyclists	1	0	0	0	1
Bus	0	0	0	0	1
Train	No Data	No Data	No Data	No Data	No Data

Tables 4.2 above show that based on the trip rates for the proposed use as a Nursery at maximum occupancy, it is predicted that only 5 vehicles would enter and leave the site during both the morning peak hour (8-9am) and evening peak hour (5-6pm). These numbers are based on maximum occupancy so the actual number of vehicles arriving and departing from the site could be less. The nursery also operates outside of these peak hours (running from 7.30am to 6.30pm) so these vehicles would also be dispersed outside of these peak times.

The data shows that a large number of users would be anticipated to walk to the site which correlates with the nursery's aspiration to provide a place of employment and childcare for the local community.

4.2 Traffic Impact

The trip generation assessment shows that the proposed development will not generate a significant increase in vehicle trips with just 5 cars anticipated in the morning peak and 5 in the evening peak. There is sufficient parking on site to accommodate these movements which would likely be spread out over a 1-hour period.

No service vehicle movements are predicted during the peak hours and deliveries (food, supplies, nappies etc) will be scheduled to avoid drop off/pick up times.

Based on the results of the trip generation assessment, it can be concluded that the proposals will not have an adverse effect on the operation of the local transport network.

5 SUMMARY AND CONCLUSIONS

a YES Engineering Group Ltd was appointed by Olumide Ajao to produce a Transport Technical Note (TN) to accompany a planning application for the change of use from part of a Church Hall to a Day Nursery at St. Stephen's Church, 26 Deepdene Road, DA16 3QL (the 'Site').

b Vehicular access to the site is via the western side of Edmund Road. Pedestrian access is via the western side of Edmond Road and eastern side of Deepdene Road.

c The nursery will be provided to specifically address the childcare needs of the local community and seeks to employee local staff. It is expected that the children and staff will originate from the immediate residential area negating/limiting the need for car borne trips. There will also be a number of linked trips with sibling attending the adjoining St Stephen's Catholic Primary School.

d As shown in **Figure 2.1**, a pushchair/buggy storage area is provided to encourage walking and to allow parents/guardians to continue on their journey without needing to bring the pushchair with them. A staff cycle parking area will also be provided to encourage sustainable travel.

e The nursery will operate between the hours of 7.30am to 6.30pm with all staff having staggered start and finish times. 3 sessions will operate throughout the day; a full day session which runs between 7.30am to 6.30pm, a morning session between 7.30am and 1pm and an afternoon session between the hours of 1pm to 6.30pm. There are no exact times that parents/guardians have to drop off their children by (i.e. children don't all have to be dropped off exactly at 8am (like with a school) therefore drop off /pick up will usually be staggered across a 1-hour period.

f 5 parking spaces will be provided for the nursery (as shown in **Figure 2.1** above) with a turning area provided to the north. 3 of the spaces will form a drop off zone for parents/carers. Alternatively, parking is also available on Deepdene Road outside of the permitted hours of 1pm to 3pm and along Edmond Road outside of the permitted hours of 9am to 5.30pm.

g The trip generation assessment shows that the proposed development will not generate a significant increase in vehicle trips with just 5 cars anticipated in the morning peak and 5 in the evening peak. There is sufficient parking on site to accommodate these movements which would likely be spread out over a 1-hour period.

h Based on the above, it can be concluded that the proposals will not have an adverse effect on the operation of the local transport network.

Appendices

Appendix A – Proposed Site Layout Plan

Rev.	Date

26 Deepdene Road, DA16 3QL

PLANNING DESIGN LONDON

Precise Architectural Design & Planning Consultancy for Stylish Living

Address: Woodchurch Close, Sidcup, KENT | DA14 6QH
Tel: 020 3411 6467
Web: www.planningdesignlondon.co.uk
e-mail: enquiries@planningdesignlondon.co.uk

Client	–		
Scale	1/200 @A1	Date	Feb. 2024
Drawn By	KM	Checked By	KM

Project No	Drawing No	Revision
2408	04	–

Drawing Title: Block Plan (1/200)

