

Aval Consulting Group.



# Parking Analysis and Trip Generation

The Ham Brewery Tap, 4-6 Ham St, Richmond TW10 7HT

Woodward Nursery School

August 2023

## Project Information

Job Code	92609
Sector	Engineering
Report	Parking Analysis
Client	Woodward Nursery School
Revision	A
Status	Final
Date of Issue	9 <sup>th</sup> August 2023

## Revision History

Revision	Date	Author	Reviewer	Approver	Status
A	18 <sup>th</sup> July 2023	LS	LS	AC	Draft
A	9 <sup>th</sup> August 2023				Final

### Disclaimer

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# 1 Introduction

## 1.1 Background

AVAL Consulting Group Limited (ACGL) has been commissioned by Woodward Nursery School ('the client') to provide an on-street Parking Assessment in relation to a planning application at The Ham Brewery Tap, 4-6 Ham St, Richmond TW10 7HT.

The proposed development is for the redevelopment / refurbishment of the existing derelict pub into a children's nursery.

There will be 49 children at the nursery from babies up to 4 years old. The gross floor area is 227sqm. The nursery will be built over two floors - ground and first floor.

The development will be car-free.

This report will be used to support the Planning Application for this scheme and will appraise the on-street parking conditions.

## 1.2 Parking Survey Description

The parking survey was undertaken by ACGL on roads within 200m of the site over 3 weekday nights and a weekday morning in July 2023. This was necessary to accord to the Richmond Parking Survey Methodology. The exact dates were the 3<sup>rd</sup> July, 4<sup>th</sup> July and 5<sup>th</sup> of July 2023. There were four parking beats over three days.

It was undertaken overnight (midnight and 5.30am beats) as that is when on-street parking in residential areas is likely to be at its busiest, when most residents would be home. A survey overnight would mean the results are robust and are likely to consider a worst-case. One parking beat was undertaken in each survey interval.

The survey was undertaken at 8am in the morning as that is when the peak drop offs are likely to occur at the nursery.

The survey locations included the whole of Ham Street, Ham Common, Back Lane and Ashburnham Road.

Figure 1.1 below shows the survey areas and site location.



### 1.3 Parking Survey Methodology

An on-street parking survey took place within approximately 200m of the site in the morning (5.30am and 8:00am) 3<sup>rd</sup> July, late night (00:00am) 4<sup>th</sup> July and in the late night (00:00am) 5<sup>th</sup> July 2023.

One parking beat was undertaken on each road / part road selected. The roads selected included:

- Ham Street
- Ham Common
- Back Lane
- Ashburnham Road

There were limited parking restrictions on Ashburnham Road at the time of the survey (with regards to CPZs and permits). Other parking restrictions, such as on-street double/single yellow lines (D/SYL's), bus lay-by's, zig-zags, kerb build outs, legal footway parking, dropped kerbs, disabled/doctors/loading bays, suspensions/temporary restrictions, skips and road works, narrow roads, where parking is not possible or subject to flooding etc were not counted in the survey.

The space between crossovers was measured and if this was less than 5.5m it was not included as a space. Likewise, the first 7.5m of a junction was omitted, but cars parked within these areas were still counted as part of the survey, as they would have

contributed to on-street parking stress. Illegally parked cars were also included in the stress calculation.

Only the parking spaces where it would be possible for residents (new residents) to park were included in the survey. Parking across driveways/dropped kerbs and on double yellow lines were not counted. Parking in disabled bays, electric vehicle charging bays and doctors bays were not included either.

Available spaces were only shown as available if the space represented 5.5m, otherwise it was considered that a car would not fit within a space.

The actual parking count data is provided in Appendix A. A summary of the data is provided Chapter 2.

## 2 On-Street Parking Results

### 2.1 Summary of Results

The results show that the on-street parking along Ham Street was on average 71% full, with an average of 10 available/free spaces. This is averaged across all four parking beats over three survey days. Ham Common was on average 32% full, with an average of 14 available/free spaces. Back Lane was on average 66% full, with an average of 13 available/free spaces and on Ashburnham Road there was an average of 54% full parking spaces, with an average of 7 available/free spaces.

