

TRANSPORT STATEMENT



Bury STAR Academy – Temporary School Site

Spring Lane, Radcliffe, Bury

August 2023



Quality Management

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Author	Emma Grayshon
Reviewer	Eric Appleton

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1. Introduction

- 1.1.1. Via Solutions has been appointed to prepare this Transport Statement in support of a planning application for temporary accommodation for the proposed Bury STAR School, Radcliffe, Bury on behalf of the Department for Education (DfE).
- 1.1.2. Via Solutions has been commissioned to assess the potential highway and transport implications of a new five-form entry, high school academy, with a capacity of approximately 750 pupils, on land to the north of Spring Lane in Radcliffe, Bury. This is referred to as the 'permanent school' within this report.
- 1.1.3. Part of the proposed school site is currently occupied by the Radcliffe Leisure Centre and the Spring Lane Pupil Referral Unit (PRU). Both of these facilities will be relocated as part of the proposed development.
- 1.1.4. This report focusses on an application for a temporary classroom accommodation for the first-year group of the proposed permanent school. This is for approximately 150 pupils and 30 FTE staff. The temporary accommodation will include associated parking/turning areas and a separate sports court. This is referred to as the 'temporary school' within this report.
- 1.1.5. This Transport Statement considers such matters as traffic impact, access, sustainability, car parking and servicing and presents the proposals in relation to current guidance and data.
- 1.1.6. Both local and national transport policy have been reviewed in respect of the development. A review of road safety and sustainable transport accessibility have also been reviewed within the report. The development proposals have been explained and the impact on the highway network considered.

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- 1.1.7. The following assessment concludes that the existing vehicular access is acceptable in terms of safety and capacity.

2. Transport Policy

- 2.1.1. When considering transport policy compliance for planning applications, the main focus of local, regional and national policy is that new development should be conveniently accessible by a range of sustainable transport modes, including public transport, cycling and walking. Further details of the relevant policy documents are set out below.

2.2. NATIONAL PLANNING POLICY FRAMEWORK

- 2.2.1. The latest version of the National Planning Policy Framework (NPPF) was published by the Ministry of Housing, Communities and Local Government on 20 July 2021.

- 2.2.1. Paragraph 105 states that *"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. This can help reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision making."*

- 2.2.2. Paragraph 110 states that when considering planning applications, it should be ensured that:

- ✓ *Appropriate opportunities to promote sustainable transport can be - or have been - taken up, given the location and type of development;*
- ✓ *Safe and suitable access to the site can be achieved for all users;*
- ✓ *The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*

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

2.2.3. Paragraph 111 states that *“Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.*

2.2.4. In relation to paragraph 111 developments should be in accordance with paragraph 112, which states:

- give priority first 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 reduce mobility in relation to all modes of transport;
- 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;
- Allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

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2.2.5. Paragraph 113 of the revised NPPF states that *“all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a Transport Statement or Transport Statement so that the likely impacts of the proposal can be assessed.”*

- 2.2.6. The objectives are to look to developments that promote more sustainable transport choices and reduce the need to travel by car and improve the environment.

2.3. LOCAL PLANNING POLICY

GREATER MANCHESTER TRNSPORT STRATEGY 2040- AND FIVE-YEAR DELIVERY PLAN

- 2.3.1. The current Greater Manchester Transport Strategy 2040 was published in 2017 and updated in 2021 by the Greater Manchester Integrated Transport Authority and the Greater Manchester Local Enterprise Partnership. The document sets out the long-term ambition for transport to have ‘World-class connections that support long-term sustainable economic growth and access to opportunity for all’.
- 2.3.2. The transport strategy sets out how the transport system will:
- ✓ support sustainable economic growth;
 - ✓ support the efficient and effective movement of people and goods;
 - ✓ improve the quality of life for all by being integrated, affordable and reliable;
 - ✓ protect the environment and supports the target to be net zero carbon by 2038; as well as improving air quality; and
 - ✓ capitalises on new technology and innovation.
- 2.3.3. The strategy has a ‘Right Mix Vision’ whereby by 2040, the strategy aims for 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport.
- 2.3.4. The strategy will be supported by further interlinked strategies such as for electric vehicle charging and bus strategy among others.

- 2.3.5. The five-year delivery plan sets out all the projects to be delivered and developed to help achieve the objectives of the strategy. This includes ten Local Implementation Plans - one for each of the Greater Manchester's local authorities providing more detail on local transport priorities.
- 2.3.6. The draft Bury Local Strategy is currently in consultation and when published, will set out the strategy for Bury, in line with the Greater Manchester Transport Strategy 2040.

BURY COUNCIL PARKING STANDARDS

- 2.3.7. Bury Council Parking Standards are set out in Supplementary Planning Document Guidance Note 11, adopted in 2007. The proposals will consider these parking standards along with the existing parking provision on site to avoid the need for on-street parking.

