

A Planning Application by
THOMAS'S LONDON DAY SCHOOLS

In respect of
**Thomas's College,
RICHMOND**

Transport Statement

July 2024



Document Management

© 2024 Transport Planning Associates Limited. All Rights Reserved.

This document has been prepared by Transport Planning Associates for the sole use of our client in accordance with generally accepted consultancy principles, the budget for fees and the terms of service agreed between Transport Planning Associates and our client. Any information provided by third parties and referred to herein has not been checked or verified by Transport Planning Associates, unless otherwise expressly stated in the document. No third parties may rely upon this document without the prior and express written agreement of Transport Planning Associates.

Document Review

	Status	Author	Checker	Approver	Date
01	Draft	AW	LM	IB	11 03 24
-	Issue	AW	LM	IB	13 03 24
A	Revision	AW	IB	IB	01 07 24

Issued by:

Bristol
Cambridge
 London
 Oxford
 Welwyn Garden City

Transport Planning Associates
 The Stables
 7 Chesterton Mill
 French’s Road
 Cambridge
 CB4 3NP

01223 455385
 cambridge@tpa.uk.com
 www.tpa.uk.com

Contents		Page
1	Introduction	1
2	Local and National Planning Policy	3
3	Existing Highway Transportation Context	9
4	Proposed Development	17
5	Trip Attraction	21
6	Summary and Conclusion	25

List of Tables

Table 2.1	Cycle Parking Minimum Standards
Table 2.2	Richmond Adopted Local Plan Parking Standards for Schools
Table 2.3	The London Plan Disabled Persons Parking Standards for Non-residential Development
Table 3.1	Bus Services Summary Table with Routes and Average Frequencies
Table 3.2	IHT Guidance for Acceptable Journeys to be Made on Foot
Table 3.3	WYG Proposed Walking Distances
Table 3.4	Summary of Local Services and Facilities
Table 5.1	TRICS Total People Trip Rates per Pupil
Table 5.2	Forecast Pupil Trips by Modal Split
Table 5.3	Forecast Staff Trips by Modal Split

List of Figures

Figure 1.1	Indicative Site Location Plan
Figure 3.1	Walking Isochrone Plan
Figure 3.2	Cycling Isochrone Plan

List of Appendices

A	PTAL Rating
B	Detailed Site Plan
C	Thomas's School TRICS Output Report

1 Introduction

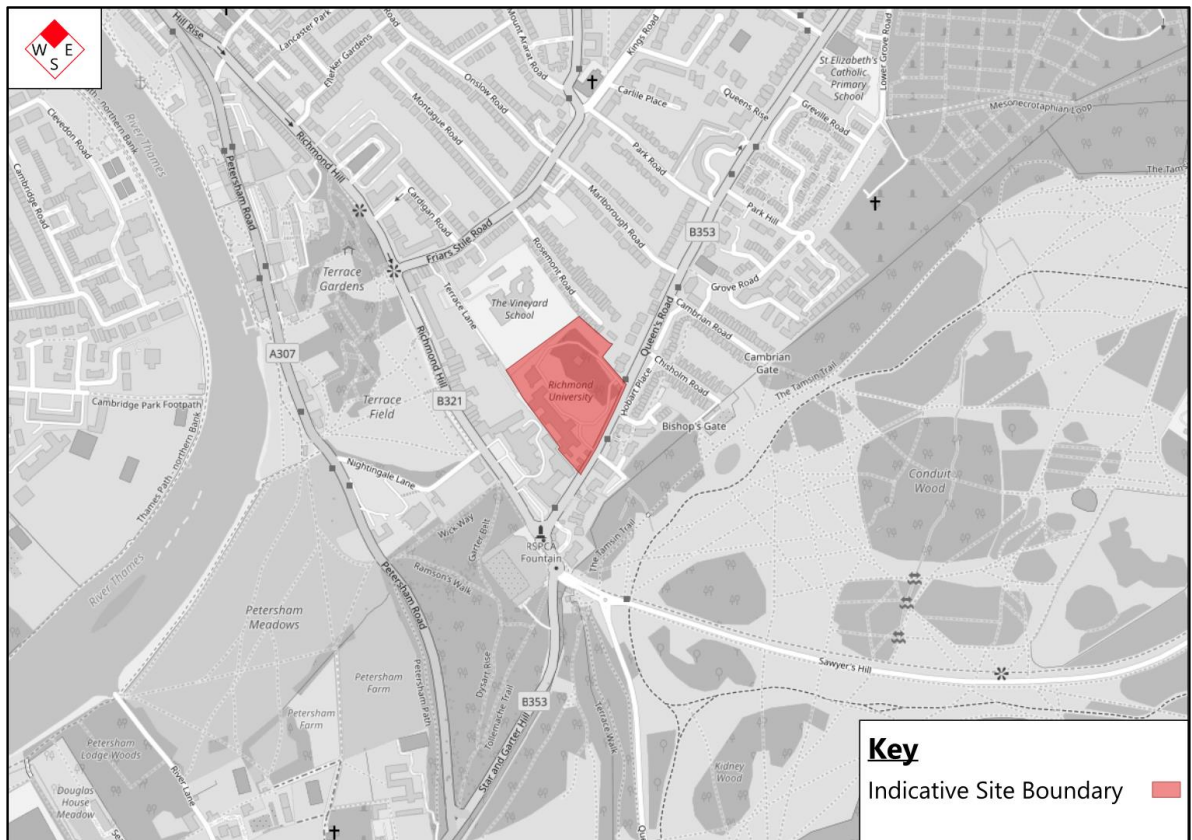
- 1.1 Transport Planning Associates has been instructed by Thomas's London Day School to provide transport planning consultancy services in relation to the proposed development at the former site of the American International University, located off Queen's Road, London ("**the site**"). The new school would be named Thomas's College ("**the school**")
- 1.2 The proposal seeks to provide a secondary school for pupils within the age range 11 to 18 on the site of the former American International University in London. The works will include the reconfiguration and internal works to existing buildings on site, to make them suitable for the needs of the school. The site has historically been and is currently within C2 use, providing education facilities and on-site student accommodation. The proposed development seeks to remain within C2 use. There would be no alterations to the access arrangements for the site, which will remain via the existing access and egress junctions from Queen's Road.
- 1.3 Based on the planning history the approved pupil capacity for the site is 630 pupils. The school seeks to operate within this capacity and therefore there would be no increase in the number of pupils that would attend the site, with 58 pupils boarding on a weekly basis.
- 1.4 It is understood that, alongside pupils coming to the school from local preparatory schools in Richmond and around London, some of the pupils will come from "feeder" schools also operated by Thomas's London Day School's, including the existing secondary education site in Putney Vale.
- 1.5 As the proposed development does not constitute a change in land use this Transport Statement will focus on the suitability of the current site in regard to sustainability, access arrangements and the provision of parking on site. This will demonstrate that the site is appropriate for the proposed use and will not cause a severe impact to the local highway network.

Site Location

- 1.6 The site is located close to the centre of Richmond in an area predominantly dominated by greenspaces like Richmond Park, Petersham Common Woods and Petersham Meadows. To the south of the site lies Queen's Road, onto which access into the site is obtained. In the vicinity of the site, Queen's Road also provides access to a number of residential dwellings which are located to the east of the site boundary.
- 1.7 North of the site lies The Vineyard Primary School, as well as further residential dwellings. To the west are hotels and a small industrial area, accessed from Richmond Hill.

1.8 An indicative site location plan is presented in **Figure 1.1**.

Figure 1.1 Indicative Site Location Plan



1.9 The site is ideally located to take advantage of the established public transport network, as well as the active travel provisions, that benefit much of Greater London.

