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Technical Note For Nishkam School West London.

Planning Application reference:- P/2015/2516

Comparison of PTAL accessibility rating for the school sites used to derive the multi modal travel mode split information and vehicular trip rates.

Introduction

The LB of Hounslow has requested that further consideration be given to the derivation of the mode split data and vehicular trip rates taking into account a review of the PTAL rating for the school sites used in comparison to the proposed school PTAL. This assessment is contained in this Technical Note.

The proposed school PTAL for the Wood Lane access point is 1b. In this case for pupils using public bus services the most convenient bus stops would be those on Wood Lane which is served by the H28 and the routing of this bus service can be seen on Figure 5. The Wood Lane pedestrian access point would be closer to the school building and would be more convenient for bus stops on the Great West Road (H91 high frequency service) where the walking distances would be approximately 190m (eastbound) and 240m (westbound). The postcode plot at Figure 8 shows where current pupils live. This assessment therefore relates to the PTAL rating for the Wood Lane access point as the most accessible part of the site by public transport modes.

The mode split information from schools in Hounslow and the existing school travel survey in conjunction with information about where current pupils live has then been used to assess the potential travel mode split for the proposed school. This is presented later in this Technical Note.

Junction capacity assessments have been undertaken for local junctions including two major junctions on the Great West Road which was based on vehicular trip rate data derived from the TRICS Database, a nationally recognised source of information of vehicular and multimodal survey data for many types of uses, including schools. The data from the TRICS database has been used to support trip rate predictions for many planning applications for schools in the Greater London Area and also Hounslow (Reach Academy 2013) and therefore considered an acceptable and appropriate source of information. The Council has asked if the vehicular trip rates derived from this data can be examined having regard to the results of the travel mode split assessment. This has been undertaken and also used to inform the assessment of the potential travel mode split for the proposed school.

Multimodal Travel Mode Assessment

The travel modal split assessment presented in the Transport Assessment report was based on 3 sources of data:-

- Multi modal data from the TRICS database, three primary school surveys and four secondary school sites.
- Mode split data from five secondary and four primary school travel plans in Hounslow.

- Data from pupil travel survey (reception and years 1 and 2) for the existing Nishkam School West London site at 390 London Road.

The PTAL ratings for the schools have been taken to the main school pedestrian access point for consistency and calculated from the TfL web site http://www.webptals.org.uk .The PTAL ratings for the schools used in this information is presented below.

TRICS Data

A summary of the three primary school and four secondary schools for which there is multimodal survey data in the TRICS database is given in the two tables below:-

Primary Schools	Pupils	Staff	Parking	PTAL	TP	Inner London
BN-04-A-01 (Barnet)	90	28	22	1b	No	N
CN-04-A-01 (Camden)	403	49	2	2	No	Y
HK-04-A-01 (Hackney)	410	59	1	5	Yes	Y

Table 1:- Multimodal TRICS Data – Primary Schools

Secondary Schools	Pupils	Staff	Parking	PTAL	TP	Inner London
BN-04-N-01 (E. Barnet)	1200	76	0	1b	No	N
LB-04-B-01 (Vauxhall)	624	34	29	6b	No	Y
IS-04-B-01 (Finsbury Park)	850	120	22	2	No	Y
HM-04-B-01 (Fulham)	610	62	0	3	No	Y

Table 2:- Multimodal TRICS Data – Secondary Schools

As can be seen the primary school multimodal survey sites have PTAL ratings of 1b, 2 and 5 and for the secondary schools the PTAL rates are 1b, 2, 3 and 6b. With respect to the primary schools only one school (Hackney PTAL 5) is significantly higher that the proposed school and having regard to the secondary schools, one is significantly higher (Vauxhall PTAL 6b) and one (Fulham PTAL 3) is slightly higher. These schools are situated in inner London boroughs with the exception of the primary and secondary schools in Barnet.

Travel Plan Mode Split Data

Travel Mode Split Data was obtained from School Travel Plans for five secondary schools (Isleworth and Syon School For Boys, Lampton School, Heston Community School, Gumley

House RC Convent School and The Heathland School) together with four primary schools these being Hounslow Town, Isleworth Town, Alexandra and Spring Grove.

A summary of the data for the four primary and five secondary schools taken from the School Travel Plans together with the school PTAL rating is given in the two tables below:-

Primary School	Date of survey	No of Respondents	Pupils	Staff	Parking	PTAL
Hounslow Town (TW3 1SR)	2012	515	584	30	15	6a
Isleworth Town (TW7 6AB)	2011	498	513	71	25	3
Alexandra (TW3 4DU)	2009/10	349	411	ns	ns	3
Spring Grove (TW7 4HB)	2010	147	235	26	18	5

Table 3:- Travel Plan Mode Split Data – Primary Schools

Secondary School	Date of survey	No of Respondents	Pupils	Staff	Parking	PTAL
Isleworth & Syon Boys (TW7 5LJ)	2011	506	1057	80	60	2
Lampton (TW3 4EP)	2009/10	814	1385	ns	ns	2
Heston Community (TW5 0QR)	2008	999	ns	ns	ns	2
Gumley (TW7 6PN)	2012	314	1152	155	55	2
The HeathLand (TW4 5JD)	2011	983	1828	200	137	2

Table 4:- Travel Plan Mode Split Data – Secondary Schools

Note: - ns = not stated

As can be seen the primary schools have PTAL ratings of 6a, 3, 3 and 5 and for the five secondary schools the PTAL rates are all 2. With respect to the primary schools two schools (Hounslow Town PTAL 6 & Spring Grove PTAL 5) are higher that the proposed school with two slightly higher with a PTAL of 3. Having regard to the secondary schools, these are all PTAL 2 and considered to be only slightly above that (PTAL 1b) for the proposed school.

