

MILLWOOD PRIMARY SPECIAL SCHOOL, RADCLIFFE TRANSPORT STATEMENT

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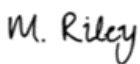
Client Address: Think Park, Mosley Road, Trafford Park, M17 1FQ.

Site Address: School Street, Radcliffe, Manchester M26 3BW.

Control Sheet

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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by ISG Ltd. to provide highways and transportation advice in support of a planning application for the extension to the existing Millwood Primary Special School (hereafter referred to as 'Millwood School') on School Street, Radcliffe.
- 1.1.2 Millwood School is an existing, active Special Educational Needs (SEN) school that lies to the west of Radcliffe town centre and is located to the north of School Street and to the east of the disused Manchester, Bolton, and Bury Canal. The site is within the remit of Bury Council as the Local Planning Authority and as the Local Highway Authority.
- 1.1.3 An extension is proposed at Millwood School to provide additional teaching space. Millwood School is currently 1 form-entry (1 FE) with c. 171 pupils (although the official capacity is 170 pupils) and c. 123 staff members (114 full-time equivalent (FTE) staff). Following the development proposals, the capacity of Millwood School will be c. 240 pupils and c. 158 staff (142 FTE), a moderate increase on the existing.
- 1.1.4 In order to inform this report, Curtins completed a site visit on 20th September 2023.
- 1.1.5 The proposed development plans are provided in **Appendix A** to the rear of the report.

1.2 Purpose of this Report

- 1.2.1 This Transport Statement (TS) has been written in order to consider the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.
- 1.2.2 This TS has therefore been prepared to assist Highways Officers at Bury Council in the determination of the planning application.

1.3 Scope of the Report

- 1.3.1 The scope of this report is consistent with the guidance and recommendations set out in Local and National planning policy.
- 1.3.2 On this basis, this TS comprises the following:
 - Provide a summary of the existing situation, access arrangements and baseline conditions, including existing drop-off and pick-up arrangements;
 - Review the local highway safety record in the vicinity of Millwood School for the most recent five-year period available;
 - Provide a summary of the development proposals;

- Review the multi-modal accessibility of Millwood School by all modes of travel including walking, cycling, and public transport;
- Comment on existing traffic and travel behaviour at Millwood School and any traffic impacts at the school access and on the local highway network during the operational phase of the extended Millwood School; and
- Review the relevant local and national transport planning policy.

1.4 Structure of the Report

- 1.4.1 Following this introduction, **Section 2** of the report provides a description of the existing site location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.
- 1.4.2 **Section 2** also reviews highway safety, existing parking / drop-off and servicing arrangements.
- 1.4.3 The development proposals are summarised in **Section 3**, including the proposed parking provision.
- 1.4.4 The accessibility of Millwood School by sustainable modes of travel is assessed in **Section 4**.
- 1.4.5 **Section 5** summarises the highway impact associated with the development proposals.
- 1.4.6 **Section 6** summarises key national and local transport planning policy, and **Section 7** provides a report summary and conclusion.

2.0 Site Location and Highway Layout

2.1 Site Location

2.1.1 Millwood School is located approximately 530m to the west of Radcliffe town centre. Millwood School is bound by an industrial yard to the north, disused land to the east (formerly occupied by Riverside High School), School Street to the south, and the Manchester, Bolton, and Bury Canal to the west.

2.1.2 The location of Millwood School in relation to the local highway network is illustrated in **Figure 2.1** below:

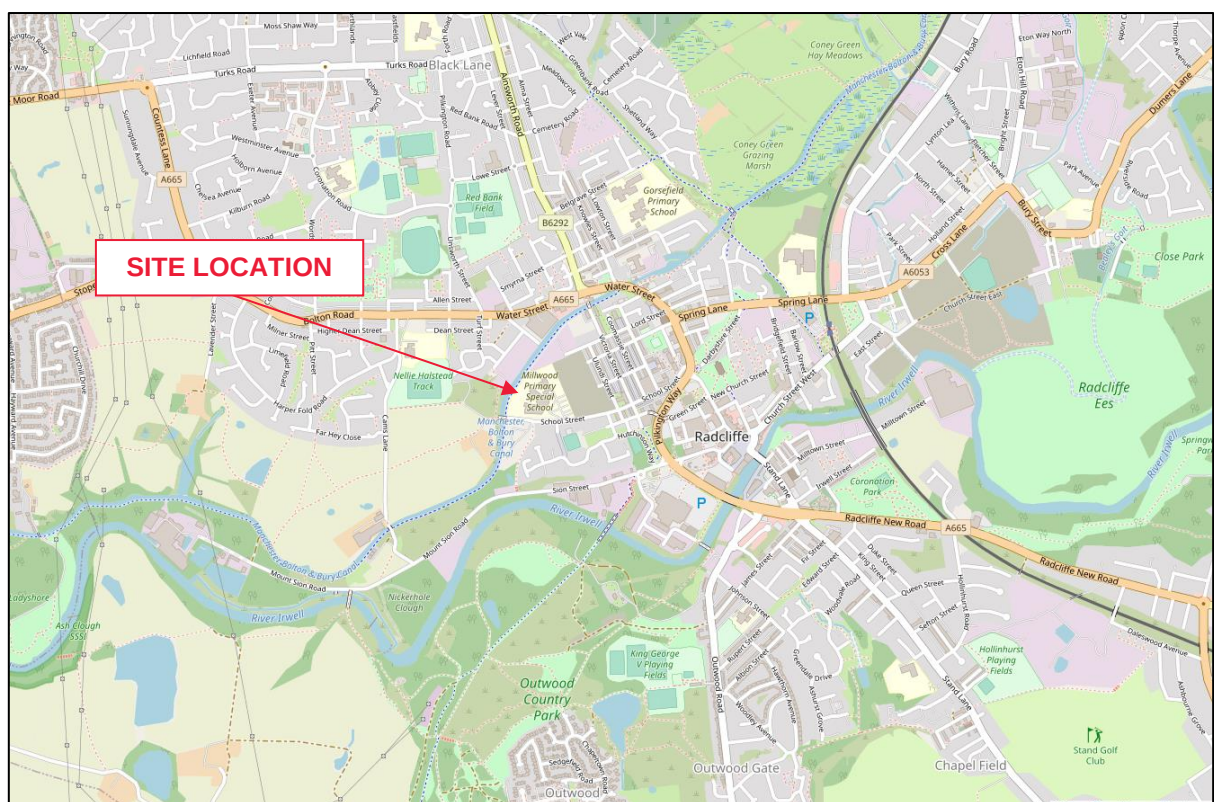


Figure 2.1 – Site Location in Relation to the Local Highway Network
(Source: OS Maps, 2023)

2.1.3 Most notably, the former Riverside High School site to the east of the site has been recently approved by Bury Council (planning reference: 69233) for the following development:

“Residential development to erect 90 dwellings with associated parking and landscaping | Site of the former Riverside High School, School Street, Radcliffe, M26 3BW”.

2.1.4 The scheme will provide 78 three- and 12 four-bedroom homes, 22 of which would be affordable. Each house will have two off-street parking spaces.

2.2 Existing Use

- 2.2.1 Millwood School is a 1 FE special primary school (ages 2-11, Reception to Year 6), providing for pupils with a wide range of needs. All pupils attending Millwood School have statements of special educational needs indicating profound and complex needs, severe learning difficulties or autistic spectrum conditions. Many pupils have additional physical or medical needs.
- 2.2.2 As of September 2023, Millwood School directly employ 123 staff members (114 FTE) and have 5 supply staff working on-site each day. There are also 10 non-school staff based on-site most days (nursing, catering, information and communication technology (ICT), speech and language therapy (SaLT), and physiotherapy). In addition, the school has visiting professionals (mostly health related) which ranges from 4-8 visitors each day. There are also general school visitors and school events during the day.
- 2.2.3 The school day runs from 08:45 – 15:00. Whilst there is no breakfast club, there are however after-school club sessions during term-time which run every Tuesday and Thursday from 15:00 – 17:00.
- 2.2.4 Bury Council makes provision for assistance with travel between home and school for eligible students with additional special educational needs. The minibuses that provide pupil drop-offs are operated by Bury Council. If needed throughout the school year for trips, Millwood School will rent vehicles / hire drivers accordingly.

2.3 Existing Access Arrangements & Parking

Staff and Visitor Parking

- 2.3.1 The main school car park area is used by staff and visitors and is currently located to the south-east of the school building. The car park operates as a one-way flow to ease vehicle movements during peak hours. Vehicles enter the site from the western gate and exit from the eastern gate.
- 2.3.2 The number of spaces currently comprises of 115 spaces (inc. 8 accessible spaces). The accessible spaces are connected to the school reception by a wheelchair friendly ramp. Additionally, there is parking for up to 6 minibuses along the building frontage.
- 2.3.3 3 of the car parking spaces are allocated to visitors, with one allocated to the headteacher. These spaces are displayed in **Figure 2.2** overleaf.



Figure 2.2 – Headteacher and Visitor Allocated Parking Spaces

Pedestrian and Cyclists

- 2.3.4 Pedestrian and cycle access to Millwood School is taken from the central pedestrian gated access. This allows pedestrians access to the reception area via the existing internal pedestrian footpaths.
- 2.3.5 During typical operation of Millwood School, cyclists would dismount at the front gate. The current cycle store location along the building frontage and consists of a large, covered cycle shed that accommodates 8 stands (16 cycles total) (**Figure 2.3**).



Figure 2.3 – Cycle Storage Spaces

Delivery and Refuse Vehicles

- 2.3.6 Deliveries to the school kitchen are coordinated via the main car park. The bin store is located at the northern edge of the car park. The caretaker or service staff will open the gates on delivery days, where delivery vehicles will drive into the car park and collect from the bin stores at the north-east corner of the car park. The bin store is displayed in **Figure 2.4** below.
- 2.3.7 Refuse collections currently take place three times per week, with vehicles entering the site to access the bin store during school hours. Millwood School has separate scheduled collections for general refuse (Bury Council), recycling (Bury Council), and sanitary waste (PHS Group).



Figure 2.4 – On-Site Bin Stores

Drop-off / Pick-up Arrangements

- 2.3.8 Millwood School has confirmed that 15 minibuses are required on-site. Notwithstanding, as there are only 6 minibus parking bays in the existing scenario, Millwood School operates two waves of minibuses. The minibuses also park along the standard car parking bays that are adjacent to the minibus parking bays. These waves are managed by staff, wearing hi-visibility jackets, who cordon off the drop-off / pick-up bays whilst pupils board the vehicles.
- 2.3.9 It was observed that the first minibus arrived at 14:45 as part of the first wave. The second minibus wave was scheduled to arrive later at approximately 15:00. The school day finishes at 15:00, meaning that pick-up minibuses are on-site between 14:45 – 15:15. This layby is displayed in **Figure 2.5** below.



Figure 2.5 – Minibus Parking Bays and Laybys

- 2.3.10 Whereas in the morning drop-off period, minibuses are on site between 08:15 – 09:15, however pupils would typically have all arrived by 08:45.
- 2.3.11 As of the current academic year, c. 75 parents / carers drop-off / pick-up pupils from the school. The equates to c. 44% of pupils arriving by private car, with the remaining c. 56% arriving by school minibus. It was observed that 25 vehicles entered the site to access the pick-up bays, additionally 8 vehicles were parked in the accessible bays.
- 2.3.12 A significant number of pick-ups occur outside the school, with parents / carers parking along School Street and the surrounding residential roads. Vehicular activity for the pick-up is however short-lived.