Figure 2.1 On-Street Parking Stress

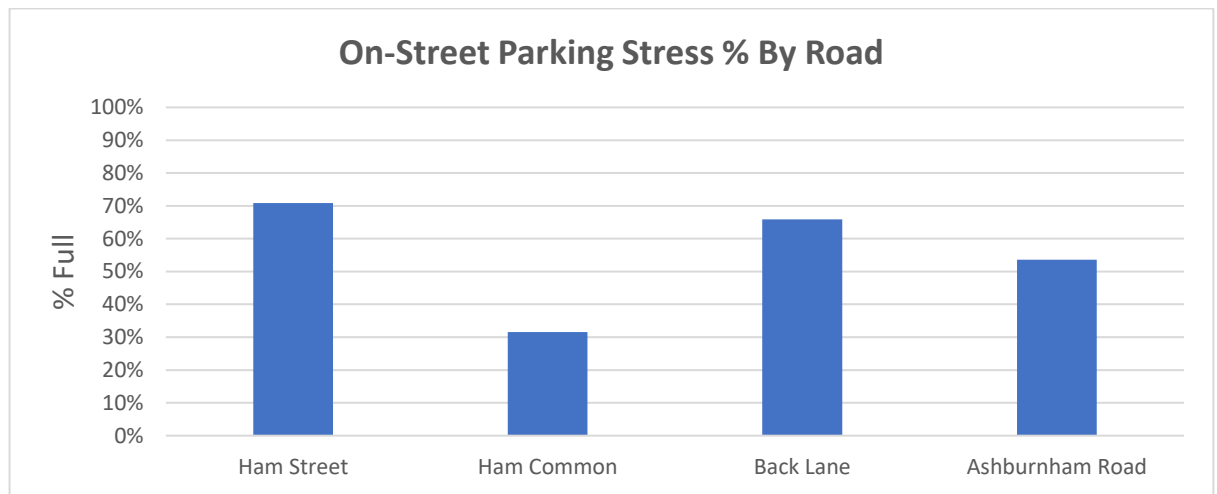
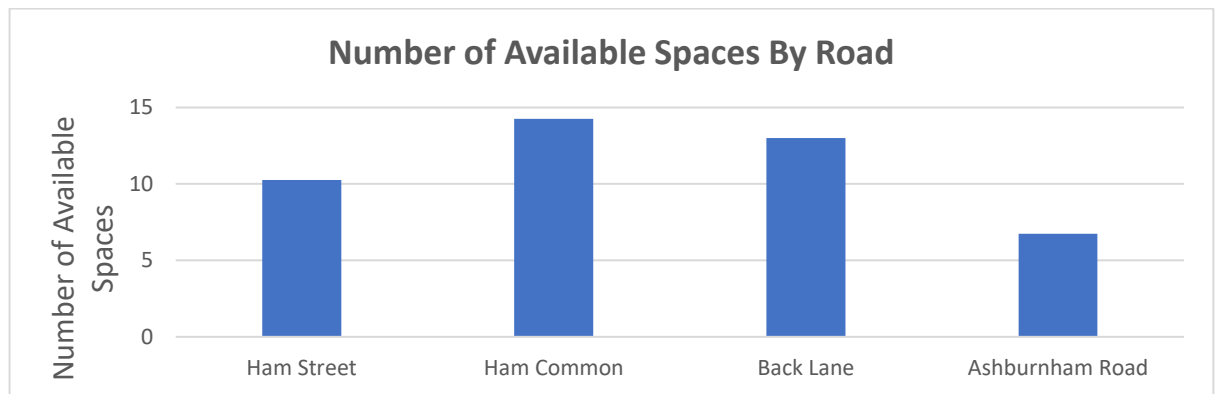


Figure 2.2 Available Parking Spaces



In summary, there are around 40 spare on-street parking spaces in the local area (within 200m of the site) overnight, when the on-street parking is at its busiest.

Given the proposed scheme comprises a nursery, the number of spare spaces within 200m of the site is more than adequate to serve any cars that arrive to drop children off and collect them and park for a short time. There should not be any parking stress from the development.

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In line with the NPPF 2021, paragraph 109, as the development will not result in an unacceptable impact on safety nor result in a severe impact on the road network, the proposed development should not be refused on parking grounds.



### 3 Proposed Trip Generation

#### 3.1 Introduction

This chapter considers the multi modal trip generation of the development proposal so that the impacts of the development on the local highway network can be considered. It draws upon multi modal trip rate data derived from the TRICS database, version v7.9.3.

#### 3.2 Forecast Trip Generation

The land use 'Education/D – Nursery' was selected in the TRICS database and sites filtered based on their parking numbers (low car parking or car-free), accessibility location and size i.e. number of children and/or floor area. The TRICS database provides trip rates per child and forecasts/predicts the total number of multi modal trips to the proposed residential scheme.