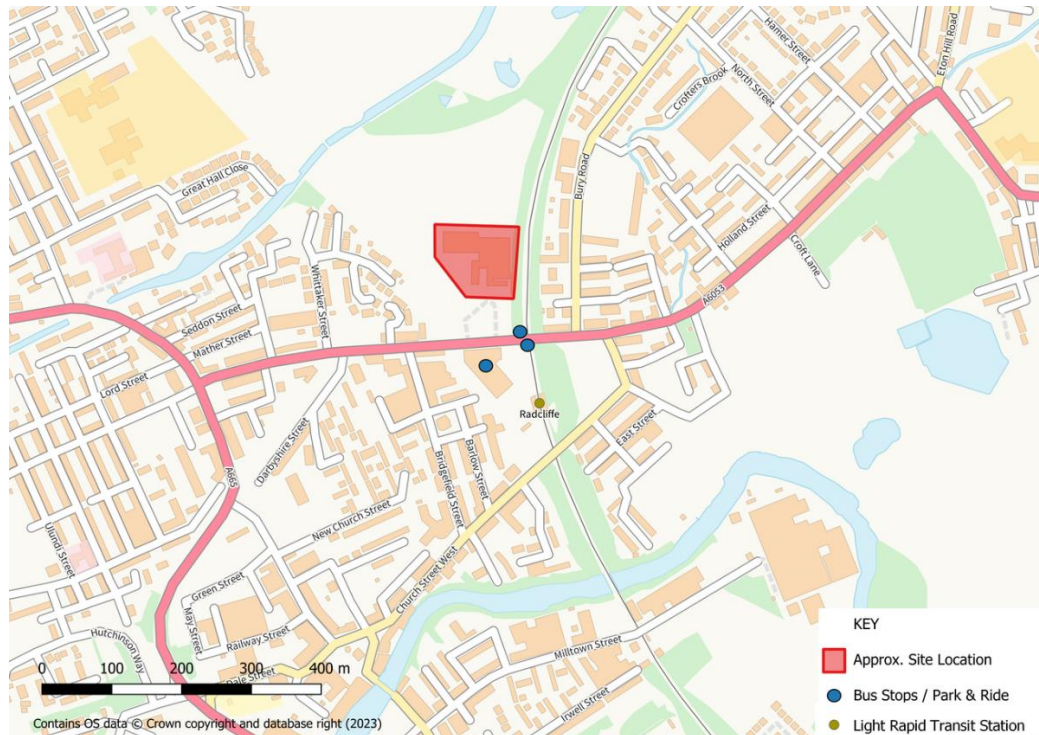
3. Existing Situation

3.1. SITE DESCRIPTION

- 3.1.1. The permanent school application site lies approximately 750m north-east of the centre of Radcliffe and 5km south-west of the centre of Bury. The application site is bound to the north by the Manchester, Bolton and Bury Canal (disused) and to the east by the Manchester Metrolink tram line. The site is bounded to the west by a public right of way, locally known as the 'Banana Path', which runs between Spring Lane and the canal. A6053 Spring Lane forms the southern boundary of the site, from which the existing site uses take access. To the southern kerbline of Spring Lane is the Radcliffe Park and Ride site.
- 3.1.2. The existing site is occupied by the Spring Lane PRU and the Radcliffe Leisure Centre. The PRU offers 89 pupil places. The school and leisure centre take vehicular access from Spring Lane from two adjacent priority T-junctions with Spring Lane.
- 3.1.3. A site location plan for the development is shown overleaf in Figure 1.

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FIGURE 1: SITE LOCATION



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3.2. HIGHWAY NETWORK

- 3.2.1. Access to the existing site is gained from Spring Lane via two, adjacent simple priority T-junctions, 40 metres apart. In the vicinity of the site accesses, A6053 Spring Lane is a 7.5m two-way single carriageway road, which is subject to a 30-mph speed limit. There are pedestrian footways provided to either kerb line and street lighting is provided to an acceptable standard.
- 3.2.2. The westernmost T-junction offers access to the existing PRU. This is a gated access approximately 5m in width and with 6m radii. The junction provides direct two-way access to the PRU via a 5m wide access road heading north-west into the site.
- 3.2.3. The easternmost T-junction offers two-way access directly into the car park for the leisure centre. This is also gated and is approximately 4.5m wide, with 10.5m radii. There is a separate gated pedestrian access to the west of the vehicular access.

- 3.2.4. Equidistant to each access point, there is a signalised pedestrian crossing, allowing access from the school and leisure centre to the Park and Ride (P&R) facility located to the south of Spring Lane and the Radcliffe Tram Stop.
- 3.2.5. Vehicular access to the P&R, is provided to the west of the existing school access, and 45 metres from the signalised crossing. The access takes the form of a simple priority junction and operates one-way, entry only. The vehicular exit from the P&R is located approximately 80 metres to the east, immediately adjacent the Metrolink rail line overbridge and 20 metres east of the Leisure centre access.
- 3.2.6. Spring Lane is the main route between Radcliffe and the A56, 2.5km to the east, passing through residential areas, a hospital and industrial areas. The A56 heads north into Bury town centre and south to join the M60 at junction 12 and beyond to Prestwich and Manchester city centre. The M60 forms the orbital strategic route around Manchester and offers access to the strategic road network and to destinations across the north of England.