2.4 Local Highway Network

- 2.4.1 **Table 2.1** below presents the key characteristics of the roads immediately surrounding the site:

Road Name	Speed Limit	Street Lighting	Pedestrian Infrastructure	Cyclist Infrastructure	Restrictions / Parking / Loading Provision
School Street	20 mph	Yes	c. 2.5m on either side Tactile paving Dropped kerbs	None	None
Pendlebury Street	20 mph	Yes	c.2m on either side Dropped kerbs	None	None
Hutchinson Way	20 mph	Yes	c. 2.5m on either side Tactile paving Dropped kerbs	Connection to National Cycle Network (NCN) Route 6	Double yellow parking restrictions (no waiting at any time)

Road Name	Speed Limit	Street Lighting	Pedestrian Infrastructure	Cyclist Infrastructure	Restrictions / Parking / Loading Provision
A665 Pilkington Way	30 mph	Yes	c. 2.5m on either side Tactile paving Dropped kerbs	Connection to NCN Route 6	Clearway – no stopping

Table 2.1 – Surrounding Highway Network Summary

2.5 Highway Safety

2.5.1 Collision data for the highway network adjacent to the site has been obtained from the Collision Plot reported road incidents database for the most recent five years (2017 – 2021 inclusive). The details of the search are contained in **Figure 2.6** and a breakdown of the information is contained in **Table 2.2**:

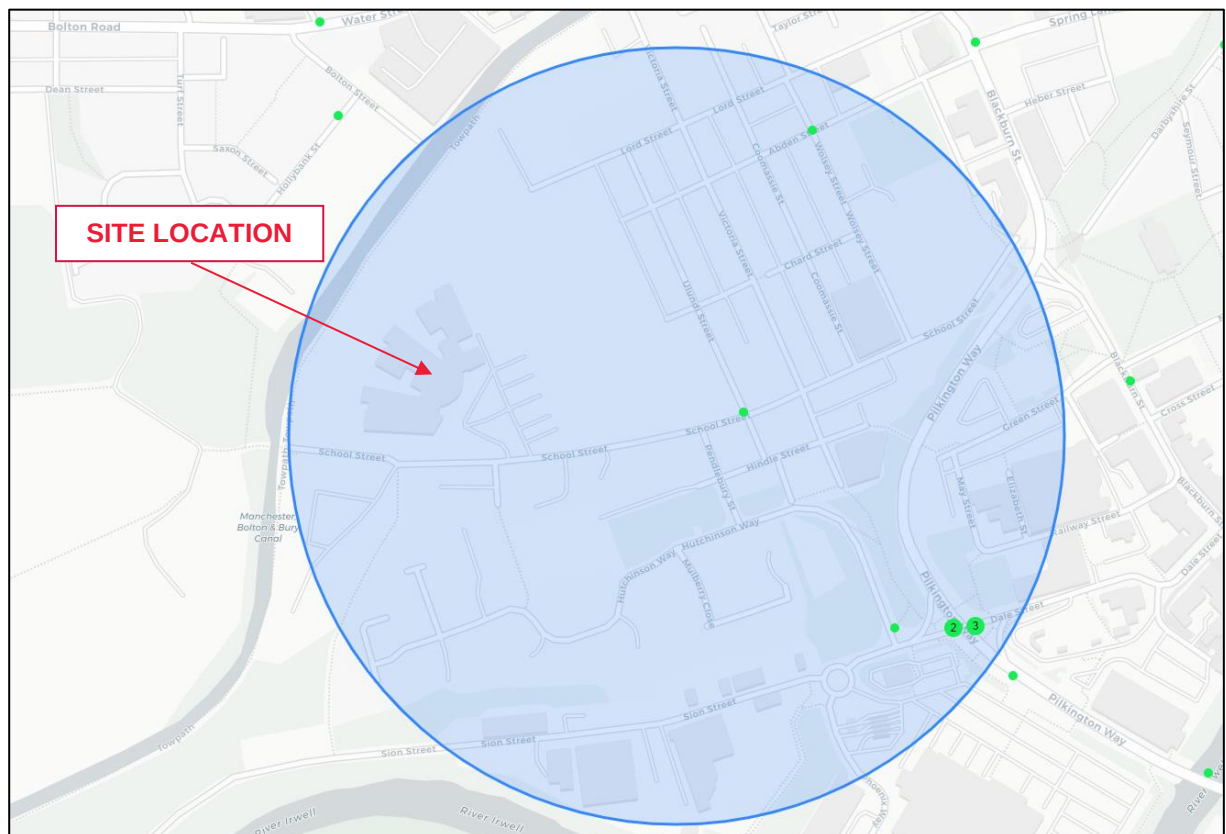


Figure 2.6 – Area Assessed for Collision Data (5 years)

(Source: Collision Plot, 2023)

Junction / Link	Slight	Serious	Fatal	Total
School Street/ Site Access	0	0	0	0
School Street/ Ulundi Street	1	0	0	1
School Street/ Pendlebury Street	0	0	0	0
Pendlebury Street/ Hutchinson Way	0	0	0	0

Junction / Link	Slight	Serious	Fatal	Total
Hutchinson Way/ Sion Street	1	0	0	1
A665/ Sion Street/ Dale Street junction	5	0	0	5
Wolsey Street/ Abden Street	1	0	0	1
Total	8	0	0	8

Table 2.2 – Collision Data Summary

- 2.5.2 There has been a total of eight collisions in the latest five-year period available, all eight of which were ‘slight’ severity incidents. No serious or fatal incidents have been recorded in the study area and period.
- 2.5.3 The five incidents at the A665 / Sion Street / Dale Street junction are spread out evenly among the most recent five-year period. One collision occurred in 2017, two in 2018, one in 2020, and one in 2021. Considering these findings and the temporal nature of the study, it can be concluded that the incidents are not related to the features of the highway at this junction.
- 2.5.4 The collision on School Street, closest to the site, occurred on Monday 13th March 2017 at 07:00 during fine conditions. The collision involved a car approaching a junction which collided into a taxi that was reversing mid-junction. As a result of the collision, the passenger in the taxi received slight injuries.
- 2.5.5 No significant correlations have been identified to suggest that highway condition, layout, or design were significant contributory factors in any of the collisions. It is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.
- 2.5.6 Reports of all the collisions within the vicinity of the site can be found in **Appendix B**.

3.0 Development Proposals

3.1 Introduction

- 3.1.1 An extension is proposed at Millwood School to provide additional teaching space. Millwood School is currently 1 FE with c. 171 pupils (although the official capacity is 170 pupils) and c. 123 staff members (114 FTE staff). Following the development proposals, the capacity of Millwood School will be c. 240 pupils and c. 158 staff (142 FTE).
- 3.1.2 This change equates to an increase of 70 pupils and 35 staff (28 of which are FTE) when compared to the existing situation.
- 3.1.3 It is not proposed to alter the school's operating times or catchment area following the expansion. A 20-space expansion would be added to the staff and visitor car park. Additionally, the proposals will add a further minibus drop-off / pick-up space where an existing car drop-off bay is located, adjacent to the existing spaces along the building frontage. As such, the net change to the number of staff and visitor parking is an increase of 19 spaces.
- 3.1.4 The proposed development plans are provided in **Appendix A** to the rear of the report.

3.2 Proposed Access Arrangements

Vehicular Access

- 3.2.1 The existing vehicular access via School Street will be retained. **Drawing 084162-CUR-XX-00-D-TP-05001** to the rear of the report demonstrates that a large car would be able to access and egress from the proposed new parking bays.

Pedestrian and Cycle Access

- 3.2.2 The pedestrian and cycle access points would not differ from the existing arrangement described in **Section 2.3** above.
- 3.2.3 Furthermore, cycle parking stands will be included as part of the landscape plan and would be located at the front of the school, nearer to the main reception. The existing 8 cycle parking stands would remain along the site frontage.

Delivery and Servicing Access

- 3.2.4 The delivery and servicing access strategy would not differ from the existing arrangement described in **Section 2.3** above.

3.3 Proposed Parking Provision

Council Parking Standards

- 3.3.1 Parking requirements for developments in Bury are outlined in the Supplementary Planning Document (SPD) titled 'Development Control Policy Guidance Note No.11, adopted in 2007. The SPD has been produced in the form of a Development Control Guidance Note. It is intended to support policies contained in Bury's adopted UDP (adopted 31st August 1997).
- 3.3.2 The specific car parking standards set out are maximum standards, except in relation to standards for disabled people, motorcycles and cycles, which are set out as minimum standards that each development will normally be expected to provide. These standards are reproduced in **Table 3.1** below.

Type of Development	<u>MAXIMUM</u> Standards for car parking provision	<u>MINIMUM</u> Standards for car parking provision for those who are disabled	<u>MINIMUM</u> standards for cycle parking provision	<u>MINIMUM</u> standards for motorcycle parking	Additional Considerations
11c. Non-Residential Institutions (D1): Schools.	1.5 spaces per classroom.	Up to and including 200 bays – 3 bays or 6% of the total capacity, whichever is the greater.	1 per 10 full time equivalent staff plus 1 per 10 pupils.	1 per 40 full time equivalent staff – minimum of 2 spaces.	Car Parking - Standard equates to 1 per full time member of staff with limited provision for visitors. Only operational requirements should be provided for. It is likely that Transport Assessments and Travel Plans will be required for new or expanded schools - see Development Control Guidance Note 12 – 'Travel Plans in Bury'.

Table 3.1 – Bury Council Parking Standards

- 3.3.3 Based on the proposed site plans, the extension would comprise a total of 7 additional classrooms. On this basis, the anticipated number of additional parking based on Bury Council's parking standards is as follows:

- Car parking: 11 spaces maximum;
- Disabled parking: 3 spaces minimum;
- Cycle parking: 3 staff spaces and 7 pupil spaces minimum (10 spaces total); and
- Motorcycle parking: 2 spaces minimum.

Car Parking

- 3.3.4 A 20-space expansion would be added to the staff car park. Additionally, the proposals will add a further minibus drop-off / pick-up space where an existing car drop-off bay is located, adjacent to the existing spaces along the building frontage. As such, the net change to the number of staff and visitor parking is an increase of 19 spaces.
- 3.3.5 There are no increases proposed to the number of disabled parking. Two disabled bays would be displaced to accommodate the access road into the car park expansion; however these will be replaced within the expanded car park so there is no net decrease in the number of disabled parking provision.
- 3.3.6 It is important to note that the nature of Millwood School being an SEN School requires a greater volume of staff, resulting in a larger car park to meet the additional considerations stated above. Millwood School has also stated that the proposed increase in staffing and pupil numbers would make the extra strain on the existing car park unsafe and not accessible to the number of people requiring to use it without the proposed additional spaces.

Cycle Parking

- 3.3.7 New cycle parking stands would be included as part of the landscape plan.
- 3.3.8 This is one of the many initiatives to encourage more staff to travel by sustainable modes (in addition to other measures outlined in the accompanying Interim Travel Plan (ITP) (Document Reference: **084162-CUR-XX-XX-T-TP-00002**).
- 3.3.9 Due to the nature of the development, it is not envisaged that there would be significant demand for cycle parking for pupils. The school has stated that whilst some parents / carers park outside of the school grounds or live close enough to school to walk, the complex medical or behavioural needs of many of the school's pupils mean that walking and cycling would not be safe / accessible / possible for the vast majority.
- 3.3.10 Notwithstanding, the demand for cycle parking would be monitored as part of the ongoing Travel Plan.

3.4 Proposed Drop-off & Pick-Up Arrangements

- 3.4.1 Drop-off and pick-up arrangements at Millwood School will continue to operate as observed in **Section 2.3**. As part of the development proposals, an additional minibus drop-off / pick-up bay will be added along the building frontage.
- 3.4.2 The following mitigation measures are proposed to support the school's expansion and mitigate impact on surrounding highway network:
- Millwood School to, with the support of school governors / leadership teams, implement the Travel Plan initiatives contained within the accompanying Interim Travel Plan (Document Reference:

084162-CUR-XX-XX-T-TP-00002), designed to encourage travel by sustainable modes. A summary of these initiatives include:

- Where possible, raise awareness on active travel via marketing campaigns such as 'Walk to School Week', a 'Walking School Bus', 'Bike to School Week', incorporating active travel into the Personal, Social, Health and Economic (PHSE) curriculum;
- Sign up to a Cycle to Work scheme (a salary sacrifice scheme which allows staff to make tax and national insurance savings on the cost of a new bicycle and accessories) and encourage staff to cycle to work;
- Encourage car sharing among staff;
- Promote Millwood School minibus service to new and existing families via newsletters;
- Send out regular reminders about inappropriate parking / idling and its effects on road safety / the school environment.
- Millwood School to coordinate with caretaker / service staff to allow part-time staff or visitors to access the staff car park gates so that, if necessary, they can park within school grounds and leave as and when necessary / do not need to park on-street; and
- Millwood School to consider staggering school start and finish times to spread out drop-off and pick-up activity.

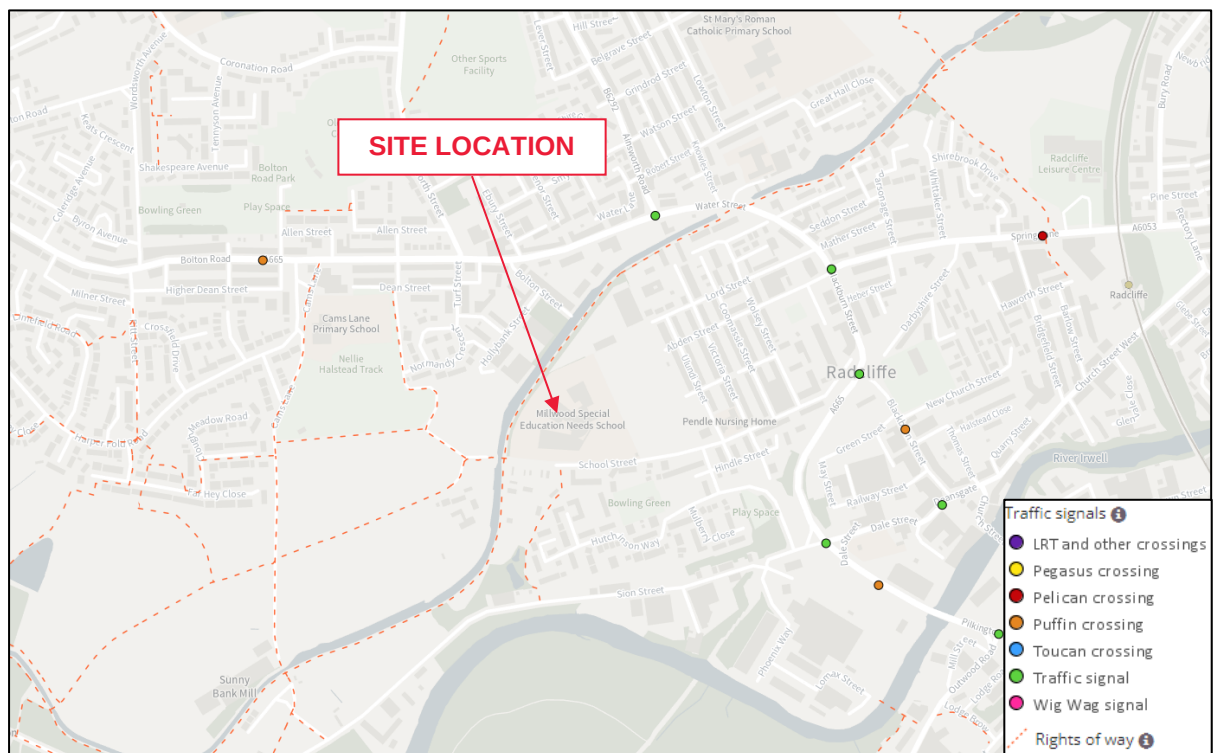
4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

- 4.1.1 A key element of national and local policy is to ensure that developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 4.1.2 It is important to note that these sustainable modes of travel are likely to be more relevant to staff living locally rather than pupils. As outlined above, the complex medical or behavioural needs of many of the Millwood School pupils mean that walking, cycling, or public transport would not be safe, accessible, or possible for the vast majority. Further to this, pupils are likely to travel from further afield in order to access specialist teaching and facilities, further limiting sustainable travel modes.