Existing Pupil Travel Survey 390 London Road

The PTAL rating for the existing school at 390 London Road is 4 and the travel survey results are presented in the Transport Assessment.

Review of Multimodal Travel Mode Assessment

In consultation with Hounslow Council the mode split from School Travel Plans in Hounslow have been reviewed with regard to the selection of primary schools and also to use more recent travel plan data, where it is available, for both primary and secondary schools. In this situation data from other primary schools, with lower PTAL ratings, have been considered and for the secondary schools more recent information has been used together with data from 2 additional schools.

With regard to the primary and secondary schools seven primary and seven secondary schools have been selected having regard to their PTAL rating of 2 or less. The School Travel Plans were obtained from Hounslow Council and also the Council's website (http://www.hounslowtp.org/school.php). A summary of the details for the primary and secondary schools (taken from the School Travel Plans) together with the school PTAL rating is given in the two tables below:-

Primary School	Date of survey	No of Respondents	Pupils	Staff	Parking	PTAL	Pupils within 1 mile
Heston Primary (TW5 0QR)	2015	449	465	30	20	2	74%
Lionel Primary (TW8 9QT)	2013	355	399	68	18	<1	42%
Hounslow Heath Primary (TW4 7BD)	2014	466	521	55	28	2	78%
Westbrook (TW5 0NB)	2010	558	518	60	23	2	71%
The Blue Primary (TW7 6RQ)	2010	262	277	14	10	2	54%
Norwood Green (UB2 5RN)	2013	310	336	35	30	1b	70%
Berkeley (TW5 9HQ)	2012	408	460	40	30	2	78%

Table 5:- Travel Plan Mode Split Data – Primary Schools

Secondary Schools	Date of survey	No of Respondents	Pupils	Staff	Parking	PTAL	Pupils within 1 mile
Isleworth & Syon Boys (TW7 5LJ)	2011	1050	999*	80	60	2	21%
Lampton (TW3 4EP)	2011	892	1467	150	70	2	25%
Heston Community Sch (TW5 0QR)	2014	145	1222	165	69	2	35%
Gumley (TW7 6PN)	2015	864	900	165	55	2	12%
The HeathLand (TW4 5JD)	2013	778	1828	200	137	2	52%
Cranford Community Sch (TW5 9PD)	2013	1043	1150	200	160	2	25%
Chiswick School (W4 3UN)	2015	679	1265	140	70	2	23%

Table 6:- Travel Plan Mode Split Data – Secondary Schools

As can been seen all schools have a PTAL rating of 2 or less in comparison the proposed school site of 1b. It should also be noted that the pattern of where pupils live is currently based on information from 187 pupils and for future years will be influenced by the schools admissions criteria, which includes an oversubscribed distance criteria.

The average mode split for these seven primary schools has been calculated from the surveys in the School Travel Plans and a summary of the average results is shown in the table below together with the proportion of proposed pupils that might travel by these modes if these prevailed for the school. A copy of the full results is shown on Table A attached.

	Travel To School average Primary		700 Pupils
Mode	Number of Responses	Percentage %	
Car/Taxi	697	24.82	174
Car Share	93	3.31	23
Bus	191	6.80	48
Train / Tube	2	0.07	0
Cycle	125	4.45	31
Walk	1517	54.02	378
Park & Stride	91	3.24	23
Scooting	92	3.28	23
Total	2808	100.00	700
Total by non car modes	1927	68.63	480

Table 7:- Average Travel Plan Mode Split Data – Primary Schools

The average mode split for the seven Secondary schools has been calculated from the surveys in the School Travel Plans and a summary of the average results is shown in the table below and again the proportion of proposed secondary pupils that might travel by these modes is also shown if these were to prevail for the secondary school. The full results are shown on Table B attached.

	Travel To School Secondary average		700 Pupils
Mode	Number of Responses	Percentage %	
Car/Taxi	776	14.24	100
Car Share	118	2.16	15
Bus	2154	39.52	276
Train / Tube	272	4.99	35
Cycle	172	3.16	22
Walk	1938	35.55	249
Park & Stride	13	0.24	2
Scooting	8	0.15	1
Total	5451	100.00	700
Total by non car modes	4544	83.36	584

Table 8:- Average Travel Plan Mode Split Data – Secondary Schools

	Travel To School averages for proposed pupils		1400 Pupils
Mode	Primary	Secondary	
Car/Taxi	174	100	274
Car Share	23	15	38
Bus	48	276	324
Train / Tube	0	35	35
Cycle	31	22	53
Walk	378	249	627
Park & Stride	23	2	25
Scooting	23	1	24
Total	700	700	1400
Total by non car modes	480	584	1064

Table 9:- Total Modal split generations Primary and Secondary

The pupil survey data from the travel plans is understood to be based on a 'hands-up' survey in response to the question:-

What is your *USUAL* mode of travel to and from school, based on the mode used most often to travel to and from school and the mode that covers the longest/most distance?