The forecast number of trips for an average weekday are shown in Table 5.1 for the nursery. The hourly trip rate data can be found in Appendix B.

**Table 5.1: Forecast Vehicle and Person Trip Generation for Education/D - Nursery based on 49 children**

Nursery based on 49 children	AM Peak (0800-0900)			PM Peak (1700-1800)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Total Vehicles Trip Rate	0.16	0.184	1.078	0.112	0.12	0.232
<b>No. of Vehicles (in total incl. car, van, servicing vehicle)</b>	<b>8</b>	<b>9</b>	<b>17</b>	<b>6</b>	<b>6</b>	<b>12</b>
Car Trip Rate	0.16	0.184	0.344	0.112	0.12	0.232
<b>No. of cars</b>	<b>8</b>	<b>9</b>	<b>17</b>	<b>6</b>	<b>6</b>	<b>12</b>
Cycle Trip Rate	0.898	0.024	0.072	0	0.008	0.008
<b>No. of cyclists</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
Walking Trip Rate	0.12	0.104	0.224	0.048	0.072	0.12
<b>No. of Pedestrians</b>	<b>6</b>	<b>5</b>	<b>11</b>	<b>2</b>	<b>4</b>	<b>6</b>
LGVs Trip Rate	0	0	0	0	0	0
<b>No. of LGVs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Daily Vehicles Total</b>	<b>35</b>			<b>35</b>		

#### 3.3 Summary of Person and Vehicle Trips

The nursery is expected to generate 8 vehicle trips in the AM peak and 6 vehicle trips in the PM peak, but over the course of the day (7am-7pm), 35no. vehicles are expected to arrive. The vehicle trips will be short drop-off and pick-up type trips.

In terms of cycling, the scheme is expected to generate around 3 cyclist movement in the AM peak.

The staff will be encouraged to either walk, cycle or use public transport to promote sustainable methods of transportation.

The transport impact from the proposed scheme is in line with the NPPF 2021, paragraph 109, as the development will not result in an unacceptable impact on highway safety nor result in a severe impact on the road network. Therefore, the proposed development should not be refused on highway grounds.

## 4 Conclusion

The proposed development is for the redevelopment / refurbishment of the existing derelict pub into a children's nursery.

There will be 49 children at the nursery from babies up to 4 years old. The gross floor area will be 227sqm. The nursery will be built over two floors - ground and first floor.

The development will be car-free.

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There are around 40 spare on-street parking spaces in the local area (within 200m of the site) overnight, when the on-street parking is at its busiest.

The nursery is expected to generate 8 vehicle trips in the AM peak and 6 vehicle trips in the PM peak, but over the course of the day (7am-7pm), 35no. vehicles are expected to arrive.

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The staff will be encouraged to either walk, cycle or use public transport to promote sustainable methods of transportation.

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## Appendix A : Parking Survey Data



Time of survey and dates: 3/7/23 - 5.30AM

Street Name	Section of Road and Type of Restriction	Capacity		Demand		Availability / Empty Spaces		% Parking Stress
		Unrestricted Area in Evening After 6pm - number of spaces	Restricted Area (with parking controls or CPZ in place) in Evening	Unrestricted Area in Evening After 6pm - number of spaces	Restricted Area (with parking controls or CPZ in place) in Evening	Unrestricted Area in Evening After 6pm - number of spaces	Restricted Area (with parking controls or CPZ in place) in Evening	
Ham Street	1 Disabled Bay, Double Yellow Line	43	1	31	0	12	1	70%
Ham Common	Narrow Lanes, Double Yellow Line	23	0	7	0	16	0	30%
Back Lane	Double Yellow Line	32	0	18	0	14	0	56%
Ashburnham Road	Bus Stop, Yellow Line, Parking Restriction 8am-5.30pm (1 Hour)	14	0	6	0	8	0	43%