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3.3. PEDESTRIANS AND CYCLISTS

WALKING

- 3.3.1. The national policy relating to transport and development is set out Section 4 of the NPPF, however this does not provide guidance on desirable maximum walking distances from new developments. Reference has been made to *"The Guidelines for Providing for Journeys on Foot"* (Institute of Highway Engineers, May 2010), which describe best practice in planning and providing for pedestrians within the UK policy and legislative framework. This allows an assessment of the sites compliance with policy guidance on recommended walking distances to local services for residents on site.

TABLE 1. PREFERRED MAXIMUM WALKING DISTANCES

	Town Centre	Commuting / School / Sightseeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

Source: Providing for Journeys on Foot (IHT, 2000)

3.3.2. Some of the key facilities within the preferred maximum walking distances are summarised in the table 2 below. The walking distances are measured from the signalised pedestrian crossing, between the existing site accesses.

TABLE 2. FACILITIES LOCATED WITHIN PREFERRED MAXIMUM WALKING DISTANCES

	Facilities
400m	Bus stops, Radcliffe P&R and tram, food and non-food retail, leisure, residential areas.
800m	Radcliffe centre, bus stops, food and non-food retail, leisure, residential areas.

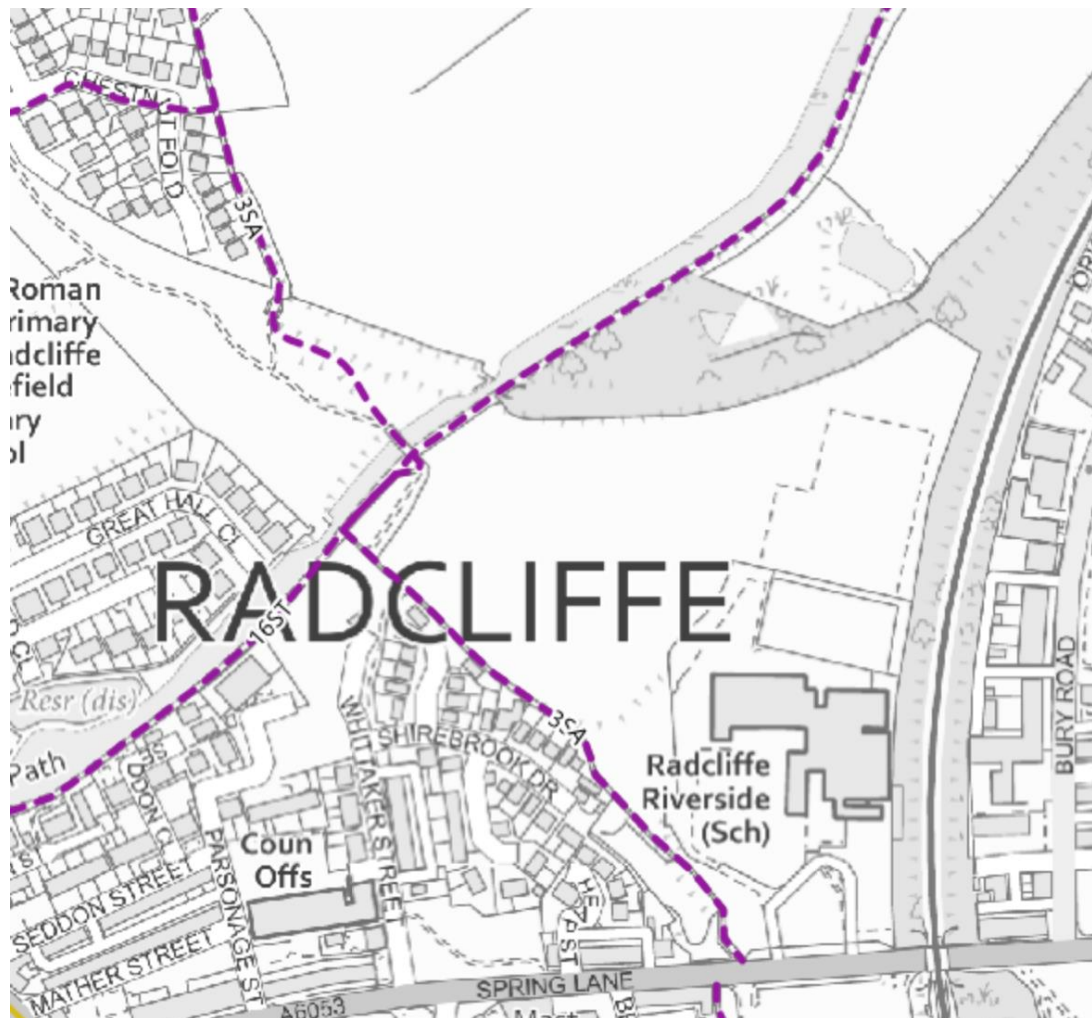
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3.3.3. Access for pedestrians and cyclists will be taken from the existing site accesses noted in section 3.2.