Report Scope

1.10 The remainder of this report will be structured in the following manner:

- Chapter 2: Local and National Planning Policy;
- Chapter 3: Existing Highway Transportation Context;
- Chapter 4: Proposed Development;
- Chapter 5: Trip Generation; and
- Chapter 6: Summary and Conclusion.

2 Local and National Planning Policy

2.1 This chapter of the Transport Statement will examine the relevant local and national planning policy, insofar as they relate to transport matters.

National Planning Policy Framework

2.2 The revised National Planning Policy Framework ("**NPPF**") was published in December 2023. It retains the core principle set out within the preceding National Policy Guidance for development to be used to help reduce car dependency by making walking and cycling trips easier and by encouraging public transport trips between housing, jobs, shops and services. In transport terms the thrust of NPPF is a "*presumption in favour of sustainable development*" (paragraph 11).

2.3 Paragraph 114 of the NPPF states that:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) Safe and suitable access to the Site can be achieved for all users;

c) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

2.4 Furthermore, paragraph 115 of the NPPF states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

The London Plan

2.5 The London Plan ("**LP**"), published in 2021, is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over a 20 to 25 year period.

2.6 Chapter 10 of the LP sets out various policies with regard to transport, all with the aim of increasing sustainability in the transport network whilst reducing emissions based travel modes. This chapter seeks to outline the strategic policies that will guide the continuation sustainable travel implementation in the city, as well as the parking standards applicable to all use classes within London.

2.7 Policy T1 within the LP sets out the Strategic Approach to Transport, which states:

"A. Development Plans should support, and development proposals should facilitate:

1) The delivery of the Mayors Strategic target of 80 per cent of all trips in London be made by foot, cycle or public transport by 2041."

"B. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."

2.8 The LP immediately outlines the need to shift away from unsustainable modes of travel in favour of walking, cycling and public transport; building upon the existing infrastructure and improving it to facilitate this change.

2.9 Policy T2: *Healthy Streets* goes further to outline the improvements needed as part of a healthier shift to greater active and sustainable modal share:

"A. Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

B. Development proposals should:

1) promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.

2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.

C. In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators"

London Borough of Richmond Local Plan

2.10 The Richmond Local Plan ("**RLP**") was adopted in 2018 and sets out the strategic vision and objective for future development in the borough. One key theme throughout the RLP is the promotion of sustainability throughout all new proposals, with the reduction in vehicle trips in favour of high quality walking, cycling and public transport routes to increase sustainability in the borough.

2.11 A strategic vision for Richmond is to encourage sustainable growth, stating:

"Whilst cars will still be a significant part of our future, the borough's improved transport network and interchanges will encourage many residents as well as those who work and visit the borough to make journeys using high quality public transport and walking and cycling routes."

2.12 Strategic objectives within the Plan include:

"6. Promote safe and sustainable transport choices, including public transport, cycling and walking, for all people, including those with disabilities.

7. Encourage improvements to public transport, including quality and connectivity of transport interchanges, and support the use of Smart City technology and practices."

2.13 Chapter 11 of the RLP contains transport policies for the borough, with Policy LP 44 pertaining to Sustainable Travel Choices, something the borough strongly promotes throughout the plan. The main thrust of the policy states:

"The Council will work in partnership to promote safe, sustainable and accessible transport solutions, which minimise the impacts of development including in relation to congestion, air pollution and carbon dioxide emissions, and maximise opportunities including for health benefits and providing access to services, facilities and employment."

2.14 This sustainability initiative that will be favoured by the council goes further to outline with walking and cycling provision that the council will:

“Ensure that new development is designed to maximise permeability within and to the immediate vicinity of the development site through the provision of safe and convenient walking and cycling routes, and to provide opportunities for walking and cycling, including through the provision of links and enhancements to existing networks.”

2.15 This is furthered by public transport provision in which the council will:

“Ensure that major new developments maximise opportunities to provide safe and convenient access to public transport services.”

Parking Standards

2.16 Parking standards for the school are made up of varying sources as per the local development plans in place locally to Richmond and the greater London area. These standards shared between the RLP and the LP, to which the RLP references for certain standard criteria such as Disabled and Electric Vehicle parking.

Cycle Parking

2.17 Cycle parking standards for the school are to be taken from the LP. These have been reproduced in Table 2.1 below.

Table 2.1 Cycle Parking Minimum Standards

Land Use	Long Stay	Short Stay
Primary Schools / Secondary Schools / Sixth form Colleges	1 space per 8 staff + 1 space per 8 students	1 space per 100 students

Cycle parking standards sourced from The London Plan 2021 – Table 10.2.

2.18 The standards go on to state in greater detail the requirements of cycle parking and facilities for developments, which include:

- Cycle parking should be located in close proximity to the entrances of all buildings to provide convenience and choice for users;
- Cycle parking provided for staff should be suitable for long stay parking, particularly in terms of location, security and protection from the elements;

- Short-stay cycle parking should be available for visitors to a site, and should be convenient and readily accessible;
- For both long-stay and short-stay parking, consideration should be given to providing spaces accessible to less conventional bicycle types, such as tricycles, cargo bicycles and bicycles with trailers;
- All cycle parking should be consistent with the London Cycling Design Standards, or subsequent revisions; and
- It is recommended that supporting facilities are provided at land uses where long stay cyclists require them, i.e. places of employment. Supporting facilities include lockers, showers and changing rooms.

Electric Vehicle Parking

2.19 As part of the RLP and LP, electric vehicle charging provisions should be made for 1 out of every 5 parking spaces. This is broken down further for non-residential developments, stating the requirement as being:

- 10% active provision (should be provided from the onset of the site opening); and
- 10% passive provision (should have infrastructure in place from the onset but not required to be active).

Vehicle Parking

2.20 Standards regarding vehicle parking has been obtained from the RLP. A summary the parking standards for a school in Richmond is presented in Table 2.2.

Table 2.2 Richmond Adopted Local Plan Parking Standards for Schools

Land Use	Parking Standard
Schools	1 space per 2 staff. Arrangements must also be made for visitor parking spaces. Facilities for the setting down of coaches off street required.

Parking standards sourced from the Richmond Adopted Local Plan (2018) – Appendix 3.

2.21 Whilst the parking standards do not provide specific details on visitor parking spaces, it is considered that the provision existing within the school is adequate to satisfy the parking requirements set out by the RLP and the LP.

Disabled Parking

2.22 Disabled parking has been obtained from the LP. The LP outlines that:

- Disabled persons parking bays should be located on firm and level ground, as close as possible to the building entrance or facility they are associated with;
- Designated bays should be marked up as disabled persons parking bays from the outset;
- Enlarged bays should be large enough to become disabled persons parking bays quickly and easily via the marking up of appropriate hatchings and symbols and the provision of signage, if required i.e. if it can be demonstrated that the existing level of disabled persons parking is not adequate. The process for converting enlarged bays should be set out in a Parking Design and Management Plan and secured at the planning stage; and
- Designated disabled persons parking bays and enlarged bays should be designed in accordance with the design guidance provided in BS8300: Vol 1.

2.23 A summary of these disabled parking standards is presented in Table 2.3.

Table 2.3 The London Plan Disabled Persons Parking Standards for Non-residential Development

Use	Designated Bays (% of total parking provision)	Enlarged Bays / Future Provision (% of total parking provision)
Education	5%	5%

Parking Standards sourced from The London Plan 2021 - Table 10.6

3 Existing Highway Transportation Context

- 3.1 This chapter of the Transport Statement will outline details of the existing site in the context of the local highway network.

Walking and Cycling Accessibility

- 3.2 The location of the proposed school is such that it benefits from connections to established and extensive active travel routes that enable travel to and from the school to be achieved by sustainable means.