4.2 Pedestrian Accessibility

- 4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution for Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to this planning application. The local pedestrian network is displayed in **Figure 4.1** below.



- 4.2.2 20-minute neighbourhoods have rose in prominence in recent years and are places where residents can walk or cycle from their home to many key facilities and destinations within 20 minutes (i.e. 10 minutes, or 800m if walking, each way). The National Design Guide (DLUHC, 2021) states that well-designed places are walkable, which is defined as “*local facilities [are] within walking distance, generally considered to be no more than a 10-minute walk (800m radius)*”.
- 4.2.3 Within the 20-minute neighbourhood is located the residential areas within, Black Lane, Outwood, Outwood Gate, Chapel Field, and the residential area surrounding Radcliffe Primary School. Additionally, Radcliffe town centre can be reached within a 600m walking distance.
- 4.2.4 Local amenities and facilities associated with residential areas in the vicinity of the site include convenience stores, supermarkets, places of worship, local shops, and hot food takeaways in Radcliffe that staff and visitors could utilise.
- 4.2.5 As outlined in **Section 2.4**, footways in the area are of good quality and are well-lit. There are dropped kerbs, tactile paving, and uncontrolled crossing points. The walking environment is enhanced by the 20mph ‘school zone’ speed restrictions that are in operation along the surrounding residential roads. Bus stops are located at a short walk from the site on the A665 Pilkington Way. The northern bus stop consists of a bus shelter and route information, whilst the southern stop consists of a flag and pole with route numbers.
- 4.2.6 Overall, it is considered that the site is situated within an accessible area, with a number of complementary land uses within walking distance.

4.3 Cycle Accessibility

- 4.3.1 Cycling is a relatively low cost, efficient and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving and is subject to fewer delays.
- 4.3.2 In order to assist in assessing the accessibility of the site by cycle, an 8km cycle catchment for the site has been considered. The 8km catchment (5 miles) considered to be the maximum acceptable cycling distance for most people and is based on the 2019 National Travel Survey statistics, which demonstrates that 82% of cycling trips were under 5 miles (8km).
- 4.3.3 The National Model Design Code – Part 2 (DLUHC, 2021) also references this distance, expressing “*the aim that walking and cycling should be the first choice for short local journeys, particularly those of 5 miles or less.*” The average cyclist travels at approximately 12mph, according to CD195 of the Design Manual for Roads and Bridges, so they could travel 5 miles in approximately 25 minutes.

- 4.3.4 In order to assist in assessing the accessibility of Millwood School by cycle, 5.5km and 8km cycle catchments for the school have been considered. It is recognised that these distances may be more applicable to staff at the school.
- 4.3.5 A 5.5km cycle distance from Millwood School encompasses the residential areas of Little Lever, Radcliffe, Whitefield, Outwood, Stoneclough, Barlow Fold, Bradley Fold, Fletcher Fold, Unsworth, Sunny Bank, and southern Bury. The 8km catchment extends as far as Bury to the north, Simister to the east, Heaton Park to the south, and Farnworth to the west.
- 4.3.6 Cyclists can access Route 6 on the National Cycle Network (NCN) along the Manchester, Bolton, and Bury Canal within a 450m distance of Millwood School. This provides largely traffic-free access south to Manchester and north to Bury. The local cycle network within the vicinity of the site is reproduced in **Figure 4.2** below:

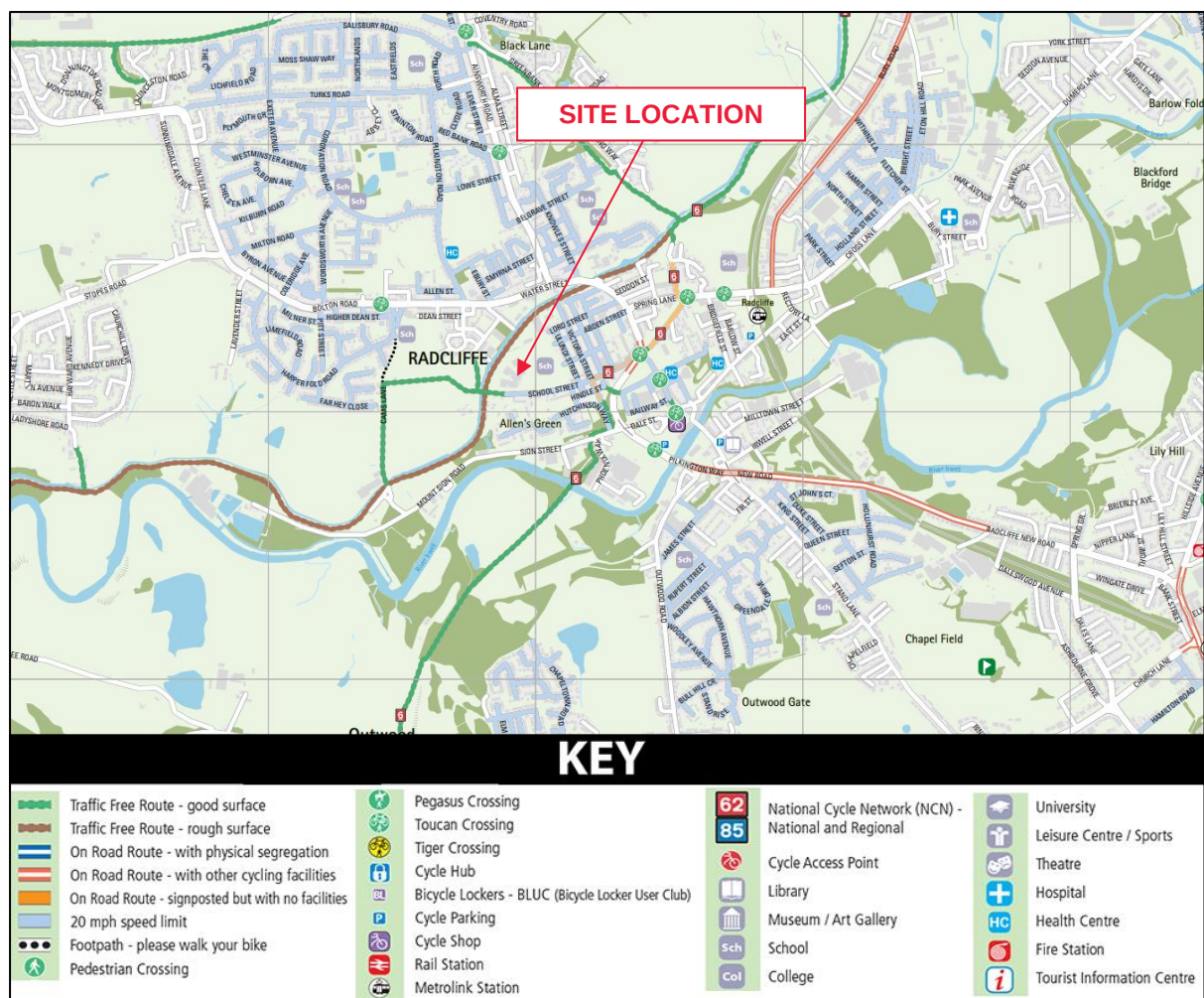


Figure 4.2 – Local Cycle Network
(Source: TfGM, 2023)

4.3.7 Cyclists can also utilise the existing local roads to gain access to the site; it is considered that local roads are of sufficient width with low-speed limits to encourage staff and visitors to cycle.

4.3.8 In summary, it is considered that cycling is a highly realistic mode of travel to and from the site.

4.4 Accessibility by Public Transport

4.4.1 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink, and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is a way of measuring the density of the public transport provision at any location within Greater Manchester.

4.4.2 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor'). Millwood School is located in an area with a GMAL rating of 5 and is considered appropriately situated to take advantage of existing public transport infrastructure for onward travel into and around Radcliffe town centre.

4.4.3 Accessibility by bus is considered further below, with a local public transport network map included in **Figure 4.3** below:

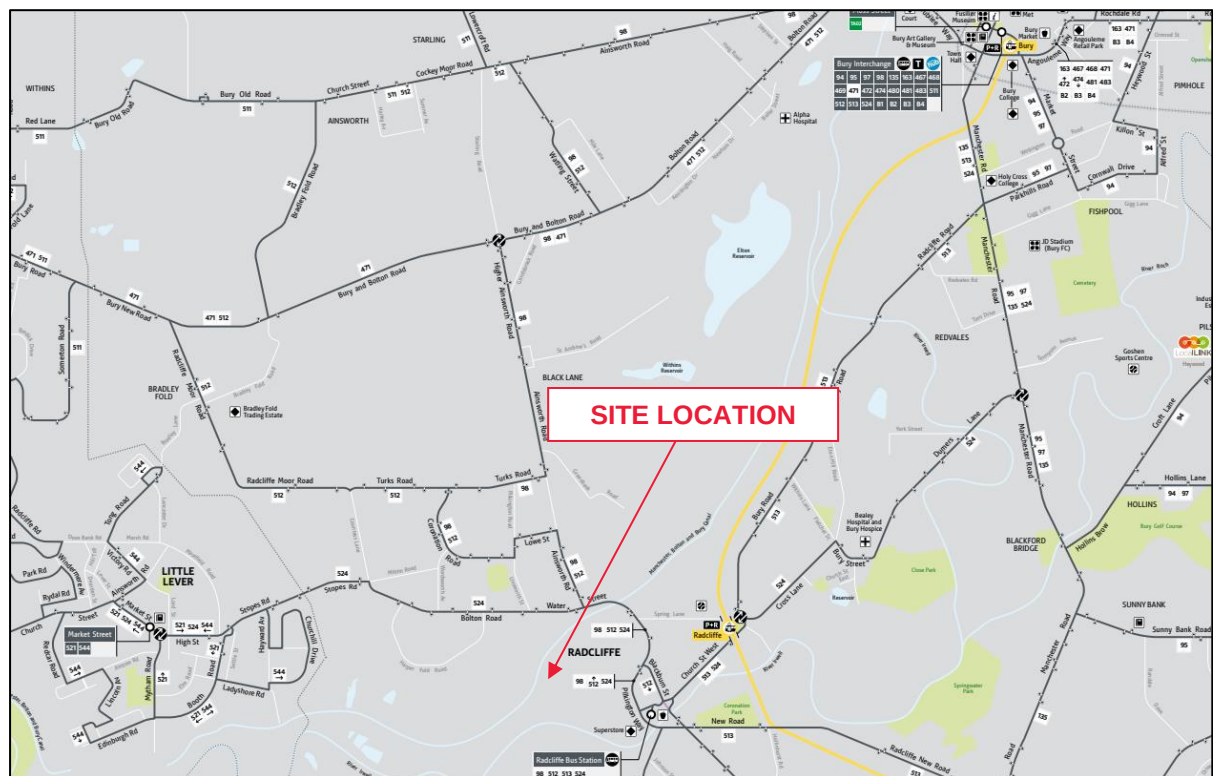


Figure 4.3 – Public Transport Network in the Vicinity of the Site
(Source: TfGM, 2023)

Bus Accessibility

- 4.4.4 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document ‘Buses in Urban Developments’ (2018) indicates that ideally, a bus stop should be located within the following from a new development based on its location and the number of services:

Situation	Maximum Walking Distance
Core bus corridors with two or more high-frequency services	500
Single high-frequency routes (every 12 minutes or better)	400
Less frequent routes	300
Town / city centres	250

Table 4.1 – CIHT Maximum Suggested Walking Distances to Bus Stops

- 4.4.5 A distance of 400m, which equates to an approximate 5-minute walk, is also commonly cited as a benchmark for access to local bus services.
- 4.4.6 The nearest bus stop is located along the A665 Pilkington Way, accessible on foot from School Street. The bus stop is located c. 400m from the school entrance. **Table 4.2** details the services that call at these stops, and their associated frequencies. The frequencies shown are for bi-directional travel:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
From School Street / A665 Pilkington Way junction				
98	Manchester – Prestwich – Radcliffe – Bury	30 mins	30 mins	60 mins
512	Farnworth – Prestolee – Radcliffe – Bradley Fold – Ainsworth – Bury	15 mins	15 mins	120 mins
524	Bolton – Little lever – Radcliffe – Bury	15 mins	15 mins	30 mins

Table 4.2 – Summary of Nearby Bus Service Frequencies

- 4.4.7 Whilst bus travel and a short walk may not be feasible to all pupils, it should be considered that for staff and visitors, Millwood School is well served by bus.
- 4.4.8 Additionally, as outlined in **Section 2.3** above, Bury Council makes provision for assistance with travel between home and school for eligible students with additional special educational needs. Parents / carers can make an application to Bury Council, who will assess the application and, if successful, inform the parent / carer in advance on the type of travel arrangement would be suitable and appropriate to meet the needs of the child for agreement. More details on the process can be found on Bury Council’s website: <https://www.bury.gov.uk/schools-and-learning/school-and-college-travel-assistance>.