With reference to the data for pupils if it is assumed that the pupils travelling by car would give the vehicle generation and that each pupil generates an arrival and departure trip in each of the AM and PM periods then the assumed trips for pupils would be 299 (274 + 25 Park & stride) arrivals and 299 departures a total of 598 in the AM and PM periods. In comparison for the morning period there are 125 arrivals and 66 departures a total of 191 trips based on the TRICS vehicular trip rate data. This aspect is considered further later in this Technical Note.

The opening hours of the school indicated in the Transport Assessment are noted as 0845 to 1530 (breakfast club from 0800) for primary and 0830 to 1600 for secondary which are considered traditional school times. From the hands-up survey it is not possible to say at what time a pupil travelled and whether they attended a breakfast club. Also a large proportion of secondary school staff are likely to arrive before pupils and probably before 0800 and would depart after pupils leave, perhaps 1600-1700. Some primary school staff are likely to arrive before 0800 particularly if breakfast club is offered. It should also be noted that some parents for the primary school would depart after 0900.

With regard to the end of the school day the trip rates from the TRICS data are less in the period 1500-1600 than the morning, which is logical since many schools run after school clubs and staff would leave after pupils. Also Sanderson Associates have obtained travel survey data for the first three year groups of a new secondary school in London which shows that pupil travel by car is lower in the afternoon than in the morning. Travel survey questions asked how pupils travel to school and also from school separately. This again is logical since parents / carers may drop-off children in the morning, on their way to work, but would be unable to pick up at the end of the school day because they are still at work. In this case secondary aged pupils would tend to travel home independently in the afternoon and for primary aged pupils another person may collect pupils in the afternoon travelling by a different mode. It is therefore not considered appropriate to use the hands-up survey to predict the level of pupils travelling by car in the PM period since it does not follow they will all travel at the same time or by the same mode.

A further point is that these flows do not take into account shared or linked trips for parents dropping off children at school on the way to work or for some other trip purpose, nor for the reverse trip after school or where pupils have older/younger brothers or sisters attending the same school.

Given this background it is therefore considered that the TRICS data would be more representative for vehicular trips and as can be seen the PTAL ratings for the TRICS surveys are similar to the proposed school with some located in both inner and outer London. Nevertheless, the mode split data has been used in conjunction with the TRICS vehicular trip rate data to inform the mode split assessment for the school and this is presented later in this Technical Note.

TRICS Survey sites used to derive Vehicular Trip rates.

A summary of the data for the eight primary and six secondary schools taken from the TRICS database together with their trip rates and PTAL rating is given in the two tables below:-

Primary School	Pupils	Staff	Parking	PTAL	TP	Inner London		Arrivals	Departure	Total
EN-04-A-01 (Enfield)	180	16	0	2	No	N	AM	0.222	0.189	0.411
							PM	0.022	0.272	0.294
BN-04-A-01 (Barnet)	90	28	22	1b	No	N	AM	0.256	0.067	0.323
							PM	0.022	0.211	0.233
LW-04-A-01 (Lewisham)	461	78	22	2	No	Y	AM	0.117	0.074	0.191
							PM	0.08	0.102	0.182
HO-04-A-01 (Hounslow)	320	50	20	1b	No	N	AM	0.034	0.003	0.037
							PM	0.009	0.009	0.018
CN-04-A-01 (Camden)	403	49	2	2	No	Y	AM	0.089	0.052	0.141
							PM	0.082	0.084	0.166
HK-04-A-01 (Hackney)	410	59	1	5	Yes	Y	AM	0.061	0.002	0.063
							PM	0.056	0.100	0.156
NH-04-A-01 (Newham)	422	78	12	2	No	Y	AM	0.076	0.047	0.123
							PM	0.031	0.045	0.076
RD-04-A-01 (Richmond)	412	35	0	2	No	N	AM	0.063	0.027	0.090
							PM	0.032	0.039	0.071

Table 10:- Vehicular TRICS Data – Primary Schools

Secondary School	Pupils	Staff	Parking	PTAL	TP	Inner London		Arrivals	Departure	Total
BN-04-N-01 (E. Barnet)	1200	76	0	1b	No	N	AM	0.145	0.049	0.194
							PM	0.026	0.102	0.128
LB-04-B-01 (Vauxhall)	624	34	29	6b	No	Y	AM	0.074	0.083	0.157
							PM	0.014	0.029	0.043
IS-04-B-01 (Finsbury Park)	850	120	22	2	No	Y	AM	0.048	0.033	0.081
							PM	0.001	0.013	0.014
RD-04-B-01 (Twickenham)	1027	127	70	3	Yes	N	AM	0.089	0.06	0.149
							PM	0.013	0.029	0.042
HO-04-B-01 (Hounslow)	1395	88	50	2	No	N	AM	0.059	0.021	0.08
							PM	0.029	0.030	0.059
HM-04-B-01 (Fulham)	610	62	0	3	No	Y	AM	0.041	0.026	0.067
							PM	0.020	0.030	0.050

Table 11:- Vehicular TRICS Data – Secondary Schools

As can be seen from the tables above the eight primary schools have PTAL ratings of 2, 1b, 2, 1b, 2, 5, 2, and 2 and for the six secondary schools the PTAL rates are 1b, 6b, 2, 3, 2, and 3. For the primary schools four out of eight are outside in inner London and three out of six secondary schools are outside inner London. With respect to the primary schools only one school (Hackney PTAL 5) is significantly higher than the proposed school and would be ranked (high to low) 7th out of 8 in terms of the total trip rate for the AM period and 5th out of 8 for the PM period. For the secondary schools, one site is significantly higher (Vauxhall PTAL 6b) and two (Twickenham & Fulham both PTAL 3) are slightly higher. The Vauxhall site would be ranked 2nd out of 6 in terms of the total trip rate for the AM period and 4th out of 6 for the PM

period. Included in the secondary school selection is a school in Hounslow (ref HO-04-B-01 - Lampton School) which is also one of the secondary schools used to assess mode split information from school travel plans.