Pedestrians

- 3.3 Within the vicinity of the site there are dedicated pedestrian footways which ensure connectivity between the site and wider facilities.
- 3.4 Queen's Road, from which the site retains access, benefits from footways on either side of the carriageway. The footways measure approximately 2m in width and extend to all surrounding streets in the vicinity of the site, including onto the B321 and A307 which are located to the south of the site. These footways extend to the north and provide access to Richmond Station.
- 3.5 A walking isochrone plan has been created to illustrate the accessibility of the school and utilising the local pedestrian network to a range of local facilities and services within a 500m, 1,000m and 2,000m walking distance. These distances are in keeping with the guidance outlined by the Institute of Highways and Transportation ("IHT") that has been summarised later in this report within Table 3.2. This is presented within **Figure 3.1**, contained in the Figures Appendix.

Cyclists

- 3.6 Whilst Queens Road does not benefit from specific cycling infrastructure, the road is subject to a 20mph speed limit that makes the conditions for cycling more favourable for those who would commute to the school by bike.
- 3.7 Richmond Park, to the south of the site, benefits from numerous cycle routes and bike friendly trails, with cyclists maintaining right of way through the park over the use of cars. This is a safe route for students, staff and visitors to commute to the school.

- 3.8 The B321 is classed as a bike friendly road due to the street being subject to a 20mph limit. This extends northbound and creates a bike friendly link between the site and Richmond Station, facilitating interconnected sustainable travel to the wider London area.
- 3.9 A cycle isochrone plan has been created to illustrate the accessibility of the school to a range of local facilities and services within a 15-minute cycling time. This is in line with a 15-minute city concept that promotes an interconnected city that can utilise sustainable travel like cycling. This is presented in **Figure 3.2**, contained in the Figures Appendix.

Public Transport

Bus

- 3.10 Being situated within Greater London, the school will benefit from access to an extensive and established network of bus infrastructure that can facilitate travel both within the immediate local area as well as the wider London area.
- 3.11 Approximately 17m east of the site's southern access, opposite the access on Queens Road, the Richmond Hill Richmond Gate bus stop is located. This stop features a bus pole and flag, as well as timetable information. This stop is serviced by the 371 bus route travelling southbound towards Kingston. This stop has a regular frequency throughout the day and can be used by prospective students at the school in their commute in line with school opening and closing times.
- 3.12 A northbound route for the 371 also provides regular bus services throughout the day, including school arrival and departure times. This service stops at the Chisholm Road bus stop, located approximately 27m north of the site's northern access. This stop features a bus shelter, flag and timetable information. The northbound service extends to North Sheen.
- 3.13 A major hub for bus travel close to the school is Richmond Station, located approximately 1.7 kilometres from the site access. This station features various bus stops with multiple bus services that continue around London to provide interconnected, sustainable travel. Location include Hounslow, West Brompton and Heathrow, each with their own transport nodes facilitating greater distances in sustainable transport.
- 3.14 A summary of local bus services is presented within Table 3.1

Table 3.1 Bus Services Summary Table with Routes and Average Frequencies

Bus service	Bus Stop	Route	Average Frequency ¹		
			Weekday	Saturday	Sunday
371	Chisholm Road	Richmond – Richmond Town Centre and Station – Richmond Hill – Ham –	6 Services per hour First: 05:34 Last: 00:19	6 Services per hour First: 00:34 Last: 00:19	4 services per hour First: 00:34 Last: 00:05
	Richmond Hill Richmond Gate (South)	Tudor Drive – Norbiton - Kingston	6 services per hour First: 05:34 Last: 23:55	6 services per hour First: 00:09 Last: 23:55	5 services per hour First: 00:09 Last: 23:54
65	Richmond Station (Stop C)	Brook Street – Ealing Broadway Station	7 services per hour First: 05:45 Last: 01:00	6 services per hour First: 05:45 Last: 01:00	4 services per hour First: 05:47 Last: 01:00
110		School Road, Hounslow – Hammersmith Bus Station	3 services per hour First: 05:34 Last: 01:26	3 services per hour First: 05:28 Last: 01:28	3 services per hour First: 05:56 Last: 01:26
190		Richmond Station – West Brompton Station	4 services per hour First: 05:51 Last: 00:21	4 services per hour First: 05:51 Last: 00:21	4 services per hour First: 06:51 Last: 00:21
419		Richmond Station – Roehampton	4 services per hour First: 05:46 Last: 00:56	5 services per hour First: 05:46 Last: 00:56	3 services per hour First: 06:26 Last: 00:56
490		Heathrow Terminal 5 - Pools on the Park	4 services per hour First: 04:58 Last: 01:18	4 services per hour First: 04:58 Last: 01:18	2-3 services per hour First: 04:56 Last: 01:16
H37		Hounslow – Manor Road	4 services per hour First: 05:17 Last: 01:07	3 - 4 services per hour First: 05:17 Last: 01:07	2 – 3 services per hour First: 06:17 Last: 01:07
R70		Nurserylands Shopping Centre – Kew Retail Park	4 services per hour First: 05:39 Last: 01:21	3 services per hour First: 05:38 Last: 01:21	3 services per hour First: 06:36 Last: 01:21

¹ Average frequency in which the service reaches the named bus stop. Service frequency determined from the typical AM period of 6am onwards.

3.15 The summary of bus services presented in Table 3.1 indicate a frequent bus service in the immediate vicinity of the school as well as a large concentration of interconnected services to the north within Richmond Station. Overall the site is well served by bus.

Rail

3.16 The site is located approximately 1.7km south of Richmond Train Station when utilising the local pedestrian footway network. This station facilitates travel via Overground, Underground and National Rail services.

- District Line underground services to Upminster run from Richmond Station every 9 minutes.
- Overground services from Richmond to Stratford run from the station every 10 to 20 minutes.

- Southwestern Railway services run from Richmond towards Reading, Waterloo and Windsor every 5 to 10 minutes between each route.

3.17 Overall, Richmond Station, which is within an acceptable distance from the school and can be utilised by pupils attending daily, benefits from regular services that extend throughout London and beyond, accommodating to a range of pupil locations in and around London.

Public Transport Accessibility Level

3.18 The Public Transport Accessibility Level ("**PTAL**") is a measure of accessibility from a point of interest (i.e., the proposed development site) to the local public transport network. This measure takes into account the walk access time to the station or stop as well as the wait time and reliability of local transport services.

3.19 The PTAL is calculated via a numerical Public Transport Accessibility Index which is then converted into PTALs, where band 0 (worst) represents a low level of accessibility and 6 (best), the highest level.

3.20 The site is recorded with a PTAL rating of 2, surrounded by PTAL ratings of 1b. At the time of writing, the PTAL online tool is unable to provide full PTAL reports due to ongoing maintenance. In the interim, screen shots of the PTAL rating have been taken and are presented within **Appendix A**.

3.21 This rating of 2/1b is generated due to the distance to of rail and tube infrastructure. However, contextually, the site is well served by bus services, with bus stops located in the immediate vicinity of the school access. It is also proposed that the school will provide bus services between the site and Richmond railway station, which will further connect the site to existing public transport services.

Local Highway Network

3.22 Queen's Road, to which the school achieves access from, is subject to a 20mph speed limit. This street is characterised by footways on either side of the carriageway that extend to all neighbouring roads in the vicinity of the site.

3.23 A traffic signalled controlled crossing is located approximately 15m south along Queen's Road from the southern access of the school. This features tactile paving and dropped-kerbs. The remaining uncontrolled crossing points in the vicinity of the site, such as Stafford Place and Chisholm Road, benefit from dropped kerbs.