Appendix B – PTAL

WebCAT PTAL Report
==========
Site Details

Grid Cell: 58814

Easting: 546445
Northing: 176052

Report Date: 20/02/2024
Scenario: Base Year

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

Mode	Stop	Route	Distance (metres)		Frequency (vph)		Walk Time			
(mins)	SWT (mins)		TAT (mins)	EDF	Weight	AI				
Bus	BURNELL AVENUE	B15	255.48	3	3.19	12	15.19	1.97		
0.5	0.99									
Bus	BURNELL AVENUE	96	255.48	8	3.19	5.75	8.94	3.35		
1	3.35									
Bus	WELLING CORNER	B16	516.23	4	6.45	9.5	15.95	1.88		
0.5	0.94									
Bus	WELLING CORNER	89	516.23	5.75	6.45	7.22	13.67	2.19		
0.5	1.1									
Bus	WELLING CORNER	51	516.23	6	6.45	7	13.45	2.23		
0.5	1.12									
Bus	WELLING CORNER	486	516.23	7.5	6.45	6	12.45	2.41		
0.5	1.2									
Rail	Welling	'BRNHRST-CANONST 2C07'	457.85	1.67	5.72	18.71	24.44			
1.23	0.5	0.61								
Rail	Welling	'BRNHRST-CANONST 2C09'	457.85	1	5.72	30.75	36.47			
0.82	0.5	0.41								
Rail	Welling	'CANONST-CRFD 2M09 '	457.85	0.33	5.72	91.66	97.38			
0.31	0.5	0.15								
Rail	Welling	'CANONST-DARTFD 2M11 '	457.85	0.33	5.72	91.66	97.38			
0.31	0.5	0.15								
Rail	Welling	'CANONST-SLADEGN 2M13'	457.85	0.33	5.72	91.66	97.38			
0.31	0.5	0.15								
Rail	Welling	'CANONST-BRNHRST 2M21'	457.85	1	5.72	30.75	36.47			
0.82	0.5	0.41								
Rail	Welling	'BRNHRST-CHRX 1C90 '	457.85	0.67	5.72	45.53	51.25			
0.59	0.5	0.29								
Rail	Welling	'GRVSEND-CHRX 2C06 '	457.85	0.33	5.72	91.66	97.38			

0.31 0.5 0.15
Rail Welling 'DARTFD-CHRX 2C08 ' 457.85 2.33 5.72 13.63 19.35
1.55 1 1.55
Rail Welling 'CHRX-CRFD 2M10 ' 457.85 0.33 5.72 91.66 97.38
0.31 0.5 0.15
Rail Welling 'CHRX-DARTFD 2M14 ' 457.85 1.33 5.72 23.31 29.03
1.03 0.5 0.52
Rail Welling 'CHRX-SLADEGN 2M16 ' 457.85 0.33 5.72 91.66 97.38
0.31 0.5 0.15
Rail Welling 'VICTRIE-DARTFD 2U16 ' 457.85 1.33 5.72 23.31 29.03
1.03 0.5 0.52
Rail Welling 'DARTFD-VICTRIE 2U54 ' 457.85 0.33 5.72 91.66 97.38
0.31 0.5 0.15
Rail Welling 'BRNHRST-VICTRIE 2U56' 457.85 0.33 5.72 91.66 97.38
0.31 0.5 0.15
Rail Welling 'DARTFD-VICTRIE 2U58 ' 457.85 1.67 5.72 18.71 24.44
1.23 0.5 0.61
Rail Welling 'SLADEGN-VICTRIE 2U90' 457.85 0.33 5.72 91.66 97.38
0.31 0.5 0.15

Total Grid Cell AI: 14.97
PTAL: 4

Appendix C – TRICS Data – Nursery Sites

Yes Transport Services Limited 75 East Road London Licence No: 460201

Calculation Reference: AUDIT-460201-240220-0217

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST		
	WS	WEST SUSSEX	1 days
04	EAST ANGLIA		
	SF	SUFFOLK	1 days
08	NORTH WEST		
	EC	CHESHIRE EAST	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:	70 to 110 (units:)
Range Selected by User:	37 to 124 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/09 to 07/06/22

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

Selected survey days:

Monday	1 days
Wednesday	1 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 undertaking using machines.

Selected Locations:

Edge of Town Centre	3

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

Selected Location Sub Categories:

Residential Zone	2
No Sub Category	1

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	3 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

Secondary Filtering selection (Cont.):

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.