As a sensitivity test the survey sites with the higher PTAL rates have been omitted from the selection and the trip rates recalculated. The primary school Hackney PTAL 5 and secondary school Vauxhall PTAL 6b, which both in inner London, have been omitted from the respective selections. In this selection of surveys four out of seven primary schools are outside inner London and three out of five secondary schools are also outside inner London. One secondary school (Lampton) is located in Hounslow.

The average trip rates obtained from TRICS database for the seven primary school sites and five secondary school sites are tabulated below together with the traffic generation associated with 700 pupils for each of the primary and secondary school uses.

Weekday Assessment Period	Trip Rate per Pupil		Traffic Generations for 700 Pupils		Total Trips
	Arrivals	Departures	Arrivals	Departures	
0800-0900	0.097	0.056	68	39	**107**
1500-1600	0.046	0.082	32	57	**89**
Daily	0.271	0.269	190	188	**378**

Table 12 - Average Primary Trip Rates and predicted trips obtained from TRICS

Weekday Assessment Period	Trip Rate per Pupil		Traffic Generations for 700 Pupils		Total Trips
	Arrivals	Departures	Arrivals	Departures	
0800-0900	0.081	0.038	57	27	**84**
1500-1600	0.019	0.044	13	31	**44**
Daily	0.203	0.203	142	142	**284**

Table 13 - Average Secondary Trip Rates and predicted trips obtained From TRICS

The overall total traffic generation using the TRICS data excluding the two Primary and Secondary school sites with higher PTAL rates is summarised below:-

Weekday Assessment Period	Traffic Generations for 1400 Pupils		Total Trips
	Arrivals	Departures	
0800-0900	125	66	**191**
1500-1600	45	88	**133**
Daily	332	330	**662**

Table 14 - Average Overall predicted traffic generation using TRICS data for the Primary and Secondary schools

For comparison the table below shows the total traffic generation which included the two sites with the higher PTAL rates. As can be seen from Tables 13 and 14, omission of the two sites increases the traffic generation by 8 two way trips in the AM (0800-0900) period and reduces it by 2 two way trips in the PM period (1500-1600).

Weekday Assessment Period	Traffic Generations for 1400 Pupils		Total Trips
	Arrivals	Departures	
0800-0900	120	63	**183**
1500-1600	46	89	**135**
Daily	323	322	**645**

Table 15 - Average Total predicted traffic generation using the TRICS data from the Transport Assessment.

Considering the distribution of these trips in the AM peak there would be 3 arrivals from the north and 2 from the south together with 2 departures to the north and 1 to the south. With regard to the AM peak period junction capacity assessments these small differences would not make a material difference to the outcome of the capacity assessments taking in to account the 5 additional trips distributed to the north and on different arms of the Jersey Road / Windmill Lane junction together with 3 distributed to the south. With regard to the PM peak the original junction capacity assessments are considered appropriate. For a robust assessment the traffic distribution and capacity assessments were undertaken on the basis that all traffic would access the school site.

Given this review it is considered that the vehicular trip rates derived from the TRICS database are appropriate to assess the vehicular traffic generation which has been used for the junction capacity assessments. Nevertheless, the travel plan mode split data has been used in conjunction with the TRICS vehicular trip rate data to inform the mode split assessment for the school and this is presented in this Technical Note.

The Proposed School Travel Mode Split

The potential mode split for the proposed school has been informed from the average mode split data from seven primary and seven secondary schools in Hounslow, where current pupils live, the existing school travel survey which is based on responses from 113 pupils and the average vehicular trip rate data from the TRICS database. The multimodal data from the TRICS database has not been used. The table which was presented in section 7 of the submitted School Travel Plan showing the proposed target mode split for the school has been revised in light of the travel mode split review which is set out in the preceding part of this Technical Note. The proposed mode split also takes into account the mitigation and initiatives proposed for the School indicated in the School Travel Plan.

No parking or arrangements for pupil pick-up and drop-off are proposed on site with the exception for pupils with disabilities or other mobility impairment. This accords with the thrust of local and regional policy although staff parking is proposed, recognising resident's existing concerns about on-street parking stress.

The School is proposing to introduce a school bus facility, which has support from present parents, which would drop-off and pick-up pupils within the school grounds. Also the school is seeking to secure up to three locations, in close proximity to the school for a Park and Stride scheme which has the benefit of reducing traffic immediately adjacent to the school grounds. A new access junction from Syon Lane is proposed which includes the provision of a right turn lane, and widening of the footways on the west side to the north and south of the proposed access as well as a formal zebra crossing on Syon Lane. Furthermore, it is proposed to promote with the Highway Authority, the provision of school zig-zag road markings and waiting restrictions together with a 20mph speed limit on the immediate Syon Lane frontage to the

school. In addition to access from Syon Lane a shared pedestrian / cycle access is proposed from Wood Lane together with the introduction of a formal zebra crossing.