4.4.9 The school has stated that a significant number of pupils (c. 56%) are dropped off by minibus.

Metrolink (Light Rail) Accessibility

4.4.10 Millwood School is within the CIHT's 'Preferred Maximum' walking distance of Radcliffe tram stop, served by the Piccadilly to Bury and Bury to Altrincham lines. The tram stop is located approximately c.1.1km (c. 13-minute walk) from the site.

4.4.11 Both lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, and 07:00 – 00:00 on Sundays.

4.4.12 The start and end times for specific stations will change over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: <https://tfgm.com/public-transport/tram/tram-schedule>.

4.5 Summary

4.5.1 It is important to note that these sustainable modes of travel are likely to be more relevant to staff living locally rather than pupils. The complex medical or behavioural needs of many of the Millwood School pupils mean that walking, cycling, or public transport would not be safe, accessible, or possible for the vast majority. Further to this, pupils are likely to travel from further afield in order to access specialist teaching and facilities, further limiting sustainable travel modes.

4.5.2 However, Millwood School lies within proximity of Radcliffe town centre which provides acceptable walking and cycling routes to the school from the surrounding residential areas. This means that for staff and visitors, sustainable modes of travel can be seen as a viable alternative to private car journeys. It is therefore considered that Millwood School is accessible by sustainable modes of transport.

5.0 Traffic Forecasting and Highway Impact

5.1 Introduction

- 5.1.1 The following section contains trip generation analysis based on the proposed development during the weekday AM and PM peak hours.
- 5.1.2 In order to undertake the assessment, the TRICS database has been used. TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK, including primary school land uses.
- 5.1.3 The TRICS database does not differentiate between primary school trip rates and those of a SEN primary school. To support the TRICS assessment, a first principles approach has been utilised, based on existing information regarding the site operation as set out in **Section 2**, and the development proposals in **Section 3**. The focus of this will be on the estimated number of school bus / parent drop-offs.

5.2 TRICS: Existing Trip Generation

- 5.2.1 The main use of the existing buildings onsite can be classified as primary education.
- 5.2.2 The level of trips generated by the existing uses of the site have been estimated using multi-modal peak hour trip rates obtained from surveys of sites of a similar size and nature. The full search criteria used in the TRICS database are presented in **Appendix C**, applying the following criteria:
- Land Use: Education (04), Primary (A)
 - Regions: Great Britain, excluding Greater London;
 - Location Type: Edge of Town Centre, Suburban Area, Edge of Town.
- 5.2.3 **Table 5.1** below summarises this. All trip rates are per school pupil.

TRICS	Average TRICS Trip Rates AM (08:00 – 09:00)			Average TRICS Trip Rates PM (15:00 – 16:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	0.328	0.237	0.565	0.261	0.276	0.537
Cyclists	0.041	0.002	0.043	0.002	0.037	0.039
Pedestrians	0.612	0.216	0.828	0.226	0.625	0.851
Public Transport	0.134	0.063	0.197	0.045	0.126	0.171

Table 5.1 – Existing Multi-Modal Trip Rates

- 5.2.4 From **Table 5.1** above, the total number of trips that could be generated by the current uses can be found. This is provided in **Table 5.2**:

171 School Pupils	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (15:00 – 16:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	56	41	<u>97</u>	45	47	<u>92</u>
Cyclists	7	0	7	0	6	7
Pedestrians	105	37	142	39	107	146
Public Transport	23	11	34	8	22	29

Table 5.2 – Existing Trip Generation

- 5.2.5 The number of vehicle trips generated by the existing uses of the site could equate to 97 and 92 two-way movements respectively in the school AM and PM peak periods (08:00 – 09:00 and 15:00 – 16:00).

5.3 TRICS: Forecasted Trip Generation

- 5.3.1 The proposed development involves an increase in 70 pupils, with the proposed development totalling 240 pupils. The level of trips generated by the site has been estimated using trip rates from **Table 5.1** earlier. The results are summarised in **Table 5.3** below:

240 School Pupils	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (15:00 – 16:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	79	57	<u>136</u>	63	66	<u>129</u>
Cyclists	10	0	10	0	9	9
Pedestrians	147	52	109	54	150	204
Public Transport	32	15	47	11	30	41

Table 5.3 – Proposed Trip Generation

- 5.3.2 The number of vehicle trips generated by the proposed development could equate to 136 and 129 two-way movements in the typical AM and PM peak periods respectively (08:00 – 09:00 and 15:00 – 16:00).

5.4 Net Site Impact

- 5.4.1 The following **Table 5.4** indicates the net impact of the proposed site.

Transportation Method	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (15:00 – 16:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Existing Trip Generation						
Vehicles	56	41	<u>97</u>	45	47	<u>92</u>
Cyclists	7	0	7	0	6	7

Transportation Method	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (15:00 – 16:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Pedestrians	105	37	142	39	107	146
Public Transport	23	11	34	8	22	29
Proposed Development						
Vehicles	79	57	<u>136</u>	63	66	<u>129</u>
Cyclists	10	0	10	0	9	9
Pedestrians	147	52	109	54	150	204
Public Transport	32	15	47	11	30	41
Net Site Impact						
Vehicles	+23	+16	<u>+39</u>	+18	+19	<u>+37</u>
Cyclists	+3	0	+3	0	+3	+3
Pedestrians	+42	+15	+57	+16	+43	+59
Public Transport	+9	+4	+14	+3	+9	+12

Table 5.4 – Net Vehicular Site Impact

- 5.4.2 The proposed development could result in an increase of 39 and 37 two-way vehicular trips in the school AM and PM peaks respectively.

5.5 First Principles: Existing Trip Generation

Pupils

- 5.5.1 A review of the development proposals has indicated that due to the nature of the SEN school, a large proportion of the pupils arrive by school bus or private car. The complex medical or behavioural needs of many of the pupils mean that this would not be safe / accessible / possible for the vast majority to travel by any other means.
- 5.5.2 In the 2023/24 academic year, Millwood School has stated that the proportion of pupils that arrived by school bus was c. 56%. For robustness, this report has assumed that the remaining pupils, c. 44%, arrive by private car.
- 5.5.3 The school day runs from 08:45 – 15:00. Therefore this means that pupils will arrive by bus and car between 08:00 – 08:45. The majority of pupils will then depart the site from 15:00, outside of the typical PM peak.

- 5.5.4 It is noted that Millwood School runs an after-school club every Tuesday and Thursday until 17:00, however this is likely attended by a small group of pupils. The resultant traffic impact would be negligible on the surrounding highway network.
- 5.5.5 Millwood School have stated that on a typical day, c. 15 school buses drop-off / pick-up pupils. Based on 171 pupils, the breakdown of arrivals is currently c. 96 by school bus and c. 75 by private car. This equates to c. 90 one-way trips / 180 two-way trips during the AM and PM peak school periods.

Staff

- 5.5.6 In the absence of travel patterns for staff, Journey to Work data from the 2011 Census has been used to establish a baseline for each mode. It is noted that initial data from the 2021 Census has been published at the time of writing, although the Journey to Work breakdown is contained within a Topic Summary (TS061 – Method used to travel to work) rather than detailed origin – destination data (WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level), which has been used in the 2011 Census).
- 5.5.7 Data from the 2021 Census has not been included as it is only a high-level overview without the option to filter by location of usual residence of staff, and it is unsure if the geography filter relates to the place of residence or if it is the place of work. Census Day also took place on March 2021 when there was rapid change due to the COVID-19 pandemic response, as such the data that has been gathered may not be entirely representative of the existing situation at the site at the time of writing.
- 5.5.8 The estimated existing travel patterns are as follows:

Mode of Travel	2011 Census (Bury 016 MSOA)	114 FTE Staff (Existing)
Work mainly at or from home	0%	0
Underground, metro, light rail or tram	3%	4
Train	1%	1
Bus, minibus or coach	6%	7
Taxi	1%	1
Motorcycle, scooter or moped	0%	0
Driving a car or van	68%	77
Passenger in a car or van	6%	6
Bicycle	2%	2
On foot	13%	15
Other method of travel to work	0%	0
Total	100%	114

Table 5.5 – Existing Modal Split for Staff at the Site (Based on 2011 Census Data)

- 5.5.9 **Table 5.5** estimates that there would be c. 89 two-way vehicular trips (77 one-way trips from staff who drive and park at the school / do not leave in the same hour, and assume the 6 staff who car share are dropped off, therefore the latter equates to 12 two-way trips) associated with staff at the site.
- 5.5.10 Notwithstanding, staff are expected to arrive earlier than pupils in the AM, and do not depart at the same time in the PM (part-time staff and visiting professionals may depart earlier in the afternoon, and some staff would stay even later than others when supervising after-school clubs).

Total

- 5.5.11 In summary, it can be estimated that there is a total of 180 two-way vehicular trips associated with the existing school in the AM and PM school peak hours.

5.6 First Principles: Forecasted Trip Generation

- 5.6.1 The development proposals include an increase in 70 pupils and 28 FTE staff. This means that Millwood School will be operating with 240 pupils and 158 staff (142 FTE staff).
- 5.6.2 For pupils, assuming that the percentage of pupils using school buses do not change, the assumption of 44% of pupils arriving by private car can be applied to the increase in 70 pupils, which results in 31 pupils being dropped off by private car. Additionally, there would be 1 additional minibus, therefore the extension would result in an additional 64 two-way trips in the school AM and PM peak hours.
- 5.6.3 Whereas for staff, an increase in 28 FTE staff would result in an increase in 19 car drivers and 2 car sharers, equating to an additional 23 two-way trips. However, as stated above, peak hours for staff arrivals and departures would not coincide with peak hours for pupil arrivals and departures, as staff are expected to arrive earlier than pupils in the AM, and do not depart at the same time in the PM.
- 5.6.4 In summary, it can be estimated that there is a total of 64 additional two-way trips associated with the school extension in the AM and PM school peak hours, which equates to c. 1 additional car every minute. These figures are more robust compared to the assessments using TRICS data, however it is noted that this reflects the nature of an SEN school, whereby a large proportion of the pupils arrive by school bus or private car.

5.7 Highway Impact Summary

- 5.7.1 The additional trips generated to the school would likely be routed via the A665 and subsequently Lord Street / Abden Street to / from the north, or via the A665 and subsequently Hutchison Way to the south. Traffic would be likely to distribute across the local highway network and therefore traffic impacts at any particular junction are expected to be minimal.

- 5.7.2 Notwithstanding, the increased traffic within the vicinity of the school could add to on-street parking and congestion in the immediate vicinity of the site. As such, it is recommended that the mitigation measures in **Section 3.4** above are progressed where possible to manage the number of drop-offs / pick-ups by car in the vicinity of the school.
- 5.7.3 Overall, the traffic impacts are therefore not anticipated to be significant or severe in the context of the NPPF.

6.0 Transport Planning Policy

6.1 Introduction

- 6.1.1 When developing the scheme proposals, it is important to understand the national and local transport related planning policies. This section aims to outline the key policies throughout relevant policy and guidance documents.

6.2 National Planning Policy Framework (NPPF) (2023)

- 6.2.1 The National Planning Policy Framework (NPPF) sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.

- 6.2.2 Paragraph 11 states that:

“Plans and decisions should apply a presumption in favour of sustainable development.”

- 6.2.3 For decision taking this means granting permission unless:

“...any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies.”

- 6.2.4 Section 9 of the NPPF is entitled Promoting Sustainable Transport and outlines the important role that transport policies have to play in facilitating sustainable development. The section states that:

“The planning system should actively manage patterns of growth ...Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

- 6.2.5 The document emphasises the need for developments to offer a choice of sustainable modes of transport to “reduce congestion and emissions and improve air quality and public health” and provide “safe and suitable access” for all users.

- 6.2.6 Paragraph 110 of the NPPF states that in assessing Sites that may be allocated for development in plans, or specific applications in 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 Code⁴⁶; 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.”*

6.2.7 The development proposals have shown that safe and suitable access to the site will be achieved. Additionally, it is not anticipated that the proposals would result in any significant impacts on the highway network.

6.2.8 Paragraph 111 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.”

6.2.9 The likely number of vehicular trips associated with the proposed development have been determined using data provided by Millwood School which captures the existing situation, 2011 Census data, and a TRICS assessment has also been undertaken for comparison. It is considered that the additional traffic from the proposed development would not have a significantly detrimental impact on the surrounding highway network.

6.2.10 Paragraph 112 of the NPPF states that applications for development should:

- *“give priority to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport; and*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.”*

6.2.11 The proposed development is situated in an accessible location. There is good walking and cycling infrastructure adjacent to Millwood School, and public transport is accessible within an acceptable walking distance.

6.2.12 The proposed development accords with the general principles of the NPPF.

6.3 National Planning Practice Guidance (NPPG) (2014)

6.3.1 In addition to the NPPF, a National Planning Practice Guidance (NPPG) document has also been developed by the Ministry of Housing, Communities & Local Government. It brings together planning practice guidance for England and sits alongside the NPPF. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. The guidance states that:

“Travel Plans, Transport Assessments and Statements can positively contribute to:

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads.”*

6.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Statement. It also clarifies the process for establishing a scope for what the document should contain. The NPPG has been considered in the production of this TS.