Population within 5 miles:

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

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

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

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	EC-04-D-01 CHESTER ROAD MACCLESFIELD	NURSERY		CHESHIRE EAST
	Edge of Town Centre No Sub Category Total Number of pupils:		70	
	Survey date: MONDAY		*24/11/14*	*Survey Type: MANUAL*
2	SF-04-D-03 CAMP ROAD LOWESTOFT	NURSERY		SUFFOLK
	Edge of Town Centre Residential Zone Total Number of pupils:		110	
	Survey date: WEDNESDAY		*10/12/14*	*Survey Type: MANUAL*
3	WS-04-D-01 FARNCOMBE ROAD WORTHING	NURSERY		WEST SUSSEX
	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.

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1
Estimated TRIP rate value per 30 shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.23

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	85	0.098	2.941	3	85	0.055	1.647	3	85	0.153	4.588
08:00 - 09:00	3	85	0.165	4.941	3	85	0.173	5.176	3	85	0.338	10.117
09:00 - 10:00	3	85	0.035	1.059	3	85	0.039	1.176	3	85	0.074	2.235
10:00 - 11:00	3	85	0.024	0.706	3	85	0.027	0.824	3	85	0.051	1.530
11:00 - 12:00	3	85	0.035	1.059	3	85	0.031	0.941	3	85	0.066	2.000
12:00 - 13:00	3	85	0.051	1.529	3	85	0.051	1.529	3	85	0.102	3.058
13:00 - 14:00	3	85	0.035	1.059	3	85	0.039	1.176	3	85	0.074	2.235
14:00 - 15:00	3	85	0.012	0.353	3	85	0.008	0.235	3	85	0.020	0.588
15:00 - 16:00	3	85	0.051	1.529	3	85	0.051	1.529	3	85	0.102	3.058
16:00 - 17:00	3	85	0.043	1.294	3	85	0.047	1.412	3	85	0.090	2.706
17:00 - 18:00	3	85	0.157	4.706	3	85	0.161	4.824	3	85	0.318	9.530
18:00 - 19:00	3	85	0.008	0.235	3	85	0.031	0.941	3	85	0.039	1.176
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.714	21.411			0.713	21.410			1.427	42.821

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:	70 - 110 (units:)
Survey date date range:	01/01/09 - 07/06/22
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL TAXIS
Calculation factor: 1
Estimated TRIP rate value per 30 shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	85	0.008	0.235	3	85	0.008	0.235	3	85	0.016	0.470
08:00 - 09:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
09:00 - 10:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
10:00 - 11:00	3	85	0.004	0.118	3	85	0.004	0.118	3	85	0.008	0.236
11:00 - 12:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
12:00 - 13:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
13:00 - 14:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
14:00 - 15:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
15:00 - 16:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
16:00 - 17:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
17:00 - 18:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
18:00 - 19:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.012	0.353			0.012	0.353			0.024	0.706

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.*

Yes Transport Services Limited 75 East Road London Licence No: 460201

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL OGVS
Calculation factor: 1
Estimated TRIP rate value per 30 shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
08:00 - 09:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
09:00 - 10:00	3	85	0.004	0.118	3	85	0.004	0.118	3	85	0.008	0.236
10:00 - 11:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
11:00 - 12:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
12:00 - 13:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
13:00 - 14:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
14:00 - 15:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
15:00 - 16:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
16:00 - 17:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
17:00 - 18:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
18:00 - 19:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	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	0.118			0.004	0.118			0.008	0.236

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL CYCLISTS
Calculation factor: 1
Estimated TRIP rate value per 30 shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
08:00 - 09:00	3	85	0.027	0.824	3	85	0.008	0.235	3	85	0.035	1.059
09:00 - 10:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
10:00 - 11:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
11:00 - 12:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
12:00 - 13:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
13:00 - 14:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
14:00 - 15:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
15:00 - 16:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
16:00 - 17:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
17:00 - 18:00	3	85	0.000	0.000	3	85	0.004	0.118	3	85	0.004	0.118
18:00 - 19:00	3	85	0.000	0.000	3	85	0.008	0.235	3	85	0.008	0.235
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.027	0.824			0.020	0.588			0.047	1.412