3.24 Further south, Queens Road intersects with Richmond Hill. This junction, still subject to a 20mph speed limit, features zebra crossings and a central island for pedestrian and cyclist movements.

3.25 Richmond Hill continues north, with footways on either side of the road. Further north Richmond Hill intersects with the one-way southbound road of Hill Rise, resulting in vehicle traffic diverting east along The Vineyard, with pedestrian and cycle traffic able to continue northbound towards Richmond Train Station along the A307.

Local Services and Facilities

3.26 The site is well placed to benefit from a wide range of local service and facilities, all within an acceptable distance from the site access.

3.27 Acceptable walking distances and the associated journey time is something that is often debated as part of any transport planning study with differing views and limited research available. The likelihood of people making a walking-based journey, as opposed to travelling by car, to local services is also greatly influenced by several factors, including:

- Infrastructure provision and local topography;
- The level of any network congestion issues;
- The availability and cost of parking; and
- Multi-purpose journeys.

3.28 The IHT document *Guidance for Journeys on Foot, 2000* provides long established guidance on walking distances from a scheme to local services that is most generally considered as appropriate, details of which are presented in Table 3.2

Table 3.2 IHT Guidance for Acceptable Journeys to be Made on Foot

	Town Centres (m)	Commuting/School/Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred maximum	800	2,000	1,200

Source: Table 3.2 of the institute of Highways & Transportation publication ‘Guidelines for Providing Journeys on foot, 2000.’

3.29 A study ‘How Far Do People Walk’ undertaken by transport consultants White Young Green (“**WYG**”) in 2015 reviews existing walking guidance for development planning with the aim of providing an evidence base to support suggested distances, with reference to National Travel Survey data from 2010 to 2012.

- 3.30 The conclusion of the WYG study was an alternative set of evidence-based data to be considered as part of the transport planning process for new developments. A summary of these results for UK sites excluding London are provided in Table 3.3.

Table 3.3 WYG Proposed Walking Distances

	Mean (m)	85th Percentile (m)
Walk as main mode of travel	1,150	1,950
Walk to a bus stop	580	800
Walk to a railway station	1,010	1,610

- 3.31 Table 3.4 details a summary of the services and facilities in the vicinity of the school.

Table 3.4 Summary of Local Services and Facilities

Facility Type	Facility Name	Distance to Facility Type from Thomas’s College ³ (Metres)	Approximate Travel Times (Minutes)	
			Walking ¹	Cycling ²
Public Transport	Richmond Train Station	1,800	22	6
	Richmond Hill Richmond Gate Bus Stop	120	2	<1
	Chisholm Road Bus Stop	230	3	1
Shops	Sainsburys Local	900	11	3
	Marks and Spencer	1,900	24	6
Healthcare	The Vineyard Surgery	1,500	19	5
	West Middlesex University Hospital	6,200	-	19
Community Centre	Cambrian Centre	400	5	1
Sports Venues	Richmond Athletic Ground	2,300	34	13
	Old Meadonians Playing Fields	3,800	51	13
	Pools in the Park	2,100	28	9
Green Space	Richmond Park	350	4	1
	Terrace Gardens	450	6	1
Post Office	Richmond Post Office	1,600	20	5
	In-post	400	5	1

¹Based on average walking speed of 3mph.

²Based on average cycling speed of 12mph.

³Thomas’s College represented from the Main Entrance of the school building.

3.32 Table 3.4 outlines that the site is surrounded by many useful services and facilities that are within an acceptable distance of the school’s access, both in walking distances and within a 15 minute cycle journey.

Highway Safety

3.33 The London Collision Map on Transport for London’s webpage has been interrogated to determine the safety record on the local highway network during the most recently available five-year period.

- 3.34 The data provides information on the location of each collision, including the date, time of collision, casualty type, severity and whether this included a vulnerable casualty.
- 3.35 A review has been undertaken of the most recently available 5-year period, which identified there have been no recorded accidents within the vicinity of either school access along Queen's Road.
- 3.36 One serious accident occurred on Richmond Hill in 2019 (Collision ID: 01190158178-1), located approximately 600m to the east of the site access. This collision involved a collision between a cyclist and a car. Details provided on the TfL webpage outlines this accident was caused by driver error in overtaking the cyclists and had no relation to the operation of the school nor any deficiencies in the existing highway network.
- 3.37 In summary, the local highway network is demonstrably safe for pedestrian, cyclist and vehicle movements. There are no issues or patterns of accidents in the vicinity of the school access. There is no reason to suggest that the implementation of the school would create or exacerbate any issues in regard to highway safety.

4 Proposed Development

- 4.1 This chapter of the Transport Statement will outline the details of the proposals including the parking arrangements, means of access as well as refuse and servicing arrangements.

Development Proposal

- 4.2 The proposal seeks to provide a secondary school for pupils within the age range 11 to 18. The site formally accommodated the American International University in London, with the proposal including reconfiguration and internal works to existing buildings on site. The site has historically been within C2 use, providing education facilities and on-site student accommodation. The proposed development seeks to remain within C2 use and would include the internal alterations necessary to meet the needs of Thomas' London Day Schools who wish to occupy the site.
- 4.3 The proposed development seeks no change to the legal land use of the site, with the use altering from higher to secondary education; a transition, but remaining in the same planning use class.
- 4.4 The number of pupils will also remain within the consented number within the site, with the school eventually be accommodating a maximum of 630 pupils aged from 11 to 18, however it is anticipated that in the initial years of the school opening this figure would be closer to 340 pupils.
- 4.5 It is anticipated at this stage that there are to be circa 45 full time staff at the school.
- 4.6 Pupils attending the school will be made up of new pupils entering secondary education as well as those relocating from an existing set of schools which Thomas's currently operates. These are located in Putney Vale, Battersea and Clapham.
- 4.7 Whilst this change does not affect the land use, it may result in some alterations of the travel patterns of students/pupils associated with the alteration between higher and secondary education. However, as this is a school in London that has access to facilities that would promote sustainable and active travel, it is anticipated that the school would not have any detrimental effect on the local highway network, instead utilising existing and additional sustainable travel such as rail and bus services, as well as active travel in walking and cycling provision.
- 4.8 A detailed site plan of the proposed development, produced by IID Architects, is contained in **Appendix B**.

Access

- 4.9 Access to the school, both pedestrian, cyclists and vehicular, will remain consistent with the existing site layout. The school has two points of access that are subject to a one way system, with the junction located further south along Queen's Road to be the site entrance, with the northern most access on Queens Road to be the site egress.
- 4.10 This access arrangement is considered both safe and suitable for the proposed site, as it is a retention of the existing site arrangement that has presented no issues in regard to highway safety or efficacy. This arrangement also provides safe access to students who may walk and cycle to the school.

Access by Car

- 4.11 Whilst there may be some staff who drive to the site, this mode of travel will be discouraged for pupils/parents, with sustainable and active travel activity encouraged. There will be no specific pick-up or drop off arrangements within the site, but the internal layout of the site would mean that any pupils arriving by car to be dropped off could be accommodated within the site. No on-site car parking will be allocated to pupils, with the limited number of parking spaces being utilised by staff and visitors only.

School Operational Hours

- 4.12 The school is scheduled to operate from Monday to Friday between the hours of 8am to 5pm for staff and pupils who are non-boarders. The school aims to stagger the opening times for pupil drop off and pick up depending on the scheduled timings of nearby schools in order to further reduce any impact to the peak hour school traffic flows.
- 4.13 Extra-curricular activities, such as sporting events that may take place on site or externally will typically operate between 8am and 1pm on Saturday's. Drop off and pick up for these kinds of events by school coaches will take place within the site boundary.