6.3.3 The guidance on Travel Plans reinforces the requirement for a Travel Plan, the scope of the document, and need for monitoring to continue the strategy into the future. The NPPG has been considered in the production of the accompanying Interim Travel Plan (**Document Reference: 084162-CUR-XX-XX-T-TP-00002**).

6.4 Greater Manchester Transport Strategy 2040

6.4.1 In 2021, TfGM updated the 2040 Vision for Transport to deliver a transport system which enables residents, businesses, and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car.

6.4.2 Under Policy 3, the Transport Strategy states that TfGM will *“maintain a programme of interventions designed to encourage people to make sustainable journeys. We will support this through journey planning tools and information to encourage travel behaviour change and mode shift, and in order to make the most efficient use of available capacity (particularly during peak periods).”* Such interventions comprise:

- *“Reducing the carbon and environmental cost of journeys;*
- *New ways of working which make the best use of the transport network;*
- *Maximising the benefit of new, integrated transport infrastructure and services;*
- *Delivering public health benefits through enabling more active travel;*
- *Supporting town and city centre economic vitality and sustainability;*
- *Improving access to key services and jobs;*
- *Maximising sustainable travel in new developments; and*
- *Becoming more resilient to disruption.”*

6.4.3 Under Policy 4, TfGM will also *“work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network.”* This will be in accordance with the principles of:

- *“Reducing the need to travel;*
- *Reducing the need to travel by car, and the distance travelled;*
- *Maximising accessibility by sustainable modes;*
- *Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;*
- *Maximising opportunities to provide additional public transport; and*
- *Designing to encourage active travel.”*

6.4.4 It is considered that the development proposals will not adversely impact the transport network, and instead would support the Transport Strategy by enhancing opportunities for sustainable travel by integrating into existing infrastructure.

6.5 Bury Unitary Development Plan (1997)

6.5.1 The Bury Unitary Development Plan (UDP) was adopted in 1997. Some policies have since been superseded and the Council is working to replace the document with a new Bury Local Plan once Greater Manchester’s Places for Everyone plan has been adopted.

6.5.2 Chapter 10 sets out the transport policies which relate to this report.

6.5.3 Policy HT1, titled ‘A Balanced Transportation Strategy’, seeks to promote the attractiveness and use of public transport, interchange between transport modes, access for mobility impaired users, improving road capacity, and diverting traffic onto major roads.

6.5.4 The Council will prioritise and favour highway schemes via policy HT2 which improve road safety, public transport, the flow of traffic and the environment.

- 6.5.5 Policy HT2/4 states that development must provide adequate car parking in line with the Council's parking standards, and HT2/6 requires that any car parking lost as a result of a development must be replaced elsewhere in agreement with the Local Planning Authority.
- 6.5.6 Through Policy HT3 the Council will encourage measures, services, and infrastructure to encourage bus and Metrolink usage.
- 6.5.7 The Council will support development proposals which, in accordance with Policy HT4, are sustainable, assist the implementation of balanced transport strategy, minimise the environmental impact of traffic, and, in particular, those which are accessible by public transport or where there is spare capacity of the highway network.
- 6.5.8 Policy HT5 sets out how the Council will encourage the high-quality, comprehensive provision for mobility and visually impaired people and those with other special needs.
- 6.5.9 Policy HT6 seeks to improve facilities for pedestrian and cyclists by eliminating conflict with vehicles, providing direct, convenient, well-lit, and clearly signed routes, pedestrianising routes and allowing cyclists in these areas where appropriate, and providing cycle parking and lanes.
- 6.5.10 It should be noted that these policies and the wider plan itself are more than two decades old and do not necessarily contemporary travel behaviours and user requirements. As such, there are no references to electric vehicles, active travel, or the road user hierarchy.

6.6 Emerging Bury Local Plan

- 6.6.1 As part of their work towards preparing an updated Local Plan to replace the UDP, Bury Council prepared a Policy Directions document and various Topic Papers in late 2018.

- 6.6.2 The following two policy direction are set out for transport and accessibility:

- AC1 – Connectivity and Accessibility:

“It is proposed that the Local Plan should include a policy seeking to direct significant new development into locations which encourage sustainable transport choices and reduce the number and length of journeys, particularly by motor vehicles, setting out key areas that the Council will focus on in seeking to achieve this.

If necessary, the policy should also be accompanied by relevant site allocations for proposals to improve connectivity and accessibility.”

- AC2 – Transport Requirements in New Development:

“It is proposed that the Local Plan should include a policy that seeks to ensure that development and transport planning are coordinated to improve accessibility, and prioritise the use of public transport, cycling and walking over motor vehicles.

The policy should also set out the specific requirements for all proposals for development which will generate demand for travel.”

6.6.3 These are guided by the various key issues and opportunities identified by the Transport Topic Paper:

- *“Traffic congestion at peak periods is largely focused on main routes in and around town centres (particularly Bury town centre) and key motorway junctions and is largely caused by extensive use of the private car.*
- *Road traffic is a major source of carbon emissions and is the most significant cause of poor air quality where sections of our major roads and motorways have levels of nitrogen dioxide that exceed minimum acceptable.*
- *Bury Interchange is considered to be poorly configured and suffers from a poor environment that does not reflect its status as the Borough’s key transport hub.*
- *The Bury line has seen significant growth in Metrolink usage and has become an important commuting asset, particularly for those travelling to work in Manchester City Centre. However, services on the Bury line are subject to over-crowding during peak periods.*
- *Park and Ride Facilities at Radcliffe and Whitefield are at capacity and, given the amount of Metrolink usage, the park and ride facilities at Bury Interchange and Prestwich station are considered to be inadequate.*
- *Ramsbottom suffers from a lack of car/coach parking provision, particularly given the attractiveness of the town as a tourist destination.*
- *An increase in the use of low and ultra-low emissions vehicles.*
- *An opportunity to significantly improve cycling infrastructure in Bury through the GM Beelines project”.*

6.7 Bury’s 2030 Strategy

6.7.1 The 2030 Strategy is the overarching strategy for the future development of the Borough. It sets out how the Council will initially repair the damage caused by the COVID-19 pandemic, and in the longer term, provides a clear ambition and delivery plan ensure that every township in the Borough is better and stronger than before the pandemic.

6.7.2 The goal is simple: to stand out as a place that is achieving faster economic growth than the national average, with lower than national average levels of deprivation. The ambition is that by 2030: *“The borough of Bury will have made the fastest improvement in reducing levels of deprivation than any other post-industrial northern locality.”*

6.7.3 The Council will determine progress against the ambition against seven core measures:

- Improved quality of life
- Improved early years development
- Improved educational attainment
- Increased adult skill levels and employability
- Inclusive economic growth
- Carbon neutrality by 2038
- Improved digital connectivity

6.7.4 Council activities and initiatives must be aligned with these measures.

6.8 Conclusions

6.8.1 In summary, the proposed development is considered to be consistent with local and national transport planning policies and guidance. Millwood School is located in close proximity to an established built-up residential area which offers a range of sustainable travel choices.

7.0 Summary and Conclusions

7.1 Summary

- 7.1.1 Curtins has been appointed by ISG Ltd to provide highways and transportation advice in support of a planning application for the redevelopment of the existing Millwood School, School Street, Radcliffe.
- 7.1.2 An extension is proposed at Millwood School to provide additional teaching space. Millwood School is currently 1 FE with c. 171 pupils (although the official capacity is 170 pupils) and c. 123 staff members (114 FTE staff). Following the development proposals, the capacity of Millwood School will be c. 240 pupils and c. 158 staff (142 FTE). This change equates to an increase of 70 pupils and 35 staff (28 of which are FTE) when compared to the existing situation.
- 7.1.3 A 20-space expansion would be added to the staff and visitor car park. Additionally, the proposals will add a further minibus drop-off / pick-up space where an existing car drop-off bay is located, adjacent to the existing spaces along the building frontage. As such, the net change to the number of staff and visitor parking is an increase of 19 spaces.
- 7.1.4 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.
- 7.1.5 Relevant details of the proposed site layout, access, parking facilities, and servicing arrangements have been provided. It is envisaged that the existing vehicular, cycle, and pedestrian access strategies would be retained.
- 7.1.6 The site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the site.
- 7.1.7 Trip generation forecasts using TRICS data have demonstrated that the proposed development could result in an increase of 39 and 37 two-way vehicular trips in the AM and PM peaks respectively. Furthermore, a first principles assessment of the site using data provided by the school and data from the 2011 Census has identified that the proposed development could result in an increase of 64 two-way vehicular trips in the school AM and PM peaks.
- 7.1.8 The latter figures are more robust compared to the assessments using TRICS data, however it is noted that this reflects the nature of an SEN school, whereby a large proportion of the pupils arrive by school bus or private car.
- 7.1.9 Notwithstanding, the increased traffic within the vicinity of the school could add to on-street parking and congestion in the immediate vicinity of the site. As such, it is recommended that the mitigation measures

are progressed where possible to reinforce the number of drop-offs / pick-ups by car in the vicinity of the school.

7.1.10 Additionally, measures are proposed in the accompanying Interim Travel Plan to increase the level of walking, cycling and public transport use to and from the site, and to reduce reliance on the private car. However, it is noted throughout the document that due to the complex medical or behavioural needs of many of the Millwood School pupils, it is not considered safe / accessible / possible for the vast majority to travel by sustainable means.