50% Average parking stress %

Time of survey and dates: 3/7/23 - 8.00AM

Street Name	Section of Road and Type of Restriction	Capacity		Demand		Availability / Empty Spaces		% Parking Stress
		Unrestricted Area in Daytime	Restricted Area (with parking controls or CPZ in place) in Daytime	Unrestricted Area in Daytime	Restricted Area (with parking controls or CPZ in place) in Daytime	Unrestricted Area in Daytime	Restricted Area (with parking controls or CPZ in place) in Daytime	
Ham Street	1 Disabled Bay, Double Yellow Line	43	1	32	0	7	1	73%
Ham Common	Narrow Lanes, Double Yellow Line	23	0	9	0	8	0	39%
Back Lane	Double Yellow Line	32	0	23	0	10	0	72%
Ashburnham Road	Bus Stop, Yellow Line, Parking Restriction 8am-5.30pm (1 Hour)	10	4	8	3	3	1	79%

66% Average parking stress %



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**Appendix B : Trip Generation Data**

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 Licence No: 808401

Calculation Reference: AUDIT-808401-230720-0757

**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  
 PB PETERBOROUGH 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: 50 to 75 (units: )  
 Range Selected by User: 0 to 100 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 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:

Tuesday 1 days  
 Friday 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:

Edge of Town Centre 1  
 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 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 4 days - Selected  
 Servicing vehicles Excluded 1 days - Selected



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**Secondary Filtering selection:**

Use Class:  
E(F) 2 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:  
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:  
125,001 to 250,000 2 days

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

Car ownership within 5 miles:  
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 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:  
No PTAL Present 2 days

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

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*LIST OF SITES relevant to selection parameters*

- |   |   |                     |
|---|---|---------------------|
| 1 | <b>PB-04-D-01</b><br>EASTFIELD ROAD<br>PETERBOROUGH<br><br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total Number of pupils: 50<br>Survey date: TUESDAY 18/10/16<br>Survey Type: MANUAL | <b>PETERBOROUGH</b> |
| 2 | <b>WS-04-D-01</b><br>FARNCOMBE ROAD<br>WORTHING<br><br>Edge of Town Centre<br>Residential Zone<br>Total Number of pupils: 75<br>Survey date: FRIDAY 13/05/22<br>Survey Type: MANUAL                     | <b>WEST SUSSEX</b>  |

*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.*

*MANUALLY DESELECTED SITES*

Site Ref	Reason for Deselection
LN-04-D-01	unusable
NN-04-D-01	unusable

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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): 2.48

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	2	63	0.144	2	63	0.080	2	63	0.224
08:00 - 09:00	2	<b>63</b>	<b>0.160</b>	2	63	<b>0.184</b>	2	<b>63</b>	<b>0.344</b>
09:00 - 10:00	2	63	0.016	2	63	0.008	2	63	0.024
10:00 - 11:00	2	63	0.024	2	63	0.024	2	63	0.048
11:00 - 12:00	2	63	0.032	2	63	0.032	2	63	0.064
12:00 - 13:00	2	63	0.032	2	63	0.024	2	63	0.056
13:00 - 14:00	2	63	0.016	2	63	0.016	2	63	0.032
14:00 - 15:00	2	63	0.008	2	63	0.016	2	63	0.024
15:00 - 16:00	2	63	0.096	2	63	0.088	2	63	0.184
16:00 - 17:00	2	63	0.040	2	63	0.064	2	63	0.104
17:00 - 18:00	2	63	0.112	2	63	0.120	2	63	0.232
18:00 - 19:00	2	63	0.016	2	63	0.040	2	63	0.056
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.696			0.696			1.392

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: 50 - 75 (units: )  
 Survey date date range: 01/01/15 - 07/06/22  
 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: 2

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.

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TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY  
**MULTI-MODAL CYCLISTS**  
 Calculation factor: 1  
**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	2	63	0.000	2	63	0.000	2	63	0.000
08:00 - 09:00	2	63	<b>0.048</b>	2	63	<b>0.024</b>	2	63	<b>0.072</b>
09:00 - 10:00	2	63	0.000	2	63	0.000	2	63	0.000
10:00 - 11:00	2	63	0.000	2	63	0.000	2	63	0.000
11:00 - 12:00	2	63	0.000	2	63	0.000	2	63	0.000
12:00 - 13:00	2	63	0.000	2	63	0.000	2	63	0.000
13:00 - 14:00	2	63	0.000	2	63	0.000	2	63	0.000
14:00 - 15:00	2	63	0.000	2	63	0.000	2	63	0.000
15:00 - 16:00	2	63	0.000	2	63	0.000	2	63	0.000
16:00 - 17:00	2	63	0.000	2	63	0.000	2	63	0.000
17:00 - 18:00	2	63	0.000	2	63	0.008	2	63	0.008
18:00 - 19:00	2	63	0.000	2	63	0.000	2	63	0.000
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00	1	50	0.000	1	50	0.000	1	50	0.000
21:00 - 22:00	1	50	0.000	1	50	0.000	1	50	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.032			0.080