Shuttle Bus Arrangements

- 4.14 The school is proposing to introduce a shuttle bus service travelling between the school and Richmond Train Station. There would be two busses operating during both morning drop off and afternoon pick up, each with a 16 - 22 seat capacity.

- 4.15 This shuttlebus will be funded by the school and can also be utilised to transport for external events such as sporting venues off-site. Busses will be able to park within the site boundary when picking up or dropping off at the school, whilst at Richmond Station they will park within the Taxi rank stop.
- 4.16 There will be EV charging infrastructure in place on site to charge the school buses when needed.
- 4.17 Overall, the inclusion of this service further promotes the use of sustainable travel to and from the school, encouraging more pupils to take up a more environmentally friendly commute between the school and through onward sustainable travel at Richmond Station either by bus or train.

Cycle Parking

- 4.18 There will be ample cycle parking provided on site to accommodate for those who wish to cycle to school in the promotion of sustainable travel befitting to a London borough. The school will initially host in excess of 30 cycle parking stands that each provide two cycle parking spaces. This will provide space for the initial, smaller number of pupils anticipated to attend the school in the starting years of the school operating.
- 4.19 Cycle parking provision will increase in line with pupil numbers to ensure the school conforms with local standards.

Vehicle Parking

- 4.20 Parking will be retained on site from the existing provision. The school will benefit from 42 car parking spaces plus one EV charging space. This provides sufficient parking for staff as per the local parking standards, with a large proportion of staff anticipated to travel to the school by sustainable modes of transport.
- 4.21 The vehicle parking will be updated from it's existing layout to ensure the requirements of the RLP and LP are achieved in regard to the provision of disabled parking and EV infrastructure, both active and passive.

Coach / Bus Parking

- 4.22 Coaches and buses, both those provided by the school and external to the school, will be accommodated for within the site boundary. This will be as per the existing operation, with no impact to the internal movements of the school.

Refuse and Servicing

- 4.23 Refuse and servicing arrangements will continue in the same manner as the existing site arrangement. Refuse and servicing vehicles will enter the site from the entrance access to the south of Queens Road, service the school, before using the circular Driveway clockwise to exit back onto Queen's Road in a forward gear from the exit-only access to the north.

5 Trip Attraction

- 5.1 This chapter of the Transport Statement will provide an overview on matters relating to trip attraction to the school.
- 5.2 The legal land use of the site is not scheduled to change, retaining the C2 use class. The school is proposed to serve secondary age children, and as such the general manner in which the pupils travel to school will be more independent compared to younger aged primary school children, reducing the reliance on parents/carers to drive pupils to school.
- 5.3 This allows a higher proportion of pupils to utilise active and sustainable travel modes when traveling to and from the school. This opportunity is increase due to the site being within London, with its highly developed public transport network.
- 5.4 The school will also actively encourage non-car modes of transport and discourage car use for the trips to the school, which along with the implementation of a Travel Plan, will reduce vehicle trips.
- 5.5 In order to understand the likely trip attraction to the school, The TRICS database has been interrogated under land use *04 – Education, Subcategory B – Secondary*, to derive trip rates from a sample of sites. Given the small proportion of pupils who would be boarding at the school, the TRICS analysis focuses on typical secondary schools rather than Residential Schools, providing a robust approach reflective of the majority of the school.
- 5.6 The following section criteria was applied:
- Multi-modal Total People surveys;
 - Weekday surveys only;
 - Sites in Greater London and the Southeast only;
 - Edge of Town Centre, Suburban Area ad Edge of Town sites only;
 - Pupil numbers ranging from 610 to 1,200.
- 5.7 The full TRICS output report is contained within **Appendix C**.
- 5.8 The total people trip rates per pupil are presented in Table 5.1.

Table 5.1 TRICS Total People Trip Rates per Pupil

	AM (08:00 – 09:00)		PM (16:00 – 17:00)	
	Arrive	Depart	Arrive	Depart
Total People Trip Rates (per Pupil)	0.89	0.049	0.07	0.783

5.9 In producing a trip analysis from TRICS, efforts have been made to derive modal share to determine what the typical modal split may be for the school, representative of the site location context in London and the efforts of the school to reduce vehicle trips.

5.10 Modal share proportions and methodology have been obtained from a proxy development, the former Stag Brewery site in Mortlake, Richmond (Planning Reference: 18/0548/FUL), within the application’s Transport Assessment and Travel Plan. This mixed-use application included the construction of a secondary school that was forecast to hold the same PTAL rating as the school.

5.11 The modal share for pupils attending the school at the proxy site were obtained from three varying travel plans provided by the London Borough Richmond upon Thames Council:

“The Education mode share has been taken as an average of three travel plan targets for local schools provided by LBRuT. These schools, Richmond Park Academy, Christ’s Secondary School and Grey Court Secondary, all have an existing PTAL (2) similar to that of the proposed development site at the moment.”

5.12 Given the similarities between the PTAL ratings of both developments, and that these modal shares are provided by schools within Richmond by the local council, it has been deemed appropriate to use these modal share proportions for the Thomas’s College site.

5.13 A summary of the forecast trips and modal share proportions for pupils attending the school are contained in Table 5.2. These have been calculated by multiplying the maximum pupil numbers allowed at the school by the trip rates presented above.

5.14 After communication with the School, some amendments have been made to the data obtained from the Stag Brewery site that will better reflect the pupil modal share anticipated for this site. This includes increasing the use of train travel and a reduction in overall bus travel.

Table 5.2 Forecast Pupil Trips by Modal Split

Mode of Travel	Modal Split	Forecast Trip			
		Morning Peak (08:00 – 09:00)		Evening Peak (15:00-16:00)	
		Arrive	Depart	Arrive	Depart
Car Driver	0%	0	0	0	0
Car Passenger	8%	45	2	3	39
Bus	18%	101	6	8	89
Train	36%	202	11	16	177
Walk	34%	191	10	15	168
Cycle	2%	11	1	1	10
Other	2%	11	1	1	10
Total	100%	561	31	44	493

- 5.15 The results presented in Table 5.2 demonstrate that sustainable modes of travel are more prevalent for the pupil trips, accounting for 90% of the total share. Whilst vehicle occupancy makes up 8% of the total modal share, this would likely be reduced further with Thomas’s College implementing a Travel Plan and the restrictions on car travel that would be brought forward by the school.
- 5.16 As a proportion of pupils are to be relocated from Thomas’s Schools elsewhere in London, it can be assumed that some of the vehicle trips are already on the local highway network in conjunction with movements to reach the other schools. It is argued in this case that the introduction of Thomas’s College in Richmond would not cause a significant intensification of vehicle trips, which are already low, due to some of these trips already being on the highway network.
- 5.17 In regard to staff trip attraction and modal share, the same methodology has been used in this assessment as that of the Stag Brewery site, utilising Census data for Method of Travel To Work. The 2011 census results have been used for this assessment, as the most recently available data conducted in 2021 presents well over half of the respondents working from home. This “mode” of travel would not be representative of Thomas’s College once it opens as most staff would be teachers and expected to travel to the school every day. The 2011 dataset is more appropriate and robust in presenting modal shares.
- 5.18 A summary of the forecast trips, calculated by multiplying the trip rates contained in Table 5.1 by the estimated staff number of 45, and modal share proportions for staff attending the school are contained in Table 5.3.