7.1.11 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

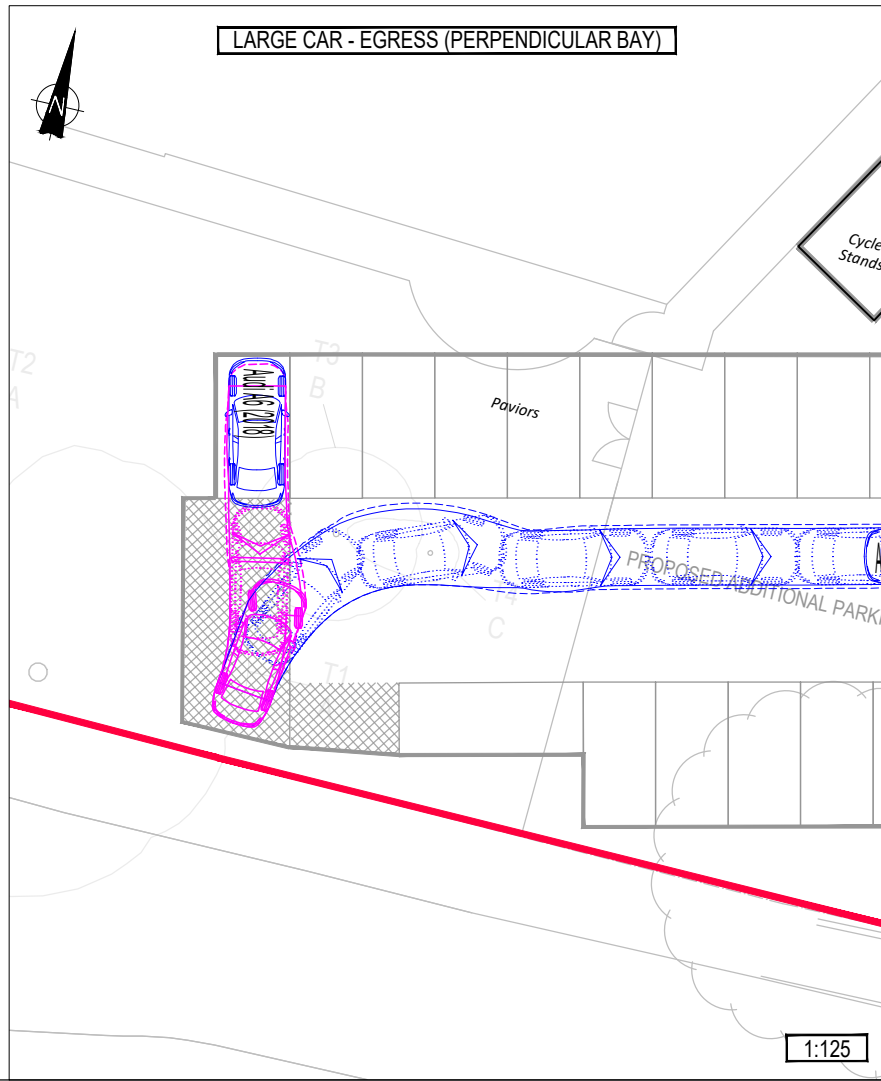
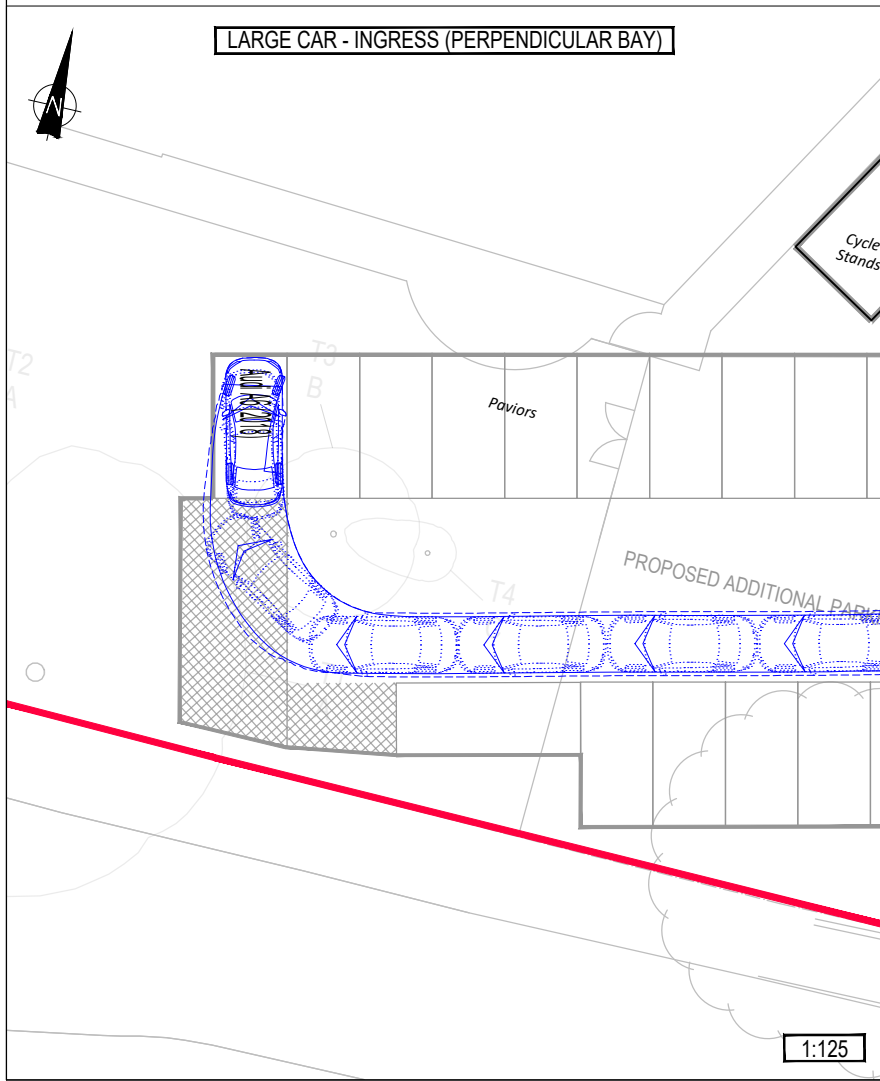
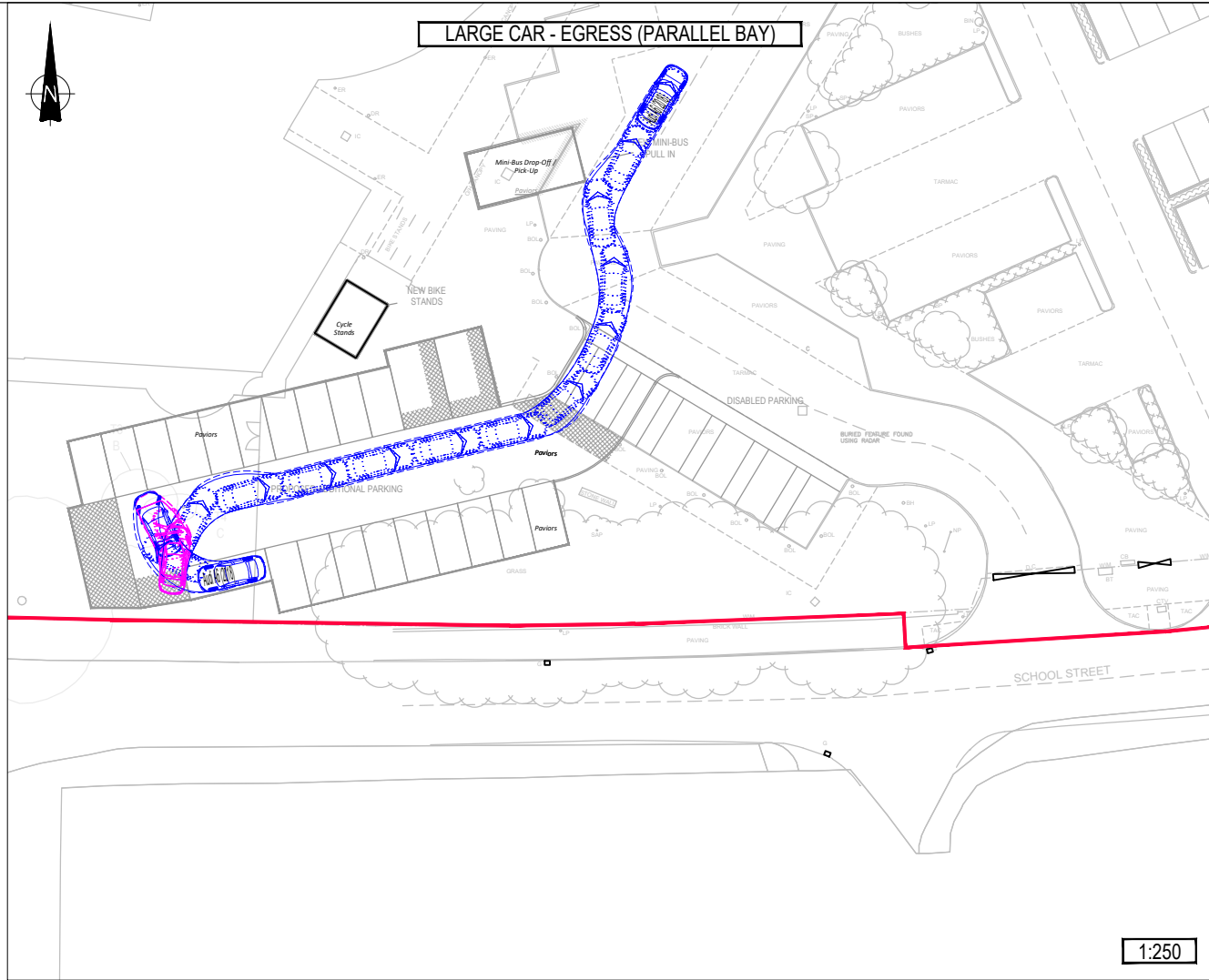
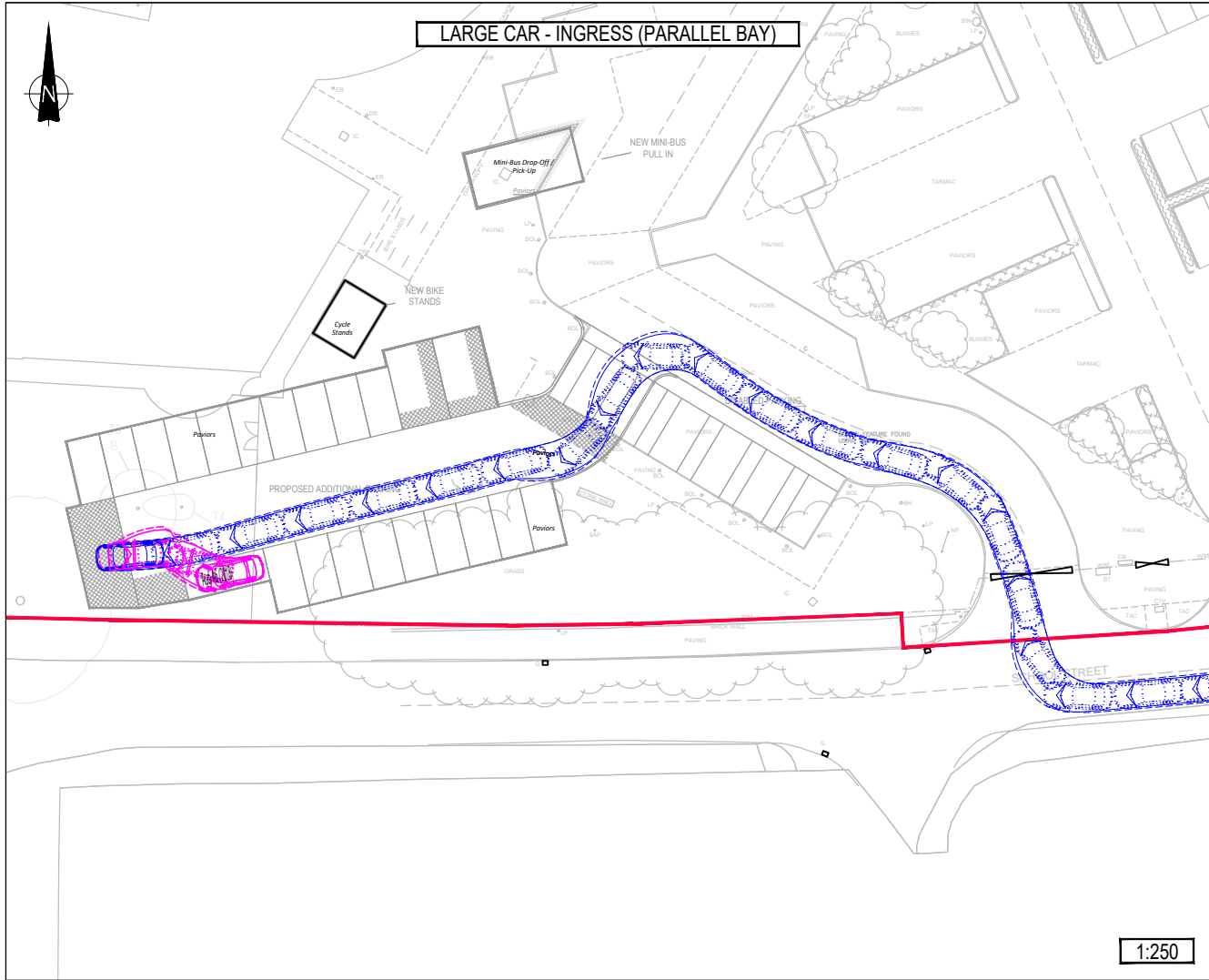
7.2 Conclusions

7.2.1 It is reasonable to conclude that the proposed development is in accordance with Paragraph 111 of the NPPF, as it would not have an unacceptable impact on highway safety, nor would there be a severe residual cumulative impact on the surrounding highway network.

7.2.2 It is Curtins' view that from a highways and transport perspective there are no reasons why the development proposals should not be granted planning approval.

Drawings

Drawing 084162-CUR-XX-00-D-TP-05001 – (Swept Path Analysis) Large Car



GENERAL NOTES:

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
- DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
- ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
- FOR GENERAL NOTES REFER TO DRAWING.
- THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES.
- BASED ON BGH'S LAYOUT : '2128.32.1206 P3 - PR Site Plan Sht 2'.

KEY: — RED LINE BOUNDARY

VEHICLE PROFILE:

Avdi A6 (2018)
Overall Length 4.590m
Overall Width 2.114m
Overall Body Height 1.407m
Min Body Ground Clearance 0.142m
Max Track Width 1.875m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

P03	Car park layout and vehicle tracking updated	10/10/23	LL	AT
P02	Vehicle tracking updated and potential turning head added	27/09/23	LL	AT
Rev:	Description:	Date:	By:	Chkd:

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Birmingham - Bristol - Cambridge - Cardiff - Douglas - Dublin - Edinburgh - Glasgow - Kenton - Leeds - Liverpool - London - Manchester - Nottingham

Status: **PRELIMINARY**

Project: **MILLWOOD SEN SCHOOL**

Dwg Title: **SWEPT PATH ANALYSIS
LARGE CAR**

Drawn By	LL	Designed By	LL	Checked By	AT
		Date	05/09/23	Scales	AS INDICATED
Project No - Originator - Function - Spatial - Form - Discipline - Number					Revision
84162 - CUR - XX - 00 - D -TP- 05001					P03

Time: TP-Projects\04\001 - 0850000384162 - TP\A Millwood SEN School Extension\04-Production\A4-Mobile Drawings\TP-CA\0051

Appendix A – Proposed Site Layout



status

PLANNING

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The originator shall have no responsibility for any liability, loss, cost, damage or expense arising from or relating to any use of this document other than for its intended purpose on this project.

This drawing shall be read in conjunction with all other relevant drawings, specifications and associated documentation. Any discrepancies, errors or omissions are to be reported to the originator before proceeding with work.

All dimensions are to be checked on site by the contractor prior to proceeding with any work.