3.3.4. From the site, there are wide pedestrian footways along both kerb lines of Spring Lane, in both directions, beyond the railway bridge to the east and the residential areas to the west. Dropped crossings are provided to either radius at each of the existing site accesses. A signalised pedestrian crossing is provided equidistant both existing accesses and gives access to the P&R site opposite. The signalised crossing benefits from dropped crossings and tactile paving.

- 3.3.5. A dropped crossing with tactile paving is in place for pedestrians to cross the P&R entry. At the P&R exit, exiting vehicles are split into left and right turning traffic by means of a splitter island. A dropped crossing with tactile paving is provided across the exit, including across the splitter island.
- 3.3.6. To the western boundary of the site is a public right of way (Ref. 35A), named locally as the 'Banana Path'. This leisure route passes from Spring Lane, along the western boundary of the site to the canal as shown in Figure 2 below.

FIGURE 2 – EXTRACT FROM BURY PROW MAP (BURY COUNCIL, JULY 2023)



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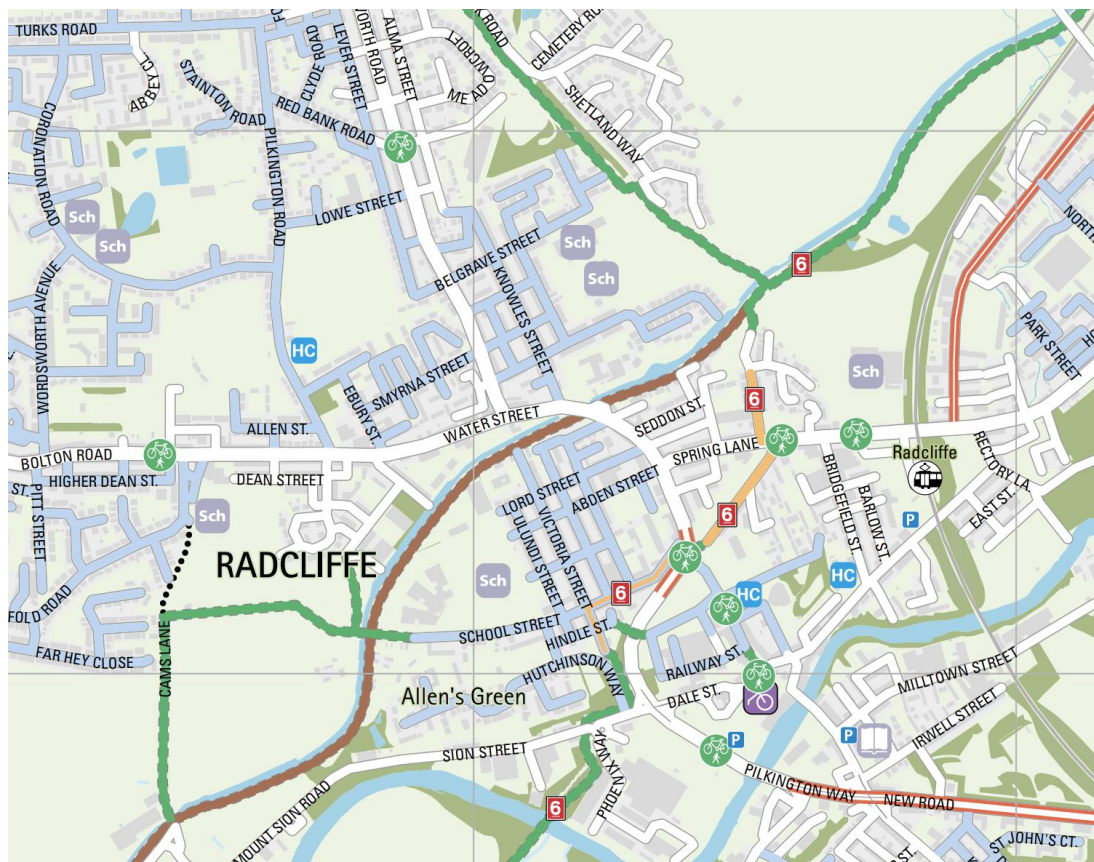
3.3.7. In summary, the existing pedestrian infrastructure in the vicinity of the site is of a good standard. Therefore, there is excellent potential for pupils, staff and visitors to undertake journeys to the site on foot.

CYCLING

3.3.8. All local facilities and services as detailed in Table 2 above, can be accessed readily by bicycle on 30mph roads. 20 cycle bays have been proposed at the site within the existing car park for use by the school. The residential areas identified as within walking distance of the school are of course similarly accessible by bicycle.

3.3.9. The local cycle network within the vicinity of the site is shown in Figure 3 below.

FIGURE 3 – EXTRACT FROM BURY CYCLE MAP (TFGM 2023)



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	Traffic Free Route - good surface		National Cycle Network (NCN) -
	Traffic Free Route - rough surface		National and Regional
	On Road Route - with physical segregation		Cycle Access Point
	On Road Route - with other cycling facilities		Library
	On Road Route - signposted but with no facilities		Museum / Art Gallery
	20 mph speed limit		School
	Footpath - please walk your bike		College
	Pedestrian Crossing		University
	Pedestrian / Cyclist Crossing		Leisure Centre / Sports
	Cyclops Crossing		Theatre
	Pegasus Crossing		Hospital
	Cycle Hub		Health Centre
	Cycle Parking		Fire Station
	Cycle Shop		Tourist Information Centre
	Rail Station		
	Metrolink Station		

3.3.10. The cycle map indicates that there are on road routes, readily accessible from the site that can be used by staff and students to access the site from surrounding residential areas.