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1
Estimated TRIP rate value per 30 shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	85	0.161	4.824	3	85	0.035	1.059	3	85	0.196	5.883
08:00 - 09:00	3	85	0.298	8.941	3	85	0.188	5.647	3	85	0.486	14.588
09:00 - 10:00	3	85	0.051	1.529	3	85	0.047	1.412	3	85	0.098	2.941
10:00 - 11:00	3	85	0.039	1.176	3	85	0.035	1.059	3	85	0.074	2.235
11:00 - 12:00	3	85	0.051	1.529	3	85	0.039	1.176	3	85	0.090	2.705
12:00 - 13:00	3	85	0.055	1.647	3	85	0.067	2.000	3	85	0.122	3.647
13:00 - 14:00	3	85	0.047	1.412	3	85	0.059	1.765	3	85	0.106	3.177
14:00 - 15:00	3	85	0.020	0.588	3	85	0.016	0.471	3	85	0.036	1.059
15:00 - 16:00	3	85	0.059	1.765	3	85	0.102	3.059	3	85	0.161	4.824
16:00 - 17:00	3	85	0.063	1.882	3	85	0.098	2.941	3	85	0.161	4.823
17:00 - 18:00	3	85	0.200	6.000	3	85	0.294	8.824	3	85	0.494	14.824
18:00 - 19:00	3	85	0.004	0.118	3	85	0.055	1.647	3	85	0.059	1.765
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.048	31.411			1.035	31.060			2.083	62.471

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL PEDESTRIANS
Calculation factor: 1
Estimated TRIP rate value per 30 shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	85	0.031	0.941	3	85	0.000	0.000	3	85	0.031	0.941
08:00 - 09:00	3	85	0.137	4.118	3	85	0.039	1.176	3	85	0.176	5.294
09:00 - 10:00	3	85	0.051	1.529	3	85	0.012	0.353	3	85	0.063	1.882
10:00 - 11:00	3	85	0.024	0.706	3	85	0.024	0.706	3	85	0.048	1.412
11:00 - 12:00	3	85	0.008	0.235	3	85	0.024	0.706	3	85	0.032	0.941
12:00 - 13:00	3	85	0.110	3.294	3	85	0.090	2.706	3	85	0.200	6.000
13:00 - 14:00	3	85	0.063	1.882	3	85	0.059	1.765	3	85	0.122	3.647
14:00 - 15:00	3	85	0.008	0.235	3	85	0.004	0.118	3	85	0.012	0.353
15:00 - 16:00	3	85	0.027	0.824	3	85	0.035	1.059	3	85	0.062	1.883
16:00 - 17:00	3	85	0.008	0.235	3	85	0.118	3.529	3	85	0.126	3.764
17:00 - 18:00	3	85	0.024	0.706	3	85	0.086	2.588	3	85	0.110	3.294
18:00 - 19:00	3	85	0.000	0.000	3	85	0.020	0.588	3	85	0.020	0.588
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.491	14.705			0.511	15.294			1.002	29.999

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1
Estimated TRIP rate value per 30 shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	85	0.004	0.118	3	85	0.000	0.000	3	85	0.004	0.118
08:00 - 09:00	3	85	0.008	0.235	3	85	0.000	0.000	3	85	0.008	0.235
09:00 - 10:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
10:00 - 11:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
11:00 - 12:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
12:00 - 13:00	3	85	0.008	0.235	3	85	0.008	0.235	3	85	0.016	0.470
13:00 - 14:00	3	85	0.004	0.118	3	85	0.000	0.000	3	85	0.004	0.118
14:00 - 15:00	3	85	0.000	0.000	3	85	0.004	0.118	3	85	0.004	0.118
15:00 - 16:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
16:00 - 17:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
17:00 - 18:00	3	85	0.000	0.000	3	85	0.008	0.235	3	85	0.008	0.235
18:00 - 19:00	3	85	0.000	0.000	3	85	0.004	0.118	3	85	0.004	0.118
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.024	0.706			0.024	0.706			0.048	1.412

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1
Estimated TRIP rate value per 30 shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	85	0.004	0.118	3	85	0.000	0.000	3	85	0.004	0.118
08:00 - 09:00	3	85	0.008	0.235	3	85	0.000	0.000	3	85	0.008	0.235
09:00 - 10:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
10:00 - 11:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
11:00 - 12:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
12:00 - 13:00	3	85	0.008	0.235	3	85	0.008	0.235	3	85	0.016	0.470
13:00 - 14:00	3	85	0.004	0.118	3	85	0.000	0.000	3	85	0.004	0.118
14:00 - 15:00	3	85	0.000	0.000	3	85	0.004	0.118	3	85	0.004	0.118
15:00 - 16:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
16:00 - 17:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
17:00 - 18:00	3	85	0.000	0.000	3	85	0.008	0.235	3	85	0.008	0.235
18:00 - 19:00	3	85	0.000	0.000	3	85	0.004	0.118	3	85	0.004	0.118
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.024	0.706			0.024	0.706			0.048	1.412