The potential mode split for the proposed school has therefore also had regard to these proposals.

Table 16 below shows the average mode splits from the Hounslow primary and secondary schools, the existing school travel and the mode split for the proposed school.

	Travel To School average		Current Mode Split at London Road	Primary Pupil Target	700 Primary Pupils	Secondary Pupil Target	700 Secondary Pupils	1400 Total Pupils	Proposed Average Mode Split
Mode	Primary %	Secondary %	%	%	pupils	%	pupils	pupils	%
Car/Taxi	24.82	14.24	23.01%	0.00%	0	0.00%	0	0	0.00%
Car Share	3.31	2.16	19.47%	11.00%	77	4.30%	30.1	107	7.64%
Bus	6.80	39.52	16.81%	18.50%	129.5	32.80%	229.6	359	25.64%
Dedicated School Bus			0.00%	25.65%	179.55	27.60%	193.2	373	26.64%
Train / Tube	0.07	4.99	1.77%	2.00%	14	2.00%	14	28	2.00%
Cycle	4.45	3.16	1.77%	4.43%	31.01	4.43%	31.01	62	4.43%
Walk	54.02	35.55	19.47%	23.42%	163.94	23.57%	164.99	329	23.50%
Park & Stride	3.24	0.24	9.73%	11.00%	77	4.30%	30.1	107	7.64%
Scooting	3.28	0.15	7.96%	4.00%	28	1.00%	7	35	2.50%
Total	100.00	100.00	100.00	100.00	700	100.00	700	1400	100.00

Table 16 - Average mode split and mode split for the proposed school.

In this case all pupil car trips are taken to fall into the park and stride mode category and a category for the school bus has been added. The total for the park and stride mode is 107 one direction (214 two way) and is based on the TRICS vehicle trip rate predictions which is 191 two way trips. Whilst this is slightly above the TRICS value it accounts for a small proportion of pupils sharing trips with other family members and also that some primary school trips would fall into the next time segment. Car sharing is the same as the Park and Stride with the school fostering car sharing between parents and is consistent with the high level of car sharing taking place now. The mode share for rail and tube is fairly low at this stage but the routing of the school bus would include a drop-off / pick up at this location if feasible and would be investigated if pupils use this travel mode. It should be noted that the H91 bus (east bound) stops right outside the Osterley tube station and the westbound stop can be accessed via the adjacent subway so pupils could use scheduled bus services. Walking is 23.5% which reflects the current proportion of pupils living within 1 mile of the school at the moment. Walking will be encouraged and it is possible that this could be increased as more pupils are admitted to the school. Cycling is 4.43% which is broadly the same as the average from the Hounslow schools.

To conclude this Technical Note has examined the PTAL rates for the school sites that have been used to derive travel mode split and vehicle trip rate information from the TRICS database in comparison to the proposed school PTAL of 1b. Details for the school sites are set out in this Technical Note and these have been use to assess the proposed travel mode split for the school. Vehicular trips have been assessed based on surveys from the nationally recognised TRICS database and for the secondary school category this includes one school (Lampton) in Hounslow. This data does therefore include locally derived survey information and is used to determine the proportion of pupils that might use this mode of travel. The travel mode proportions have been informed from mode split data from schools in Hounslow and the TRICS database and are considered appropriate for this purpose.

Given the work undertaken in this Technical Note it is considered that the junction capacity assessments have been based on appropriate data from the TRICS database and the proposed mode split in Table 16 for trips by car takes this into account.

TABLE A **Primary**

Mode	Travel To School Heston Primary (2015)		Travel To School Lionel Primary (2013)		Travel To School Hounslow Heath Primary (2014)		Travel To School Westbrook Primary (2015)		Travel To School the Blue Primary (2010)		Travel To School Norwood Green Primary (2013)		Travel To School Berkeley Primary (2012)		Travel To School Primary average	
PTAL	2		<1		2		2		2		1b		2			
Mode	Number of Responses	Percentage %	Number of Responses	Percentage %	Number of Responses	Percentage %	Number of Responses	Percentage %	Number of Responses	Percentage %	Number of Responses	Percentage %	Number of Responses	Percentage %	Number of Responses	Percentage %
Car/Taxi	138	30.73	101	28.45	84	18.03	163	29.21	49	18.70	94	30.32	68	16.67	697	24.82
Car Share	8	1.78	8	2.25	8	1.72	3	0.54	46	17.56	20	6.45	0	0.00	93	3.31
Bus	25	5.57	18	5.07	41	8.80	54	9.68	6	2.29	13	4.19	34	8.33	191	6.80
Train / Tube	1	0.22	1	0.28	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	2	0.07
Cycle	21	4.68	7	1.97	17	3.65	29	5.20	7	2.67	23	7.42	21	5.15	125	4.45
Walk	234	52.12	215	60.56	283	60.73	276	49.46	117	44.66	127	40.97	265	64.95	1517	54.02
Park & Stride	8	1.78	0	0.00	24	5.15	12	2.15	22	8.40	23	7.42	2	0.49	91	3.24
Scooting	14	3.12	5	1.41	9	1.93	21	3.76	15	5.73	10	3.23	18	4.41	92	3.28
Total	449	100.00	355	100.00	466	100.00	558	100.00	262	100.00	310	100.00	408	100.00	2808	100.00
Total by non car modes	295	65.70	246	69.30	350	75.11	380	68.10	145	55.34	173	55.81	338	82.84	1927	68.63