3.3.11. In consideration of the above, it is considered that there are practical and convenient links available to and from the proposed development offering the potential for pupils, staff and visitors to walk or cycle to the site.

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3.4. PUBLIC TRANSPORT

BUSES

3.4.1. There are a number of bus stops provided along Spring Lane, the closest being approximately 20m east of the leisure centre access, directly beneath the tram railway overbridge. A flag and pole, bus cage road markings and timetable boards are provided at both stops.

3.4.2. Bus stops are also provided approximately 170m to the east on Bury Road; a flag and pole, bus cage road markings and timetable boards are provided at both stops.

3.4.3. Further bus stops are located 270m east on Spring Lane, close to the junction with Cock Cold Street, and 700m to the west close to the junction of the Spring Lane with the A665. The locations of bus stops are indicated on Figure 1.

3.4.4. The table below provides a summary of bus routes in the area.

TABLE 3. SUMMARY OF BUS ROUTES

Route No	Route Summary	Frequency		
		Monday to Friday	Saturday	Sunday
From Spring Lane at Radcliffe Metrolink stop				
886	Tottington - Walshaw - Starling - Radcliffe - Warth Fold	2 per day (School Service)	-	-
888	Bradley Fold - Bolton Road Estate - Radcliffe – Fishpool	2 per day (School Service)	-	-
894	Bradley Fold - Radcliffe - Hollins - Unsworth - Heaton Park	2 per day (School Service)	-	-
899	Starling - Seddons Farm Estate - Radcliffe - Warth Fold	2 per day (School Service)	-	-
From Spring Lane at Radcliffe Metrolink stop				
513	Bury - Whitefield - Farnworth - Stand - Radcliffe circular	60 minutes	60 minutes	120 minutes

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3.4.5. The bus stops in close proximity to the site are served by school bus services. The bus stop on Bury Road offers a more frequent service within a short walk of the site.

METROLINK

3.4.6. The Radcliffe Metrolink tram stop is located immediately opposite the leisure centre and is accessed by pedestrians from the P&R facility via the vehicular exit junction. The Metrolink is serviced by Green Line and Yellow Line services, offering connections

to Bury, Altrincham and Manchester City Centre (Piccadilly). The service runs at approximately 12 minutes in each direction.

3.5. INJURY COLLISION RECORDS

- 3.5.1. A review of personal injury collisions for the five-year period from January 2017 - December 2021 has been carried out using the www.crashmap.co.uk website. The study area covers the A6053 Spring Lane extending for 100 metres in either direction from the existing leisure centre access,
- 3.5.2. This shows there has been one incident with the study period. The incident occurred in 2019, involved two cars and was considered slight in severity. One car was turning right out into Spring Lane and collided with another vehicle within the main carriageway. The incident report is presented in Appendix A.
- 3.5.3. In summary, the review has not highlighted any trends or safety concerns within the vicinity of the proposed development.

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4. The Development Proposals

4.1. PROPOSED DEVELOPMENT

- 4.1.1. The applicant seeks planning permission for temporary classroom accommodation (the 'temporary school') for the first-year group of the proposed permanent school. The temporary accommodation is for approximately 150 pupils and 30 Full Time Equivalent (FTE) staff. The temporary accommodation will include associated parking/turning areas and a separate sports court.
- 4.1.2. The proposed development comprises temporary classroom accommodation, a separate sports court retained from the existing site, and a parking area with 25 parking spaces, 5 disabled spaces and a service lay-by. A total of 20 cycle spaces will also be provided for the development.
- 4.1.3. The proposed site layout is indicated on the drawing contained within Appendix B.

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4.2. SITE ACCESS

- 4.2.1. The existing site is occupied by the Spring Lane PRU and the Radcliffe Leisure Centre. The PRU offers 89 pupil places. The school and leisure centre take vehicular access from Spring Lane from two adjacent priority T-junctions with Spring Lane. The leisure centre takes access from the easternmost simple priority T-junction and offers a separate adjacent pedestrian access. Current access arrangements are detailed in Section 3.1 of this report.

- 4.2.2. The temporary school will be located on the site of the existing leisure centre. The existing leisure centre access will continue to be used by pedestrians, cyclists and vehicles, to access the site and will continue to be a gated entry.
- 4.2.3. The existing site entrance is 4.5m wide which is considered to be too narrow for the safe passage of two vehicles. The site access will be widened to 5.5m, within the site boundary, to provide adequate width for two vehicles to pass safely. The proposed change to the access is shown on the drawing in Appendix C.
- 4.2.4. The proposed access arrangements outlined above segregate pedestrian and vehicular access into the site to promote safe access for pedestrians. Priority for pedestrian circulation within the site is promoted through good design and guides pedestrians directly to the school building entrance.
- 4.2.5. A layby is provided to the north of the car park area and will be used as a pupil drop off and also for deliveries and refuse collection as necessary. Further detail on this is provided in section 4.4 of the report.