Hazard Identification

ref

hazard

date

N

P3	PLANNING ISSUE	AGR	09.10.23
P1	FIRST ISSUE	ST	
ref	revision	by	date

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client

ISG CONSTRUCTION LTD

project

MILLWOOD SCHOOL
NEW CLASSROOM BLOCK

drawing

PROPOSED OVERALL BLOCK PLAN

drawn by

ST

date

AUG 23

checked by

date

scale

1:500

A1

dwg no

2128.32.1204

rev

P3

Appendix B – Collision Report

Collision Plot Premium

Millwood School Collision Report

01/01/2017 - 31/12/2021

Number of Collisions Involving

	Slight	Serious	Fatal	Total
Pedestrian	0	0	0	0 (0%)
Cyclist	0	0	0	0 (0%)
Motorcycle	0	0	0	0 (0%)
Car	7	0	0	7 (70%)
Taxi	3	0	0	3 (30%)
Bus	0	0	0	0 (0%)
Goods	0	0	0	0 (0%)
Other	0	0	0	0 (0%)

Severity

Slight	8 (100%)
Serious	0 (0%)
Fatal	0 (0%)
Total	8

Light conditions

Dark	2 (25%)
Light	6 (75%)

Casualties

	Slight	Serious	Fatal	Total
Pedestrian	0	0	0	0 (0%)
Cyclist	0	0	0	0 (0%)
Motorcycle	0	0	0	0 (0%)
Car	6	0	0	6 (67%)
Taxi	3	0	0	3 (33%)
Bus	0	0	0	0 (0%)
Goods	0	0	0	0 (0%)
Other	0	0	0	0 (0%)
Total	9	0	0	9

Surface conditions

Dry	8 (100%)
Wet	0 (0%)
Snow	0 (0%)
Ice	0 (0%)
Flood	0 (0%)

201706N028131 | Slight | Mon | 13/03/2017 | 07:00 | Light | Dry

Authority (highway):	Bury	Road 2:	Unclassified, --	Weather:	Fine	(Image available to ACP users only)
Speed limit:	20	Junction detail:	Crossroads	Light conditions:	Light	
Police force:	Greater Manchester	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	One way street	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	Unclassified, --	Crossing (physical):	None within 50m	Police attend?:	No	

Vehicles

Vehicle ref & type:	1, Car	2, Taxi
Manoeuvre:	Going ahead	Reversing
Direction of travel:	West to east	North to west
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Approaching junction or waiting/parked at approach	Mid junction, on roundabout/main road
First point of impact:	Front	Nearside
Driver sex & age:	--, -1	Male, 30
Journey purpose:	Other	Part of work

Casualties

Casualty reference:	1
Vehicle reference:	2 (Taxi)
Severity:	Slight
Class:	Passenger
Sex & age:	Female, 29
Car passenger:	Rear seat passenger

201706N029703 | Slight | Tue | 04/04/2017 | 13:38 | Light | Dry

Authority (highway):	Bury	Road 2:	Unclassified, –	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	T or staggered junction	Light conditions:	Light	
Police force:	Greater Manchester	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	Unclassified, --	Crossing (physical):	None within 50m	Police attend?:	No	

Vehicles

Vehicle ref & type:	1, Car	2, Taxi
Manoeuvre:	Going ahead	Waiting to go ahead but held up
Direction of travel:	North to south	North to south
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Approaching junction or waiting/parked at approach	Approaching junction or waiting/parked at approach
First point of impact:	Front	Back
Driver sex & age:	Male, 22	Male, 48
Journey purpose:	--	Part of work
Engine capacity (cc):	1560	1497
Propulsion:	Heavy oil	Hybrid electric
Age of vehicle:	1	10

Casualties

Casualty reference:	1
Vehicle reference:	2 (Taxi)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Male, 48

201706N031983 | Slight | Wed | 28/06/2017 | 17:03 | Light | Dry

Authority (highway):	Bury	Road 2:	C, --	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Crossroads	Light conditions:	Light	
Police force:	Greater Manchester	Junction control:	Traffic signal	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 665	Crossing (physical):	Ped phase at signal junction	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car	2, Car
Manoeuvre:	Slowing or stopping	Moving off
Direction of travel:	Northwest to southeast	East to west
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Mid junction, on roundabout/main road	Mid junction, on roundabout/main road
First point of impact:	Nearside	Front
Driver sex & age:	Male, 20	Male, 29
Engine capacity (cc):	1995	1229
Propulsion:	Heavy oil	Petrol
Age of vehicle:	5	7

Casualties

Casualty reference:	1
Vehicle reference:	1 (Car)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Male, 20

201806N244915 | Slight | Sat | 02/06/2018 | 18:15 | Light | Dry

Authority (highway):	Bury	Road 2:	C, --	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Crossroads	Light conditions:	Light	
Police force:	Greater Manchester	Junction control:	Traffic signal	Special conditions:	--	
Road type:	Dual carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 665	Crossing (physical):	Ped phase at signal junction	Police attend?:	No	

Vehicles

Vehicle ref & type:	1, Car	2, Car
Manoeuvre:	Changing lane to right	Waiting to turn right
Direction of travel:	Southeast to southwest	Southeast to northeast
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Mid junction, on roundabout/main road	Mid junction, on roundabout/main road
First point of impact:	Front	Back
Driver sex & age:	--, -1	Female, 21
Engine capacity (cc):	1395	1229
Propulsion:	Petrol	Petrol
Age of vehicle:	2	1

Casualties

Casualty reference:	1	2
Vehicle reference:	2 (Car)	2 (Car)
Severity:	Slight	Slight
Class:	Driver or rider	Passenger
Sex & age:	Female, 21	Female, 21
Car passenger:	--	Front seat passenger

201806N247533 | Slight | Thu | 23/08/2018 | 22:55 | Dark | Dry

Authority (highway):	Bury	Road 2:	C, --	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Junction more than 4 arms (not RAB)	Light conditions:	Dark	
Police force:	Greater Manchester	Junction control:	Traffic signal	Special conditions:	--	
Road type:	Dual carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 665	Crossing (physical):	Ped phase at signal junction	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car	2, Car
Manoeuvre:	Going ahead	Going ahead
Direction of travel:	Southeast to northwest	West to east
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Mid junction, on roundabout/main road	Mid junction, on roundabout/main road
First point of impact:	Front	Front
Driver sex & age:	Male, 25	Male, 35
Engine capacity (cc):	1598	1395
Propulsion:	Heavy oil	Petrol
Age of vehicle:	4	0

Casualties

Casualty reference:	1
Vehicle reference:	2 (Car)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Male, 35

201906N255867 | Slight | Tue | 09/04/2019 | 07:45 | Light | Dry

Authority (highway):	Bury	Road 2:	Unclassified, --	Weather:	Fine	(Image available to ACP users only)
Speed limit:	20	Junction detail:	Crossroads	Light conditions:	Light	
Police force:	Greater Manchester	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	One way street	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	Unclassified, --	Crossing (physical):	None within 50m	Police attend?:	No	

Vehicles

Vehicle ref & type:	1, Car	2, Car
Manoeuvre:	Going ahead	Going ahead
Direction of travel:	Northwest to southeast	Southwest to northeast
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Approaching junction or waiting/parked at approach	Mid junction, on roundabout/main road
First point of impact:	Front	Nearside
Skidding/overturning:	--	Skidded
Object hit off road:	--	Other permanent object
Driver sex & age:	--, -1	Female, 28
Journey purpose:	--	Commuting to/from work
Engine capacity (cc):	1796	1968
Propulsion:	Petrol	Heavy oil
Age of vehicle:	6	2

Casualties

Casualty reference:	1
Vehicle reference:	2 (Car)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Female, 28

202006N274943 | Slight | Wed | 02/09/2020 | 22:30 | Dark | Dry

Authority (highway):	Bury	Road 2:	A, 665	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Crossroads	Light conditions:	Dark	
Police force:	Greater Manchester	Junction control:	Traffic signal	Special conditions:	--	
Road type:	Dual carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	C, --	Crossing (physical):	Ped phase at signal junction	Police attend?:	No	

Vehicles

Vehicle ref & type:	1, Taxi	2, Taxi
Manoeuvre:	Going ahead left-hand bend	Moving off
Direction of travel:	Northeast to southwest	East to west
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Mid junction, on roundabout/main road	Entering main road
First point of impact:	Nearside	Offside
Driver sex & age:	Male, 30	Male, 45
Journey purpose:	Part of work	Part of work
Engine capacity (cc):	--	1997
Propulsion:	--	Heavy oil
Age of vehicle:	--	7
Generic make/model:	--	PEUGEOT EXPERT

Casualties

Casualty reference:	1
Vehicle reference:	2 (Taxi)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Male, 45

2021061024070 | Slight | Wed | 24/02/2021 | 12:40 | Light | Dry

Authority (highway):	Bury	Road 2:	A, 665	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Junction more than 4 arms (not RAB)	Light conditions:	Light	
Police force:	Greater Manchester	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Dual carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	Unclassified, --	Crossing (physical):	None within 50m	Police attend?:	No	

Vehicles

Vehicle ref & type:	1, Car	2, Car
Manoeuvre:	Going ahead	Going ahead
Direction of travel:	North to east	North to east
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Approaching junction or waiting/parked at approach	Approaching junction or waiting/parked at approach
First point of impact:	Offside	Nearside
Driver sex & age:	Male, 30	Male, 60
Engine capacity (cc):	3993	1797
Propulsion:	Petrol	Hybrid electric
Age of vehicle:	5	2
Generic make/model:	AUDI RS6	TOYOTA PRIUS

Casualties

Casualty reference:	1
Vehicle reference:	2 (Car)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Male, 60

Appendix C – TRICS Report

Calculation Reference: AUDIT-148301-230829-0840

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : A - PRIMARY

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	CW CORNWALL	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
09	NORTH	
	TV TEES VALLEY	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: 156 to 440 (units:)
 Range Selected by User: 92 to 538 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 15/11/22

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

Selected survey days:

Monday	2 days
Tuesday	2 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 undertaken using machines.

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	2
Edge of Town	2

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	4
Built-Up Zone	1
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:

Secondary Filtering selection:

Use Class:

F1(a) 7 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 1 days

10,001 to 15,000 4 days

20,001 to 25,000 2 days

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

Population within 5 miles:

5,001 to 25,000 2 days

25,001 to 50,000 1 days

50,001 to 75,000 1 days

100,001 to 125,000 1 days

125,001 to 250,000 2 days

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

Car ownership within 5 miles:

0.6 to 1.0 5 days

1.1 to 1.5 2 days

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

Travel Plan:

No 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.

PTAL Rating:

No PTAL Present 7 days

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

LIST OF SITES relevant to selection parameters

1	CW-04-A-03 TREVERBYN RISE PENRYN	PRIMARY ACADEMY	CORNWALL
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 440 Survey date: THURSDAY 28/03/19		Survey Type: MANUAL
2	NF-04-A-01 CITY ROAD NORWICH LAKENHAM	PRIMARY SCHOOL	NORFOLK
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of pupils: 420 Survey date: WEDNESDAY 21/09/22		Survey Type: MANUAL
3	NY-04-A-04 GARGRAVE ROAD SKIPTON	CATHOLIC PRIMARY SCHOOL	NORTH YORKSHIRE
	Edge of Town Centre Built-Up Zone Total Number of pupils: 243 Survey date: FRIDAY 15/03/19		Survey Type: MANUAL
4	NY-04-A-05 CHURCH LANE RIPON	PRIMARY SCHOOL	NORTH YORKSHIRE
	Edge of Town Centre No Sub Category Total Number of pupils: 156 Survey date: TUESDAY 17/05/22		Survey Type: MANUAL
5	NY-04-A-06 CHURCH LANE RIPON	PRIMARY SCHOOL	NORTH YORKSHIRE
	Edge of Town Centre No Sub Category Total Number of pupils: 245 Survey date: MONDAY 23/05/22		Survey Type: MANUAL
6	TV-04-A-02 WOLVISTON MILL LANE BILLINGHAM	PRIMARY SCHOOL	TEES VALLEY
	Edge of Town Residential Zone Total Number of pupils: 232 Survey date: MONDAY 23/05/22		Survey Type: MANUAL
7	WK-04-A-01 PLANTAGENET DRIVE RUGBY	C OF E JUNIOR SCHOOL	WARWICKSHIRE
	Edge of Town Residential Zone Total Number of pupils: 420 Survey date: TUESDAY 15/11/22		Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.36

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	308	0.061	7	308	0.020	7	308	0.081
08:00 - 09:00	7	308	0.328	7	308	0.237	7	308	0.565
09:00 - 10:00	7	308	0.025	7	308	0.086	7	308	0.111
10:00 - 11:00	7	308	0.007	7	308	0.008	7	308	0.015
11:00 - 12:00	7	308	0.019	7	308	0.019	7	308	0.038
12:00 - 13:00	7	308	0.017	7	308	0.019	7	308	0.036
13:00 - 14:00	7	308	0.009	7	308	0.006	7	308	0.015
14:00 - 15:00	7	308	0.015	7	308	0.016	7	308	0.031
15:00 - 16:00	7	308	0.261	7	308	0.276	7	308	0.537
16:00 - 17:00	7	308	0.045	7	308	0.073	7	308	0.118
17:00 - 18:00	7	308	0.007	7	308	0.024	7	308	0.031
18:00 - 19:00	7	308	0.000	7	308	0.006	7	308	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.794			0.790			1.584

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

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

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Parameter summary

Trip rate parameter range selected:	156 - 440 (units:)
Survey date range:	01/01/15 - 15/11/22
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL TAXIS

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	308	0.000	7	308	0.000	7	308	0.000
08:00 - 09:00	7	308	0.008	7	308	0.008	7	308	0.016
09:00 - 10:00	7	308	0.000	7	308	0.000	7	308	0.000
10:00 - 11:00	7	308	0.000	7	308	0.000	7	308	0.000
11:00 - 12:00	7	308	0.000	7	308	0.000	7	308	0.000
12:00 - 13:00	7	308	0.000	7	308	0.000	7	308	0.000
13:00 - 14:00	7	308	0.000	7	308	0.000	7	308	0.000
14:00 - 15:00	7	308	0.000	7	308	0.000	7	308	0.000
15:00 - 16:00	7	308	0.006	7	308	0.006	7	308	0.012
16:00 - 17:00	7	308	0.000	7	308	0.000	7	308	0.000
17:00 - 18:00	7	308	0.000	7	308	0.000	7	308	0.000
18:00 - 19:00	7	308	0.000	7	308	0.000	7	308	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.014			0.028