TABLE B Secondary

Mode	Travel To School Isleworth Syon boys (2011 from 2015 TP)		Travel To School Lampton (2011)		Travel To School Heston (2014)		Travel To School Gumley (2015)		Travel To School The Heathland (2013)		Travel To School Cranford Community College (2013)		Travel To School Chiswick Sch (2015)		Travel To School - Secondary Average	
PTAL	2		2		2		2		2		2		2			
Mode	Number of Responses	Percentage %	Number of Responses	Percentage %	Number of Responses	Percentage %	Number of Responses	Percentage %	Number of Responses	Percentage %	Number of Responses	Percentage %	Number of Responses	Percentage %	Number of Responses	Percentage %
Car/Taxi	131	12.48	157	17.60	29	20.00	109	12.62	107	13.75	197	18.89	46	6.77	776	14.24
Car Share	30	2.86	27	3.03	3	2.07	12	1.39	13	1.67	29	2.78	4	0.59	118	2.16
Bus	457	43.52	205	22.98	49	33.79	545	63.08	115	14.78	515	49.38	268	39.47	2154	39.52
Train / Tube	74	7.05	7	0.78	0	0.00	56	6.48	2	0.26	10	0.96	123	18.11	272	4.99
Cycle	65	6.19	25	2.80	0	0.00	2	0.23	46	5.91	8	0.77	26	3.83	172	3.16
Walk	293	27.90	471	52.80	61	42.07	133	15.39	492	63.24	278	26.65	210	30.93	1938	35.55
Park & Stride	0	0.00	0	0.00	3	2.07	3	0.35	2	0.26	4	0.38	1	0.15	13	0.24
Scooting	0	0.00	0	0.00	0	0.00	4	0.46	1	0.13	2	0.19	1	0.15	8	0.15
Total	1050	100.00	892	100.00	145	100.00	864	100.00	778	100.00	1043	100.00	679	100.00	5451	100.00
Total by non car modes	889	84.67	708	79.37	110	75.86	740	85.65	656	84.32	813	77.95	628	92.49	4544	83.36

Sanderson Associates (CE) Ltd   Jubilee Way, Grange Moor   Huddersfield   Licence No: 311901

Calculation Reference: AUDIT-311901-150802-0821

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use   : 04 - EDUCATION
Category   : B - SECONDARY
VEHICLES

Selected regions and areas:
01   GREATER LONDON
      BN   BARNET   1 days
      HM   HAMMERSMITH AND FULHAM   1 days
      HO   HOUNSLOW   1 days
      IS   ISLINGTON   1 days
      RD   RICHMOND   1 days

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

Filtering Stage 2 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 1395 (units:)
Range Selected by User: 610 to 1395 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 14/05/12

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   3 days
Thursday   1 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
undertaking using machines.

Selected Locations:
Suburban Area (PPS6 Out of Centre)   5

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   5

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.

Sanderson Associates (CE) Ltd   Jubilee Way, Grange Moor   Huddersfield   Licence No: 311901

Filtering Stage 3 selection:

Use Class:
    D1   5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:
10,001 to 15,000   1 days
25,001 to 50,000   2 days
50,001 to 100,000   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   1 days
500,001 or More   4 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   4 days
1.1 to 1.5   1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:
Not Known   1 days
Yes   1 days
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.

Sanderson Associates (CE) Ltd   Jubilee Way, Grange Moor   Huddersfield   Licence No: 311901

LIST OF SITES relevant to selection parameters

   1   BN-04-B-01   SECONDARY SCHOOL   BARNET
       CHESTNUT GROVE

       EAST BARNET
       Suburban Area (PPS6 Out of Centre)
       Residential Zone
       Total Number of pupils: 1200
          Survey date: WEDNESDAY   19/10/05   Survey Type: MANUAL

   2   HM-04-B-01   SECONDARY SCHOOL   HAMMERSMITH AND FULHAM
       KINGWOOD ROAD

       FULHAM
       Suburban Area (PPS6 Out of Centre)
       Residential Zone
       Total Number of pupils: 610
          Survey date: WEDNESDAY   04/12/02   Survey Type: MANUAL

   3   HO-04-B-01   LAMPTON SCHOOL   HOUNSLOW
       LAMPTON AVENUE

       HOUNSLOW
       Suburban Area (PPS6 Out of Centre)
       Residential Zone
       Total Number of pupils: 1395
          Survey date: MONDAY   14/05/12   Survey Type: MANUAL

   4   IS-04-B-01   SECONDARY SCH.   ISLINGTON
       TURLE ROAD

       FINSBURY PARK
       Suburban Area (PPS6 Out of Centre)
       Residential Zone
       Total Number of pupils: 850
          Survey date: WEDNESDAY   25/11/09   Survey Type: MANUAL

   5   RD-04-B-01   SECONDARY SCH.   RICHMOND
       FIFTH CROSS ROAD

       TWICKENHAM
       Suburban Area (PPS6 Out of Centre)
       Residential Zone
       Total Number of pupils: 1027
          Survey date: THURSDAY   29/11/07   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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
LB-04-B-01	ptal rating 6b