Table 5.3 Forecast Staff Trips by Modal Split

Mode of Travel	Modal Split	Forecast Trip			
		Morning Peak (08:00 – 09:00)		Evening Peak (15:00-16:00)	
		Arrive	Depart	Arrive	Depart
Car Driver	10%	4	1	0	4
Car Passenger	1%	0	0	0	0
Bus	7%	3	0	0	2
Train	60%	24	1	2	21
Walk	14%	6	0	1	5
Cycle	7%	3	0	0	3
Other	1%	0	0	0	0
Total	100%	40	2	3	35

5.19 Table 5.3 outlines that sustainable travel still makes up a majority of the schools forecast trips, totalling 89%, with over half the trips made by train. Vehicle trips are slightly higher for staff, however, making up 10% of the baseline modal share. Similarly to Pupil trips, staff will be subject to the measures, initiatives and targets of a School Travel Plan that will reduce vehicle trips to and from the school over a set time frame.

5.20 Overall, The site is shown to be sustainable in it’s trip attraction, something the school is aiming to improve further once opened. These figures would therefore not cause a severe impact to the local highway network.

6 Summary and Conclusion

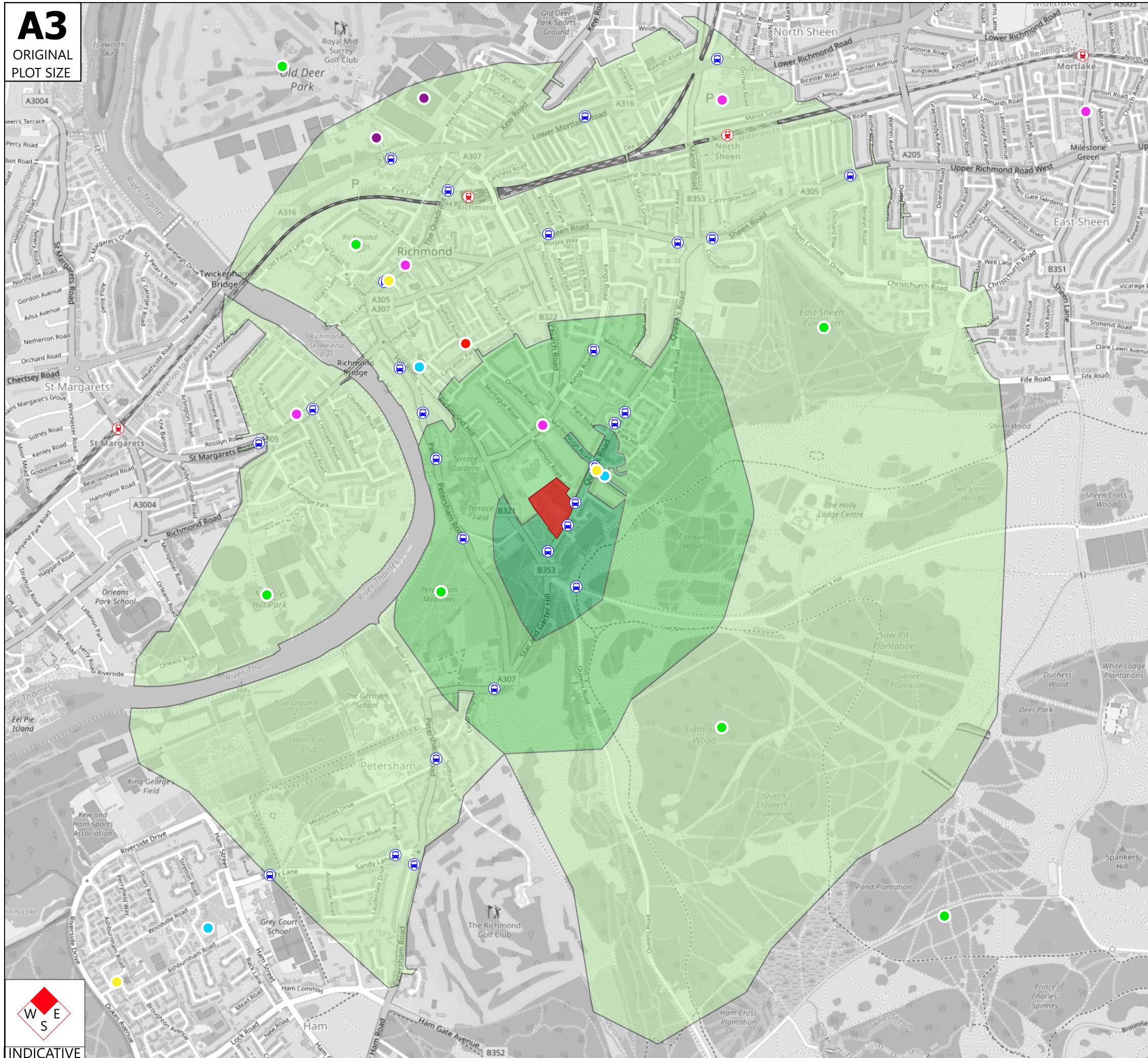
- 6.1 Transport Planning Associates has been instructed by Thomas's London Day School to provide transport planning consultancy services in regard to the proposed development at Thomas's College, Richmond.
- 6.2 The proposal seeks to transition the site from the former American International University in London to Thomas's College; the reconfiguration of the existing buildings in conjunction with the continued use of the site within Use Class C2.
- 6.3 This would accommodate up to a maximum of 630 pupils, with 58 pupils boarding on a weekly basis. However, it is anticipated that the initial pupil numbers in the first years of the school operating would be circa 340 pupils. It is anticipated that that the school will initially hold 45 full time staff.
- 6.4 As the school is not proposed to change it's legal land use, the changes outlined in the proposal and supported by this Transport Statement pertain to the accommodation of suitable parking facilities on-site, the sustainability of the development and the safety of the site that overall show the school would not cause a severe impact to the local highway network.
- 6.5 The school is scheduled to align with local and national guidance in regard to parking facilities on site, including those presented in the Adopted Richmond Local Plan and the London Plan 2021. This ensures staff and pupils have ample space for cycle parking and the provision of electric vehicle parking to promote sustainable travel.
- 6.6 The site presents no issues in regard to highway safety based on five years worth of accident data, suggesting that the existing and proposed arrangements for the site is safe for Thomas's College, including the access arrangements and processes for refuse and servicing vehicles.
- 6.7 Local facilities and services that may be relevant to the school users are within an acceptable walking and cycling distance, further illustrating the connectivity of the site that would reduce single occupancy vehicle trips in favour of sustainable and active travel.
- 6.8 A TRICS analysis of the site forecast that 90% of pupil trips and 75% of staff trips attracted to the school would be made by sustainable or active travel. This higher proportion would be increased based on the implementation of a Travel Plan to encourage an even greater shift away from vehicle trips.
- 6.9 Overall, as the site is retaining it's use class and is ensured to align with the current design standards both locally and nationally, the school is both safe and suitable for the proposed use, with no severe

impact to the local highway network as required by the NPPF. As such, there is no reason as to why this application should be refused on highways grounds.