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1
Estimated TRIP rate value per 30 shown in shaded columns
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.23

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	85	0.196	5.882	3	85	0.035	1.059	3	85	0.231	6.941
08:00 - 09:00	3	85	0.471	14.118	3	85	0.235	7.059	3	85	0.706	21.177
09:00 - 10:00	3	85	0.102	3.059	3	85	0.059	1.765	3	85	0.161	4.824
10:00 - 11:00	3	85	0.063	1.882	3	85	0.059	1.765	3	85	0.122	3.647
11:00 - 12:00	3	85	0.059	1.765	3	85	0.063	1.882	3	85	0.122	3.647
12:00 - 13:00	3	85	0.173	5.176	3	85	0.165	4.941	3	85	0.338	10.117
13:00 - 14:00	3	85	0.114	3.412	3	85	0.118	3.529	3	85	0.232	6.941
14:00 - 15:00	3	85	0.027	0.824	3	85	0.024	0.706	3	85	0.051	1.530
15:00 - 16:00	3	85	0.086	2.588	3	85	0.137	4.118	3	85	0.223	6.706
16:00 - 17:00	3	85	0.071	2.118	3	85	0.216	6.471	3	85	0.287	8.589
17:00 - 18:00	3	85	0.224	6.706	3	85	0.392	11.765	3	85	0.616	18.471
18:00 - 19:00	3	85	0.004	0.118	3	85	0.086	2.588	3	85	0.090	2.706
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.590	47.648			1.589	47.648			3.179	95.296

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL CARS
Calculation factor: 1
Estimated TRIP rate value per 30 shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	85	0.090	2.706	3	85	0.047	1.412	3	85	0.137	4.118
08:00 - 09:00	3	85	0.157	4.706	3	85	0.165	4.941	3	85	0.322	9.647
09:00 - 10:00	3	85	0.027	0.824	3	85	0.031	0.941	3	85	0.058	1.765
10:00 - 11:00	3	85	0.020	0.588	3	85	0.024	0.706	3	85	0.044	1.294
11:00 - 12:00	3	85	0.027	0.824	3	85	0.024	0.706	3	85	0.051	1.530
12:00 - 13:00	3	85	0.051	1.529	3	85	0.051	1.529	3	85	0.102	3.058
13:00 - 14:00	3	85	0.035	1.059	3	85	0.039	1.176	3	85	0.074	2.235
14:00 - 15:00	3	85	0.012	0.353	3	85	0.008	0.235	3	85	0.020	0.588
15:00 - 16:00	3	85	0.051	1.529	3	85	0.051	1.529	3	85	0.102	3.058
16:00 - 17:00	3	85	0.039	1.176	3	85	0.043	1.294	3	85	0.082	2.470
17:00 - 18:00	3	85	0.157	4.706	3	85	0.161	4.824	3	85	0.318	9.530
18:00 - 19:00	3	85	0.008	0.235	3	85	0.031	0.941	3	85	0.039	1.176
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.674	20.235			0.675	20.234			1.349	40.469

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

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

TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY
MULTI-MODAL LGVS
Calculation factor: 1
Estimated TRIP rate value per 30 shown in shaded columns
BOLD print indicates peak (busiest) period

	ARRIVALS				DEPARTURES				TOTALS			
Time Range	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate	No. Days	Ave. PUPILS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
08:00 - 09:00	3	85	0.008	0.235	3	85	0.008	0.235	3	85	0.016	0.470
09:00 - 10:00	3	85	0.004	0.118	3	85	0.004	0.118	3	85	0.008	0.236
10:00 - 11:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
11:00 - 12:00	3	85	0.008	0.235	3	85	0.008	0.235	3	85	0.016	0.470
12:00 - 13:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
13:00 - 14:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
14:00 - 15:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
15:00 - 16:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
16:00 - 17:00	3	85	0.004	0.118	3	85	0.004	0.118	3	85	0.008	0.236
17:00 - 18:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
18:00 - 19:00	3	85	0.000	0.000	3	85	0.000	0.000	3	85	0.000	0.000
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			0.024	0.706			0.024	0.706			0.048	1.412

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.*