TRIP RATE for Land Use 04 - EDUCATION/B - SECONDARY
VEHICLES
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	1016	0.018	5	1016	0.004	5	1016	0.022
08:00 - 09:00	5	1016	0.081	5	1016	0.038	5	1016	0.119
09:00 - 10:00	5	1016	0.018	5	1016	0.011	5	1016	0.029
10:00 - 11:00	5	1016	0.012	5	1016	0.008	5	1016	0.020
11:00 - 12:00	5	1016	0.007	5	1016	0.009	5	1016	0.016
12:00 - 13:00	5	1016	0.010	5	1016	0.008	5	1016	0.018
13:00 - 14:00	5	1016	0.010	5	1016	0.009	5	1016	0.019
14:00 - 15:00	5	1016	0.014	5	1016	0.020	5	1016	0.034
15:00 - 16:00	5	1016	0.019	5	1016	0.044	5	1016	0.063
16:00 - 17:00	5	1016	0.006	5	1016	0.030	5	1016	0.036
17:00 - 18:00	5	1016	0.003	5	1016	0.013	5	1016	0.016
18:00 - 19:00	4	1118	0.005	4	1118	0.007	4	1118	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.203			0.201			0.404

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.

Parameter summary

Trip rate parameter range selected:	610 - 1395 (units:)
Survey date date range:	01/01/00 - 14/05/12
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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.

TRICS 7.2.2

Trip Rate P Number of pupils

RANK ORDER for Land Use 04 - EDUCATION/B - SECONDARY

Ranking Type: TOTALS Time Range: 08:00-09:00

85th/15th Percentile Survey Not Highlighted

Rank	Site Ref	Description	Town/City	PUPILS	Day	Date	Arrivals	Departures	Totals	PTAL
1	BN-04-B-01	SECONDARY SCHOOL	EAST BARNET	1200	Wednesday	19/10/2005	0.145	0.049	0.194	1b
2	RD-04-B-01	SECONDARY SCH.	TWICKENHAM	1027	Thursday	29/11/2007	0.089	0.06	0.149	3
3	IS-04-B-01	SECONDARY SCH.	FINSBURY PARK	850	Wednesday	25/11/2009	0.048	0.033	0.081	2
4	HO-04-B-01	LAMPTON SCHOOL	HOUNSLOW	1395	Monday	14/05/2012	0.059	0.021	0.08	2
5	HM-04-B-01	SECONDARY SCHOOL	FULHAM	610	Wednesday	04/12/2002	0.041	0.026	0.067	3

RANK ORDER for Land Use 04 - EDUCATION/B - SECONDARY

Ranking Type: TOTALS Time Range: 15:00-16:00

85th/15th Percentile Survey Not Highlighted

Rank	Site Ref	Description	Town/City	PUPILS	Day	Date	Arrivals	Departures	Totals	
1	BN-04-B-01	SECONDARY SCHOOL	EAST BARNET	1200	Wednesday	19/10/2005	0.026	0.102	0.128	1b
2	HO-04-B-01	LAMPTON SCHOOL	HOUNSLOW	1395	Monday	14/05/2012	0.029	0.03	0.059	2
3	HM-04-B-01	SECONDARY SCHOOL	FULHAM	610	Wednesday	04/12/2002	0.02	0.03	0.05	3
4	RD-04-B-01	SECONDARY SCH.	TWICKENHAM	1027	Thursday	29/11/2007	0.013	0.029	0.042	3
5	IS-04-B-01	SECONDARY SCH.	FINSBURY PARK	850	Wednesday	25/11/2009	0.001	0.013	0.014	2

Sanderson Associates (CE) Ltd   Jubilee Way, Grange Moor   Huddersfield   Licence No: 311901

Calculation Reference: AUDIT-311901-150802-0831

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use   : 04 - EDUCATION
Category   : A - PRIMARY
VEHICLES

Selected regions and areas:
01   GREATER LONDON
        BN   BARNET   1 days
        CN   CAMDEN   1 days
        EN   ENFIELD   1 days
        HO   HOUNSLOW   1 days
        LW   LEWISHAM   1 days
        NH   NEWHAM   1 days
        RD   RICHMOND   1 days

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

Filtering Stage 2 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: 90 to 461 (units:)
Range Selected by User: 90 to 461 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/03 to 18/11/13

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   3 days
Tuesday   1 days
Wednesday   1 days
Thursday   1 days
Friday   1 days

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

Selected survey types:
Manual count   7 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   1
Suburban Area (PPS6 Out of Centre)   4
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   6
Built-Up Zone   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.

Filtering Stage 3 selection:

Use Class:
   D1   7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:
10,001 to 15,000   1 days
25,001 to 50,000   4 days
50,001 to 100,000   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   1 days
250,001 to 500,000   1 days
500,001 or More   5 days

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

Car ownership within 5 miles:
0.5 or Less   1 days
0.6 to 1.0   5 days
1.1 to 1.5   1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:
No   7 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.