Figures

A3

ORIGINAL
PLOT SIZE



Key

Indicative Site Boundary



Facilities

Post Office



Sports Venues



Community Centre



Healthcare



Retail Areas



Greenspace



Public Transport

Rail Station



Bus Stops



Walking Isochrones

500 m



1000 m



2000 m



Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
 Cambridge
 London
 Oxford
 Welwyn Garden City



The Stables
 7 Chesterton Mill
 French's Road
 Cambridge
 CB4 3NP
 01223 455385
www.tpa.uk.com

CLIENT:

Thomas's London Day Schools

PROJECT:

Thomas's College, Richmond

TITLE:

Walking Isochrone Plan

STATUS:

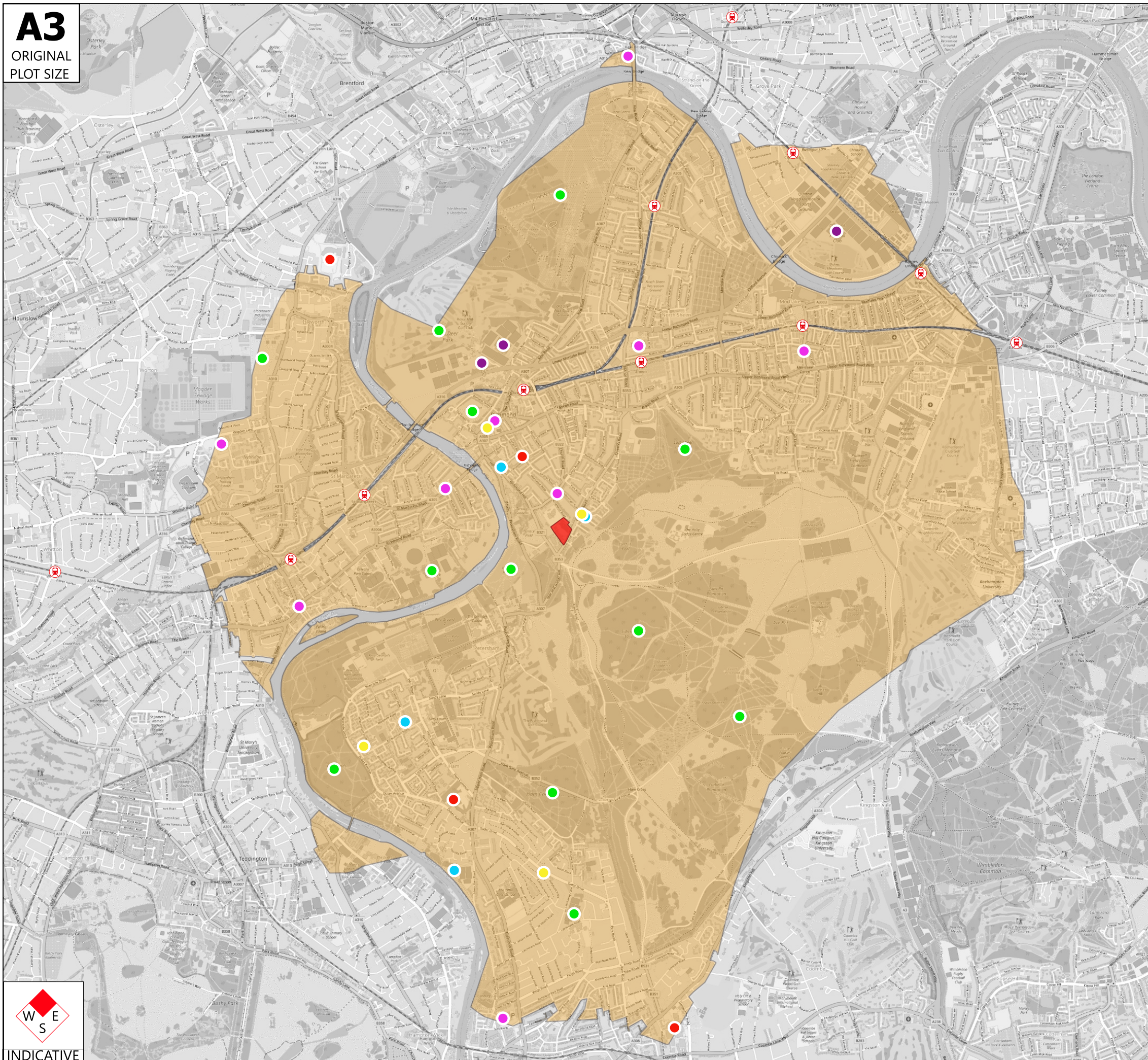
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
NTS	FEB '24	AW	IB	IB
JOB NO:	FIGURE NO:		REVISION:	
2310-009	3.1		-	



INDICATIVE

A3
ORIGINAL
PLOT SIZE



Key

Indicative Site Boundary



Facilities

Post Office



Sports Venues



Community Centre



Healthcare



Retail Areas



Greenspace



Public Transport

Rail Station



Cycling Isochrone

15 Minutes



Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Oxford
Welwyn Garden City



The Stables
7 Chesterton Mill
French's Road
Cambridge
CB4 3NP
01223 455385
www.tpa.uk.com

CLIENT:

Thomas's London Day Schools

PROJECT:

Thomas's College, Richmond

TITLE:

Cycling Isochrone Plan

STATUS:

FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
NTS	FEB '24	AW	IB	IB
JOB NO:		FIGURE NO:		REVISION:
2310-009		3.2		-



APPENDIX A

WebCAT

Address or co-ordinates

eg. NW1 6XE or 530273, 179613

Go

Access Level (PTAL)

Time mapping (TIM)

PTAL: a measure which rates locations by distance from frequent public transport services.

Map key - PTAL



Map layers

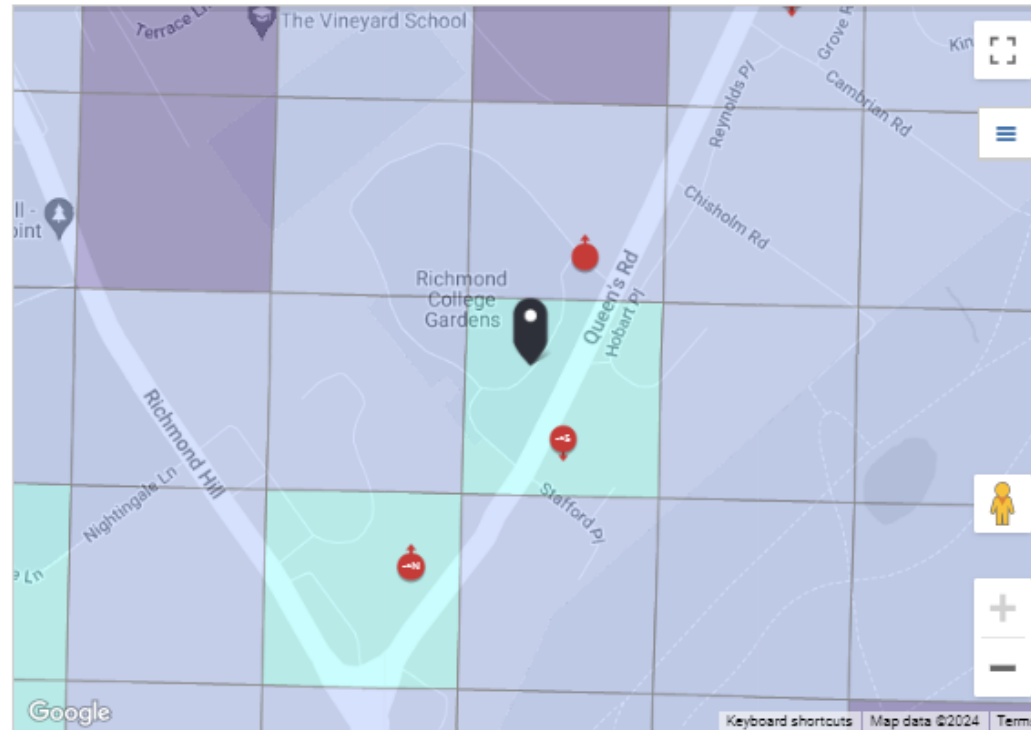
PTAL (cell size: 100m)

Scenario

Base Year

Highlight locations where PTALs have changed from Base Year

Update



You can click anywhere on the map to change the selected location.