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4.3. PARKING PROVISION

APPLICABLE PARKING STANDARDS

- 4.3.1. The parking standards set out within the Bury Council Parking Standards Supplementary Planning Document Guidance Note 11 (2007) have been considered in the proposed car parking arrangement for the temporary school. Table 2 of the parking standards provide parking thresholds for schools, based on the number of classrooms / teaching spaces. The parking standards permit:
- ✓ A maximum of 1.5 spaces per classroom / teaching space.
 - ✓ A minimum of 6% of bays or 3 bays (whichever is greater) will need to be accessible.

- ✎ Motorcycle parking at a minimum of two spaces or 1 per 40 full time staff equivalents.
- ✎ Cycle parking at a minimum of 1 per 10 FTE staff plus 1 per 10 pupils.
- ✎ 1 space per 40 staff for Powered Two-Wheeler vehicle or Three-wheel motor vehicle.
- ✎ The provision of adequate drop off facilities will be required as part of any development.

PROPOSED PARKING ARRANGEMENTS

- 4.3.2. The proposed parking area for the temporary school utilises the existing parking area for the leisure centre, for ease of construction. The parking area currently provides 65 parking bays. The parking bays will be rearranged, and lining refurbished in order to accommodate the servicing and delivery vehicles expected to site.
- 4.3.3. While this is in excess of the parking provision suggested in the parking standards, we believe it is appropriate given the existing parking provision and the temporary nature of the proposals. 18
- 4.3.4. The parking provision on site has been indicated on the proposed layout drawing in Appendix B. The proposed layout indicates that 25 staff spaces and 5 disabled spaces will be provided on site as well as a drop off/lay-by area. These levels of parking meet the required standard.
- 4.3.5. The proposed layout also indicates the provision of 20 spaces for cycles at the school located west of the temporary classrooms within the pedestrian/cycle path. This level of provision exceeds the standard required.

4.4. SERVICING

- 4.4.1. The temporary school will be serviced as per the existing site, via the existing vehicular site entrance which will be widened within the site as described in section 4.2.
- 4.4.2. A refuse area is located to the north-east of the proposed parking area to the eastern boundary of the site. A layby has been provided for the purposes of servicing this as well as being used by other delivery vehicles.
- 4.4.3. Since the layby operates as pupil drop-off and pick up point at either end of the school day, the servicing of the school site will need to be undertaken outside of these times.
- 4.4.4. Having due regard to the scale of the proposals, it is not anticipated that school buses will be required. Should the contrary be the case, the school would provide a management plan for approval.
- 4.4.5. The drawings contained within Appendix D shows the swept path for a refuse collection vehicle within the proposed parking area and existing the parking area in forward gear.

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5. Development Impact

5.1. TRIP GENERATION

EXISTING SITE TRIP GENERATION – SCHOOL AND LEISURE CENTRE

- 5.1.1. The trip generation of the existing school and leisure centre was presented in Table 3.1 of the transport assessment scoping note (the 'Scoping Note'), prepared by Mott Macdonald in June 2022 for agreement with Bury Council and Transport for Greater Manchester (TfGM).
- 5.1.2. The scoping note presented the findings of an interrogation of the TRICS database for the existing uses of the site as a school, and a leisure centre with an estimated GFA of 2300m². The table shows the estimated trip generation for the existing site, using data taken from the scoping note table 3.1.

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TABLE 4 – EXISTING SITE TRIP GENERATION

	AM Peak (0800-0900)			PM Peak (1500-1600)		
	Arr	Dep	Total	Arr	Dep	Total
Existing PRU Trip Generation						
Veh Trip rate per pupil	0.152	0.12	0.272	0.055	0.096	0.151
Vehicular trips	12	9	21	6	9	15
Existing 2300m² Leisure Centre						
Veh trip rate per 100m²	0.744	0.398	1.142	0.807	0.585	1.392
Vehicular Trips	15	15	30	17	12	29
Total Vehicular Trips	27	14	51	23	21	44

- 5.1.3. The scoping note concluded that the existing site could generate 51 trips in the AM peak and 44 trips in the PM school peak. It is noted that the PM peak period associated with the existing site is out with the usual PM peak period observed on the local highway network.

TEMPORARY SCHOOL TRIP GENERATION

- 5.1.4. The traffic impact of the proposed development during the peak hours have been established using trip rates for similar sites. The TRICS database was used to establish the trip rates as shown below in Table 5. The TRICS output is included at Appendix E.
- 5.1.5. The temporary school will accommodate up to 150 students; the likely traffic generations are presented below in Table 5.