Sanderson Associates (CE) Ltd   Jubilee Way, Grange Moor   Huddersfield   Licence No: 311901

LIST OF SITES relevant to selection parameters

1   BN-04-A-01   PRIMARY SCHOOL   BARNET
CHASE SIDE

EAST BARNET
Edge of Town
Residential Zone
Total Number of pupils: 90
        Survey date: FRIDAY   07/10/05   Survey Type: MANUAL
2   CN-04-A-01   PRIMARY SCHOOL   CAMDEN
PRINCESS ROAD

PRIMROSE HILL
Edge of Town Centre
Residential Zone
Total Number of pupils: 403
        Survey date: MONDAY   10/12/12   Survey Type: MANUAL
3   EN-04-A-01   PRIMARY SCHOOL   ENFIELD
CUCKOO HALL LANE

EDMONTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 180
        Survey date: WEDNESDAY   16/05/12   Survey Type: MANUAL
4   HO-04-A-01   PRIMARY SCHOOL   HOUNSLOW
BUCKINGHAM ROAD

HANWORTH
Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Number of pupils: 320
        Survey date: THURSDAY   29/11/07   Survey Type: MANUAL
5   LW-04-A-01   PRIMARY SCHOOL   LEWISHAM
EVELYN STREET

LEWISHAM
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Number of pupils: 461
        Survey date: TUESDAY   27/02/07   Survey Type: MANUAL
6   NH-04-A-01   PRIMARY SCHOOL   NEWHAM
HOSKINS CLOSE

BECKTON
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 422
        Survey date: MONDAY   18/11/13   Survey Type: MANUAL
7   RD-04-A-01   PRIMARY SCHOOL   RICHMOND
UPPER RICHMOND RD W.

EAST SHEEN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of pupils: 412
        Survey date: MONDAY   24/03/03   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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HK-04-A-01	PTAL 5

Sanderson Associates (CE) Ltd   Jubilee Way, Grange Moor   Huddersfield   Licence No: 311901

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
VEHICLES
Calculation factor: 1 PUPILS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	7	327	0.024	7	327	0.003	7	327	0.027
08:00 - 09:00	7	327	**0.097**	7	327	**0.056**	7	327	**0.153**
09:00 - 10:00	7	327	0.019	7	327	0.027	7	327	0.046
10:00 - 11:00	7	327	0.006	7	327	0.005	7	327	0.011
11:00 - 12:00	7	327	0.007	7	327	0.007	7	327	0.014
12:00 - 13:00	7	327	0.022	7	327	0.014	7	327	0.036
13:00 - 14:00	7	327	0.020	7	327	0.023	7	327	0.043
14:00 - 15:00	7	327	0.023	7	327	0.014	7	327	0.037
15:00 - 16:00	7	327	0.046	7	327	0.082	7	327	0.128
16:00 - 17:00	7	327	0.006	7	327	0.025	7	327	0.031
17:00 - 18:00	7	327	0.001	7	327	0.010	7	327	0.011
18:00 - 19:00	6	313	0.000	6	313	0.003	6	313	0.003
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.271			0.269			0.540

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.

Parameter summary

Trip rate parameter range selected:	90 - 461 (units:)
Survey date date range:	01/01/03 - 18/11/13
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	1

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.

TRICS 7.2.2

Trip Rate Par Number of pupils

RANK ORDER for Land Use 04 - EDUCATION/A - PRIMARY

Ranking Type: TOTALS Time Range: 08:00-09:00

85th/15th Percentile Survey Not Highlighted

Rank	Site Ref	Description	Town/City	PUPILS	Day	Date	Arrivals	Departures	Totals	PTAL
1	EN-04-A-01	PRIMARY SCHOOL	EDMONTON	180	Wednesday	16/05/2012	0.222	0.189	0.411	2
2	BN-04-A-01	PRIMARY SCHOOL	EAST BARNET	90	Friday	07/10/2005	0.256	0.067	0.323	1b
3	LW-04-A-01	PRIMARY SCHOOL	LEWISHAM	461	Tuesday	27/02/2007	0.117	0.074	0.191	2
4	CN-04-A-01	PRIMARY SCHOOL	PRIMROSE HILL	403	Monday	10/12/2012	0.089	0.052	0.141	2
5	NH-04-A-01	PRIMARY SCHOOL	BECKTON	422	Monday	18/11/2013	0.076	0.047	0.123	2
6	RD-04-A-01	PRIMARY SCHOOL	EAST SHEEN	412	Monday	24/03/2003	0.063	0.027	0.09	2
7	HO-04-A-01	PRIMARY SCHOOL	HANWORTH	320	Thursday	29/11/2007	0.034	0.003	0.037	1b

RANK ORDER for Land Use 04 - EDUCATION/A - PRIMARY

Ranking Type: TOTALS Time Range: 15:00-16:00

85th/15th Percentile Survey Not Highlighted

Rank	Site Ref	Description	Town/City	PUPILS	Day	Date	Arrivals	Departures	Totals	PTAL
1	EN-04-A-01	PRIMARY SCHOOL	EDMONTON	180	Wednesday	16/05/2012	0.022	0.272	0.294	2
2	BN-04-A-01	PRIMARY SCHOOL	EAST BARNET	90	Friday	07/10/2005	0.022	0.211	0.233	1b
3	LW-04-A-01	PRIMARY SCHOOL	LEWISHAM	461	Tuesday	27/02/2007	0.08	0.102	0.182	2
4	CN-04-A-01	PRIMARY SCHOOL	PRIMROSE HILL	403	Monday	10/12/2012	0.082	0.084	0.166	2
5	NH-04-A-01	PRIMARY SCHOOL	BECKTON	422	Monday	18/11/2013	0.031	0.045	0.076	2
6	RD-04-A-01	PRIMARY SCHOOL	EAST SHEEN	412	Monday	24/03/2003	0.032	0.039	0.071	2
7	HO-04-A-01	PRIMARY SCHOOL	HANWORTH	320	Thursday	29/11/2007	0.009	0.009	0.018	1b