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TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY  
**MULTI-MODAL PEDESTRIANS**  
 Calculation factor: 1  
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Time Range	ARRIVALS			DEPARTURES			TOTALS		
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00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	2	63	0.032	2	63	0.008	2	63	0.040
08:00 - 09:00	2	63	0.120	2	63	0.104	2	63	0.224
09:00 - 10:00	2	63	0.120	2	63	0.024	2	63	0.144
10:00 - 11:00	2	63	0.032	2	63	0.032	2	63	0.064
11:00 - 12:00	2	63	0.040	2	63	0.024	2	63	0.064
12:00 - 13:00	2	<b>63</b>	<b>0.136</b>	2	<b>63</b>	<b>0.128</b>	2	<b>63</b>	<b>0.264</b>
13:00 - 14:00	2	63	0.056	2	63	0.128	2	63	0.184
14:00 - 15:00	2	63	0.008	2	63	0.000	2	63	0.008
15:00 - 16:00	2	63	0.128	2	63	0.088	2	63	0.216
16:00 - 17:00	2	63	0.016	2	63	0.064	2	63	0.080
17:00 - 18:00	2	63	0.048	2	63	0.072	2	63	0.120
18:00 - 19:00	2	63	0.000	2	63	0.048	2	63	0.048
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.736			0.720			1.456

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.

Parking Analysis and Trip Generation  
 The Ham Brewery Tap, 4-6 Ham St, Richmond TW10 7HT  
 Woodward Nursery School

92609

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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	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	2	63	0.128	2	63	0.064	2	63	0.192
08:00 - 09:00	<b>2</b>	<b>63</b>	<b>0.160</b>	<b>2</b>	<b>63</b>	<b>0.184</b>	<b>2</b>	<b>63</b>	<b>0.344</b>
09:00 - 10:00	2	63	0.016	2	63	0.008	2	63	0.024
10:00 - 11:00	2	63	0.016	2	63	0.016	2	63	0.032
11:00 - 12:00	2	63	0.024	2	63	0.032	2	63	0.056
12:00 - 13:00	2	63	0.024	2	63	0.016	2	63	0.040
13:00 - 14:00	2	63	0.016	2	63	0.016	2	63	0.032
14:00 - 15:00	2	63	0.008	2	63	0.016	2	63	0.024
15:00 - 16:00	2	63	0.096	2	63	0.088	2	63	0.184
16:00 - 17:00	2	63	0.040	2	63	0.056	2	63	0.096
17:00 - 18:00	2	63	0.112	2	63	0.120	2	63	0.232
18:00 - 19:00	2	63	0.016	2	63	0.040	2	63	0.056
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.656			0.656			1.312

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.

Parking Analysis and Trip Generation  
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TRIP RATE for Land Use 04 - EDUCATION/D - NURSERY  
**MULTI-MODAL LGVS**  
**Calculation factor: 1**  
**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	50	0.000	1	50	0.000	1	50	0.000
07:00 - 08:00	2	63	0.000	2	63	0.000	2	63	0.000
08:00 - 09:00	2	63	0.000	2	63	0.000	2	63	0.000
09:00 - 10:00	2	63	0.000	2	63	0.000	2	63	0.000
10:00 - 11:00	2	63	0.000	2	63	0.000	2	63	0.000
11:00 - 12:00	2	<b>63</b>	<b>0.008</b>	2	63	0.000	2	63	<b>0.008</b>
12:00 - 13:00	2	63	0.000	2	63	0.000	2	63	0.000
13:00 - 14:00	2	63	0.000	2	63	0.000	2	63	0.000
14:00 - 15:00	2	63	0.000	2	63	0.000	2	63	0.000
15:00 - 16:00	2	63	0.000	2	63	0.000	2	63	0.000
16:00 - 17:00	2	63	0.000	2	<b>63</b>	<b>0.008</b>	2	63	0.008
17:00 - 18:00	2	63	0.000	2	63	0.000	2	63	0.000
18:00 - 19:00	2	63	0.000	2	63	0.000	2	63	0.000
19:00 - 20:00	1	50	0.000	1	50	0.000	1	50	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>0.008</b>			<b>0.008</b>			<b>0.016</b>

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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