TABLE 5 – TEMPORARY SCHOOL TRIP GENERATION

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	AM Peak (0800-0900)			PM Peak (1500-1600)		
	Arr	Dep	Total	Arr	Dep	Total
Veh Trip rate per pupil	0.164	0.126	0.290	0.06	0.101	0.161
Vehicular trips	25	19	44	9	15	24

- 5.1.6. The traffic generations for the proposed development will result in a total of 44 trips in the AM and 24 in the PM peak hour period. As noted above, the PM peak period associated with the school will occur out with the normal highway network peak period.
- 5.1.7. This is considered to be very low and will have a negligible effect on traffic movements and road safety on the adjacent highway network.

- 5.1.8. Comparing the traffic generations of the existing and proposed developments in Tables 4 and 5, it can be seen that the proposed temporary school is likely to generate less traffic during peak periods than the existing site.

5.2. TRAFFIC DISTRIBUTION

- 5.2.1. The traffic generation presented in Tables 4 and 5 are the vehicular trips generated by both the staff and pupils to the school.
- 5.2.2. The proposed trip distribution has been calculated using the population estimates for each MSOA (Middle Super Output Area) level areas in the Census 2011, located out with a 1.5km catchment of the proposed school site. This assumes that all staff and pupils travelling to the school from within the 1.5km radius are more likely to travel to the school by a means other than car. Whilst this might not be true in a small number of cases, this is a robust approximation of the trips generated on the network close to the proposed site.
- 5.2.3. The population estimate for each MSOA was used to estimate the percentage of the pupils who would originate in that MSOA. Reference was made to an internet-based route finder software to assign these trips to a likely route to the proposed school.
- 5.2.4. The distribution calculation and the final traffic distribution diagram are shown in Appendix F.

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5.3. TRAFFIC IMPACT

- 5.3.1. Using this information, it was possible to calculate the traffic distribution for the journeys to and from the school. A total of 60% of traffic arrive from and depart to the east along Spring Lane and then distribute to Bury Road, Spring Lane and Rectory Lane. The remaining 40% arrive from and depart to the west along Spring Lane to then distribute to Bridgefield Road and Spring Lane.

- 5.3.2. Using the distribution calculation above, in the AM peak it is predicted the development would generate an additional 27 two way trips east and 17 two way trips to the west on Spring Lane from the existing site access.
- 5.3.3. The above analysis shows that the predicted level of traffic generated by the proposals has no material impact on the existing road network. As such it is considered no further detailed junction assessments are needed to be carried out.

6. Conclusion

- 6.1.1. This Transport Statement assesses the characteristics of the existing infrastructure in the surrounding area of the site and predicts the development generated traffic. It concludes that the adjacent highway network can adequately accommodate the traffic impact of the proposed development in terms of safety and capacity.
- 6.1.2. This Statement has considered the existing and proposed operation of the highway in terms of highway safety, sustainability and capacity. It has shown that the predicted traffic from the proposed development has no material or significant impact on any of the junctions assessed.
- 6.1.3. No further assessment of the traffic impact of the proposed development on the highway network is considered necessary.
- 6.1.4. The site is considered to be in a highly sustainable location with a wide range of local services and facilities that can be accessed on foot and by cycle and also gives easy access to the local residential areas. Frequent tram and bus services operate adjacent to the site and are very accessible to staff and pupils.
- 6.1.5. In conclusion, it has been demonstrated that the proposed development can be accommodated on the adjacent highway network without any significant negative impact and there are therefore no highway capacity or safety reasons why this development should not be granted planning approval.

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APPENDICES

APPENDIX A: Accident Data

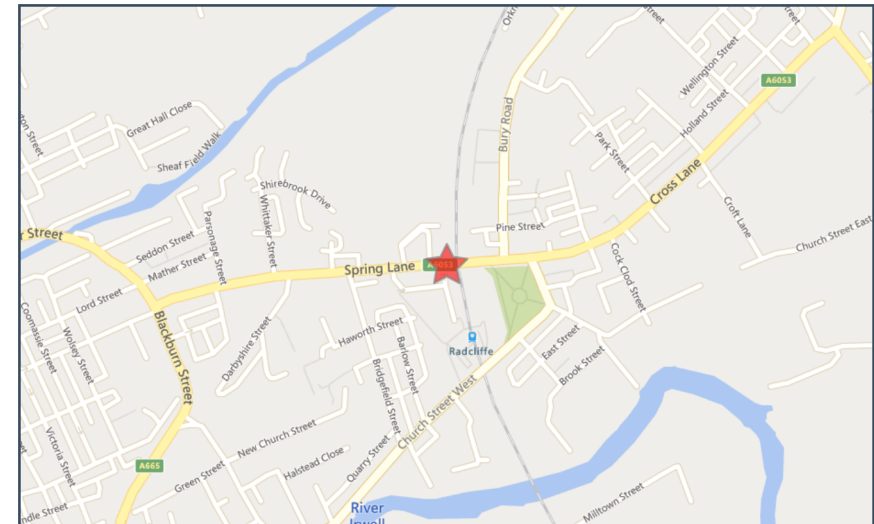


crashmap.co.uk

Validated Data

Crash Date: Monday, October 21, 2019 **Time of Crash:** 5:20:00 PM **Crash Reference:** 201906N263925