PTAL output for Base Year

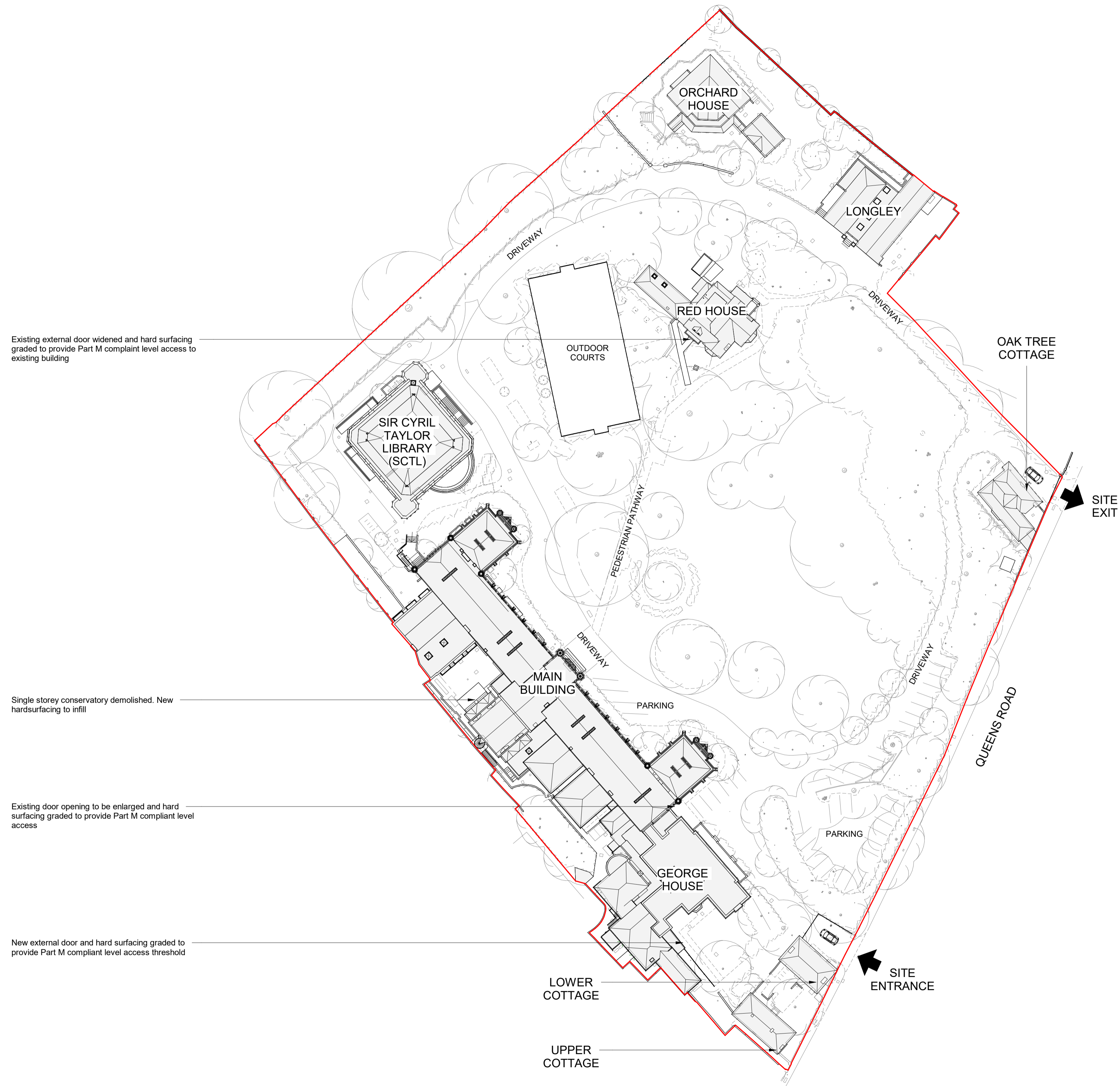
2

42 Hobart PL, Richmond TW10 6JG, UK
Easting: 518529, Northing: 173960

All public transport modes in London currently available:
National Rail, London Overground, Tube, DLR, Tram, Buses

Reports and map downloads

APPENDIX B



REV	DESCRIPTION	DATE
P02	WIP Issue	30.01.24
P01	WIP Issue	19.01.24

10 Archway
Richmond Place
15 Pinnerham Road
Richmond
TW10 6TP
info@iid.co.uk
020 3774 1000
www.iid.co.uk

CLIENT	Thomas's London Day Schools
PROJECT	Thomas's College
DRAWING TITLE	Proposed Site Plan
SCALE:	1:500 @ A1

DRAWING NUMBER	REV
1714 IID PL XX DR A-1002 P02	P02

APPENDIX C

Calculation Reference: AUDIT-219603-240221-0253

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : B - SECONDARY

MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON	
	BN BARNET	1 days
	HM HAMMERSMITH AND FULHAM	1 days
02	SOUTH EAST	
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	OX OXFORDSHIRE	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: 610 to 1200 (units:)
 Range Selected by User: 610 to 1200 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 19/10/05

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

Selected survey days:

Wednesday 2 days
 Thursday 3 days

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

Selected survey types:

Manual count 5 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 3
 Edge of Town 1
 Neighbourhood Centre (PPS6 Local Centre) 1

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

Selected Location Sub Categories:

Residential Zone 3
 No Sub Category 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 X days - Selected
 Servicing vehicles Excluded 5 days - Selected

Secondary Filtering selection:

Use Class:

F1(a) 5 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	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	3 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:

Not Known	4 days
No	1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	BN-04-B-01 CHESTNUT GROVE EAST BARNET	SECONDARY SCHOOL	BARNET
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 1200 <i>Survey date: WEDNESDAY 19/10/05</i>		
	<i>Survey Type: MANUAL</i>		
2	EX-04-B-01 SHEEPEN ROAD COLCHESTER	SECONDARY SCHOOL	ESSEX
	Edge of Town No Sub Category Total Number of pupils: 927 <i>Survey date: THURSDAY 29/03/01</i>		
	<i>Survey Type: MANUAL</i>		
3	HC-04-B-04 CROYE CLOSE ANDOVER	SECONDARY SCHOOL	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 895 <i>Survey date: THURSDAY 03/05/01</i>		
	<i>Survey Type: MANUAL</i>		
4	HM-04-B-01 KINGWOOD ROAD FULHAM	SECONDARY SCHOOL	HAMMERSMITH AND FULHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 610 <i>Survey date: WEDNESDAY 04/12/02</i>		
	<i>Survey Type: MANUAL</i>		
5	OX-04-B-01 MARSTON FERRY ROAD OXFORD SUMMERTOWN	SECONDARY SCHOOL	OXFORDSHIRE
	Neighbourhood Centre (PPS6 Local Centre) No Sub Category Total Number of pupils: 1069 <i>Survey date: THURSDAY 03/10/02</i>		
	<i>Survey Type: MANUAL</i>		

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/B - SECONDARY

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 5.41

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	5	940	0.078	5	940	0.008	5	940	0.086
08:00 - 09:00	5	940	0.890	5	940	0.049	5	940	0.939
09:00 - 10:00	5	940	0.043	5	940	0.030	5	940	0.073
10:00 - 11:00	5	940	0.032	5	940	0.044	5	940	0.076
11:00 - 12:00	5	940	0.034	5	940	0.031	5	940	0.065
12:00 - 13:00	5	940	0.044	5	940	0.083	5	940	0.127
13:00 - 14:00	5	940	0.086	5	940	0.075	5	940	0.161
14:00 - 15:00	5	940	0.041	5	940	0.056	5	940	0.097
15:00 - 16:00	5	940	0.070	5	940	0.783	5	940	0.853
16:00 - 17:00	5	940	0.024	5	940	0.126	5	940	0.150
17:00 - 18:00	5	940	0.009	5	940	0.032	5	940	0.041
18:00 - 19:00	4	1023	0.000	4	1023	0.009	4	1023	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.351			1.326			2.677

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.*