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

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL OGVS

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	308	0.000	7	308	0.000	7	308	0.000
08:00 - 09:00	7	308	0.000	7	308	0.000	7	308	0.000
09:00 - 10:00	7	308	0.000	7	308	0.000	7	308	0.000
10:00 - 11:00	7	308	0.000	7	308	0.000	7	308	0.000
11:00 - 12:00	7	308	0.001	7	308	0.000	7	308	0.001
12:00 - 13:00	7	308	0.000	7	308	0.001	7	308	0.001
13:00 - 14:00	7	308	0.000	7	308	0.000	7	308	0.000
14:00 - 15:00	7	308	0.000	7	308	0.000	7	308	0.000
15:00 - 16:00	7	308	0.000	7	308	0.000	7	308	0.000
16:00 - 17:00	7	308	0.000	7	308	0.000	7	308	0.000
17:00 - 18:00	7	308	0.000	7	308	0.000	7	308	0.000
18:00 - 19:00	7	308	0.000	7	308	0.000	7	308	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.001			0.001			0.002

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

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL PSVS

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	308	0.000	7	308	0.000	7	308	0.000
08:00 - 09:00	7	308	0.000	7	308	0.000	7	308	0.000
09:00 - 10:00	7	308	0.000	7	308	0.000	7	308	0.000
10:00 - 11:00	7	308	0.000	7	308	0.000	7	308	0.000
11:00 - 12:00	7	308	0.000	7	308	0.000	7	308	0.000
12:00 - 13:00	7	308	0.000	7	308	0.000	7	308	0.000
13:00 - 14:00	7	308	0.000	7	308	0.000	7	308	0.000
14:00 - 15:00	7	308	0.000	7	308	0.000	7	308	0.000
15:00 - 16:00	7	308	0.000	7	308	0.000	7	308	0.000
16:00 - 17:00	7	308	0.000	7	308	0.000	7	308	0.000
17:00 - 18:00	7	308	0.000	7	308	0.000	7	308	0.000
18:00 - 19:00	7	308	0.000	7	308	0.000	7	308	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL CYCLISTS

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	308	0.003	7	308	0.000	7	308	0.003
08:00 - 09:00	7	308	0.041	7	308	0.002	7	308	0.043
09:00 - 10:00	7	308	0.000	7	308	0.000	7	308	0.000
10:00 - 11:00	7	308	0.000	7	308	0.000	7	308	0.000
11:00 - 12:00	7	308	0.000	7	308	0.001	7	308	0.001
12:00 - 13:00	7	308	0.001	7	308	0.002	7	308	0.003
13:00 - 14:00	7	308	0.001	7	308	0.000	7	308	0.001
14:00 - 15:00	7	308	0.000	7	308	0.000	7	308	0.000
15:00 - 16:00	7	308	0.002	7	308	0.037	7	308	0.039
16:00 - 17:00	7	308	0.000	7	308	0.005	7	308	0.005
17:00 - 18:00	7	308	0.000	7	308	0.001	7	308	0.001
18:00 - 19:00	7	308	0.000	7	308	0.000	7	308	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.048			0.048			0.096

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

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL VEHICLE OCCUPANTS

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	308	0.074	7	308	0.009	7	308	0.083
08:00 - 09:00	7	308	0.410	7	308	0.018	7	308	0.428
09:00 - 10:00	7	308	0.028	7	308	0.013	7	308	0.041
10:00 - 11:00	7	308	0.007	7	308	0.007	7	308	0.014
11:00 - 12:00	7	308	0.015	7	308	0.015	7	308	0.030
12:00 - 13:00	7	308	0.012	7	308	0.018	7	308	0.030
13:00 - 14:00	7	308	0.008	7	308	0.006	7	308	0.014
14:00 - 15:00	7	308	0.013	7	308	0.018	7	308	0.031
15:00 - 16:00	7	308	0.014	7	308	0.340	7	308	0.354
16:00 - 17:00	7	308	0.014	7	308	0.095	7	308	0.109
17:00 - 18:00	7	308	0.004	7	308	0.035	7	308	0.039
18:00 - 19:00	7	308	0.000	7	308	0.009	7	308	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.599			0.583			1.182

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

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL PEDESTRIANS

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	308	0.013	7	308	0.003	7	308	0.016
08:00 - 09:00	7	308	0.612	7	308	0.216	7	308	0.828
09:00 - 10:00	7	308	0.041	7	308	0.026	7	308	0.067
10:00 - 11:00	7	308	0.014	7	308	0.018	7	308	0.032
11:00 - 12:00	7	308	0.022	7	308	0.025	7	308	0.047
12:00 - 13:00	7	308	0.027	7	308	0.019	7	308	0.046
13:00 - 14:00	7	308	0.002	7	308	0.005	7	308	0.007
14:00 - 15:00	7	308	0.022	7	308	0.010	7	308	0.032
15:00 - 16:00	7	308	0.226	7	308	0.625	7	308	0.851
16:00 - 17:00	7	308	0.014	7	308	0.046	7	308	0.060
17:00 - 18:00	7	308	0.001	7	308	0.014	7	308	0.015
18:00 - 19:00	7	308	0.000	7	308	0.005	7	308	0.005
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.994			1.012			2.006

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

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
 MULTI-MODAL BUS/TRAM PASSENGERS
 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	308	0.008	7	308	0.000	7	308	0.008
08:00 - 09:00	7	308	0.132	7	308	0.061	7	308	0.193
09:00 - 10:00	7	308	0.005	7	308	0.002	7	308	0.007
10:00 - 11:00	7	308	0.001	7	308	0.000	7	308	0.001
11:00 - 12:00	7	308	0.006	7	308	0.006	7	308	0.012
12:00 - 13:00	7	308	0.003	7	308	0.003	7	308	0.006
13:00 - 14:00	7	308	0.000	7	308	0.000	7	308	0.000
14:00 - 15:00	7	308	0.009	7	308	0.001	7	308	0.010
15:00 - 16:00	7	308	0.044	7	308	0.124	7	308	0.168
16:00 - 17:00	7	308	0.004	7	308	0.012	7	308	0.016
17:00 - 18:00	7	308	0.000	7	308	0.006	7	308	0.006
18:00 - 19:00	7	308	0.000	7	308	0.000	7	308	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.212			0.215			0.427

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

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
 MULTI-MODAL TOTAL RAIL PASSENGERS
 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	308	0.003	7	308	0.000	7	308	0.003
08:00 - 09:00	7	308	0.002	7	308	0.002	7	308	0.004
09:00 - 10:00	7	308	0.000	7	308	0.000	7	308	0.000
10:00 - 11:00	7	308	0.000	7	308	0.000	7	308	0.000
11:00 - 12:00	7	308	0.000	7	308	0.000	7	308	0.000
12:00 - 13:00	7	308	0.000	7	308	0.000	7	308	0.000
13:00 - 14:00	7	308	0.000	7	308	0.000	7	308	0.000
14:00 - 15:00	7	308	0.000	7	308	0.000	7	308	0.000
15:00 - 16:00	7	308	0.001	7	308	0.002	7	308	0.003
16:00 - 17:00	7	308	0.000	7	308	0.000	7	308	0.000
17:00 - 18:00	7	308	0.000	7	308	0.001	7	308	0.001
18:00 - 19:00	7	308	0.000	7	308	0.000	7	308	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.005			0.011

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

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
 MULTI-MODAL COACH PASSENGERS
 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	308	0.000	7	308	0.000	7	308	0.000
08:00 - 09:00	7	308	0.000	7	308	0.000	7	308	0.000
09:00 - 10:00	7	308	0.000	7	308	0.005	7	308	0.005
10:00 - 11:00	7	308	0.000	7	308	0.000	7	308	0.000
11:00 - 12:00	7	308	0.005	7	308	0.000	7	308	0.005
12:00 - 13:00	7	308	0.000	7	308	0.000	7	308	0.000
13:00 - 14:00	7	308	0.000	7	308	0.000	7	308	0.000
14:00 - 15:00	7	308	0.000	7	308	0.000	7	308	0.000
15:00 - 16:00	7	308	0.000	7	308	0.000	7	308	0.000
16:00 - 17:00	7	308	0.000	7	308	0.000	7	308	0.000
17:00 - 18:00	7	308	0.000	7	308	0.000	7	308	0.000
18:00 - 19:00	7	308	0.000	7	308	0.000	7	308	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.005			0.005			0.010

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

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
 MULTI-MODAL PUBLIC TRANSPORT USERS
 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	308	0.011	7	308	0.000	7	308	0.011
08:00 - 09:00	7	308	0.134	7	308	0.063	7	308	0.197
09:00 - 10:00	7	308	0.005	7	308	0.007	7	308	0.012
10:00 - 11:00	7	308	0.001	7	308	0.000	7	308	0.001
11:00 - 12:00	7	308	0.011	7	308	0.006	7	308	0.017
12:00 - 13:00	7	308	0.003	7	308	0.003	7	308	0.006
13:00 - 14:00	7	308	0.000	7	308	0.000	7	308	0.000
14:00 - 15:00	7	308	0.009	7	308	0.001	7	308	0.010
15:00 - 16:00	7	308	0.045	7	308	0.126	7	308	0.171
16:00 - 17:00	7	308	0.004	7	308	0.012	7	308	0.016
17:00 - 18:00	7	308	0.000	7	308	0.007	7	308	0.007
18:00 - 19:00	7	308	0.000	7	308	0.000	7	308	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.223			0.225			0.448

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

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

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): 2.36

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	308	0.101	7	308	0.012	7	308	0.113
08:00 - 09:00	7	308	1.197	7	308	0.299	7	308	1.496
09:00 - 10:00	7	308	0.074	7	308	0.045	7	308	0.119
10:00 - 11:00	7	308	0.022	7	308	0.026	7	308	0.048
11:00 - 12:00	7	308	0.048	7	308	0.046	7	308	0.094
12:00 - 13:00	7	308	0.043	7	308	0.042	7	308	0.085
13:00 - 14:00	7	308	0.011	7	308	0.012	7	308	0.023
14:00 - 15:00	7	308	0.044	7	308	0.030	7	308	0.074
15:00 - 16:00	7	308	0.287	7	308	1.128	7	308	1.415
16:00 - 17:00	7	308	0.033	7	308	0.157	7	308	0.190
17:00 - 18:00	7	308	0.005	7	308	0.057	7	308	0.062
18:00 - 19:00	7	308	0.000	7	308	0.013	7	308	0.013
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.865			1.867			3.732

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

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL CARS

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	308	0.058	7	308	0.019	7	308	0.077
08:00 - 09:00	7	308	0.316	7	308	0.225	7	308	0.541
09:00 - 10:00	7	308	0.021	7	308	0.083	7	308	0.104
10:00 - 11:00	7	308	0.005	7	308	0.005	7	308	0.010
11:00 - 12:00	7	308	0.014	7	308	0.015	7	308	0.029
12:00 - 13:00	7	308	0.016	7	308	0.016	7	308	0.032
13:00 - 14:00	7	308	0.007	7	308	0.005	7	308	0.012
14:00 - 15:00	7	308	0.014	7	308	0.015	7	308	0.029
15:00 - 16:00	7	308	0.253	7	308	0.270	7	308	0.523
16:00 - 17:00	7	308	0.043	7	308	0.071	7	308	0.114
17:00 - 18:00	7	308	0.007	7	308	0.022	7	308	0.029
18:00 - 19:00	7	308	0.000	7	308	0.006	7	308	0.006
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.754			0.752			1.506

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

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL LGVS

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	308	0.003	7	308	0.001	7	308	0.004
08:00 - 09:00	7	308	0.003	7	308	0.003	7	308	0.006
09:00 - 10:00	7	308	0.003	7	308	0.003	7	308	0.006
10:00 - 11:00	7	308	0.001	7	308	0.002	7	308	0.003
11:00 - 12:00	7	308	0.002	7	308	0.003	7	308	0.005
12:00 - 13:00	7	308	0.001	7	308	0.001	7	308	0.002
13:00 - 14:00	7	308	0.002	7	308	0.001	7	308	0.003
14:00 - 15:00	7	308	0.000	7	308	0.001	7	308	0.001
15:00 - 16:00	7	308	0.001	7	308	0.000	7	308	0.001
16:00 - 17:00	7	308	0.001	7	308	0.001	7	308	0.002
17:00 - 18:00	7	308	0.000	7	308	0.001	7	308	0.001
18:00 - 19:00	7	308	0.000	7	308	0.000	7	308	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.017			0.017			0.034

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

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

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

MULTI-MODAL MOTOR CYCLES

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	308	0.000	7	308	0.000	7	308	0.000
08:00 - 09:00	7	308	0.000	7	308	0.000	7	308	0.000
09:00 - 10:00	7	308	0.000	7	308	0.000	7	308	0.000
10:00 - 11:00	7	308	0.000	7	308	0.000	7	308	0.000
11:00 - 12:00	7	308	0.000	7	308	0.000	7	308	0.000
12:00 - 13:00	7	308	0.000	7	308	0.000	7	308	0.000
13:00 - 14:00	7	308	0.000	7	308	0.000	7	308	0.000
14:00 - 15:00	7	308	0.000	7	308	0.000	7	308	0.000
15:00 - 16:00	7	308	0.000	7	308	0.000	7	308	0.000
16:00 - 17:00	7	308	0.000	7	308	0.000	7	308	0.000
17:00 - 18:00	7	308	0.000	7	308	0.000	7	308	0.000
18:00 - 19:00	7	308	0.000	7	308	0.000	7	308	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

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

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

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