Highest Injury Severity:	Slight	Road Number:	A6053	Number of Casualties:	1
Highway Authority:	Bury	Number of Vehicles:	2	OS Grid Reference:	378797 407445
Local Authority:	Bury Metropolitan Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Using private drive or entrance				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Female	26 - 35	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Car (excluding private hire)	5	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

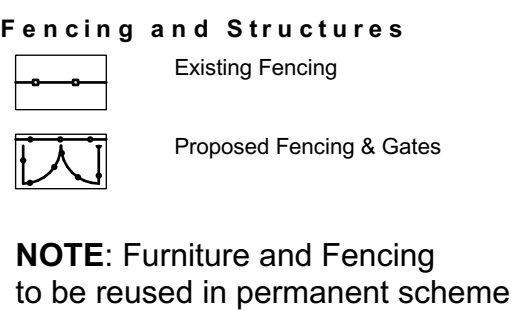
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

APPENDIX B: Proposed Development Layout



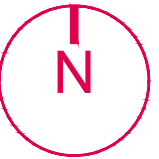
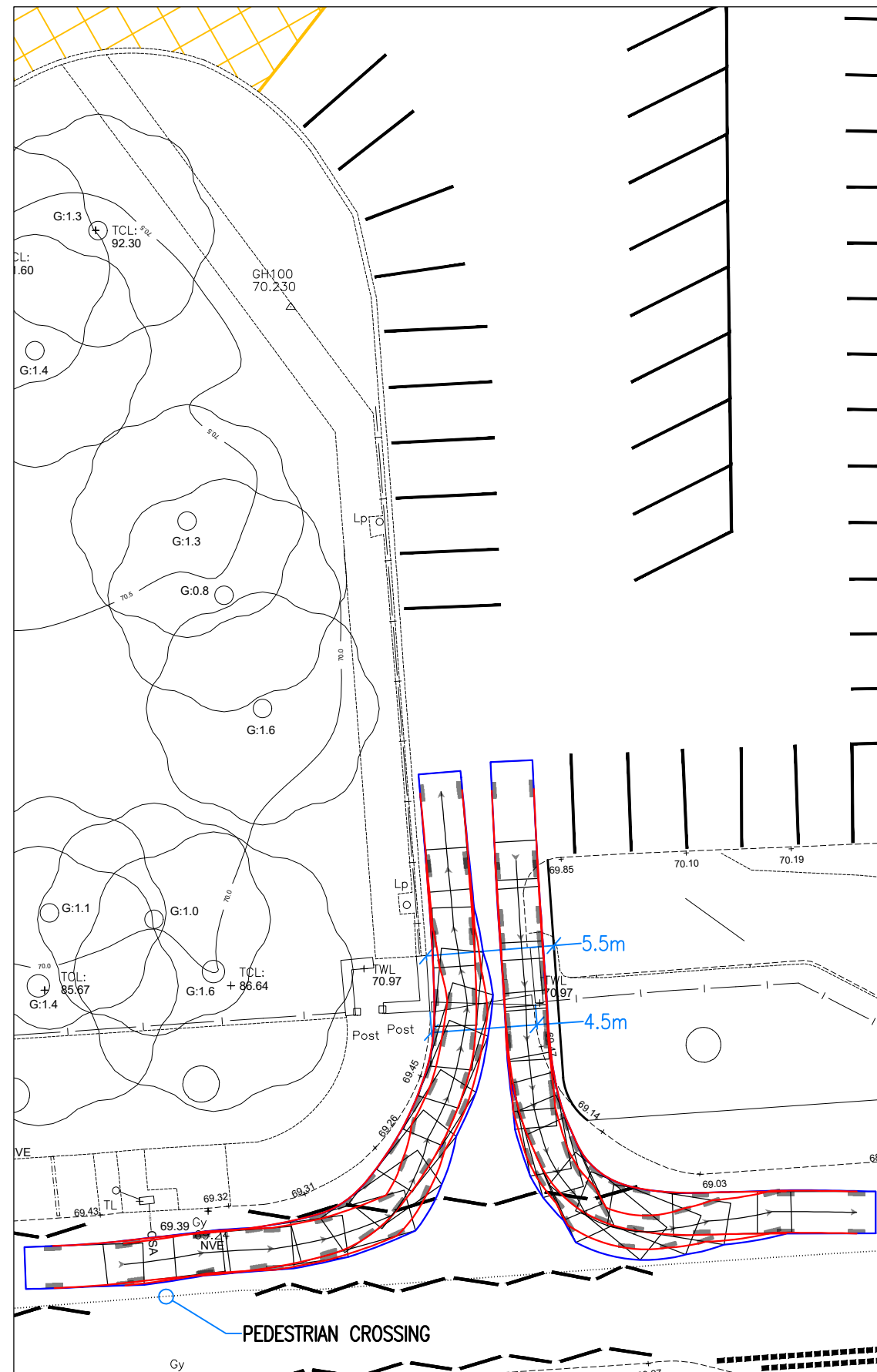
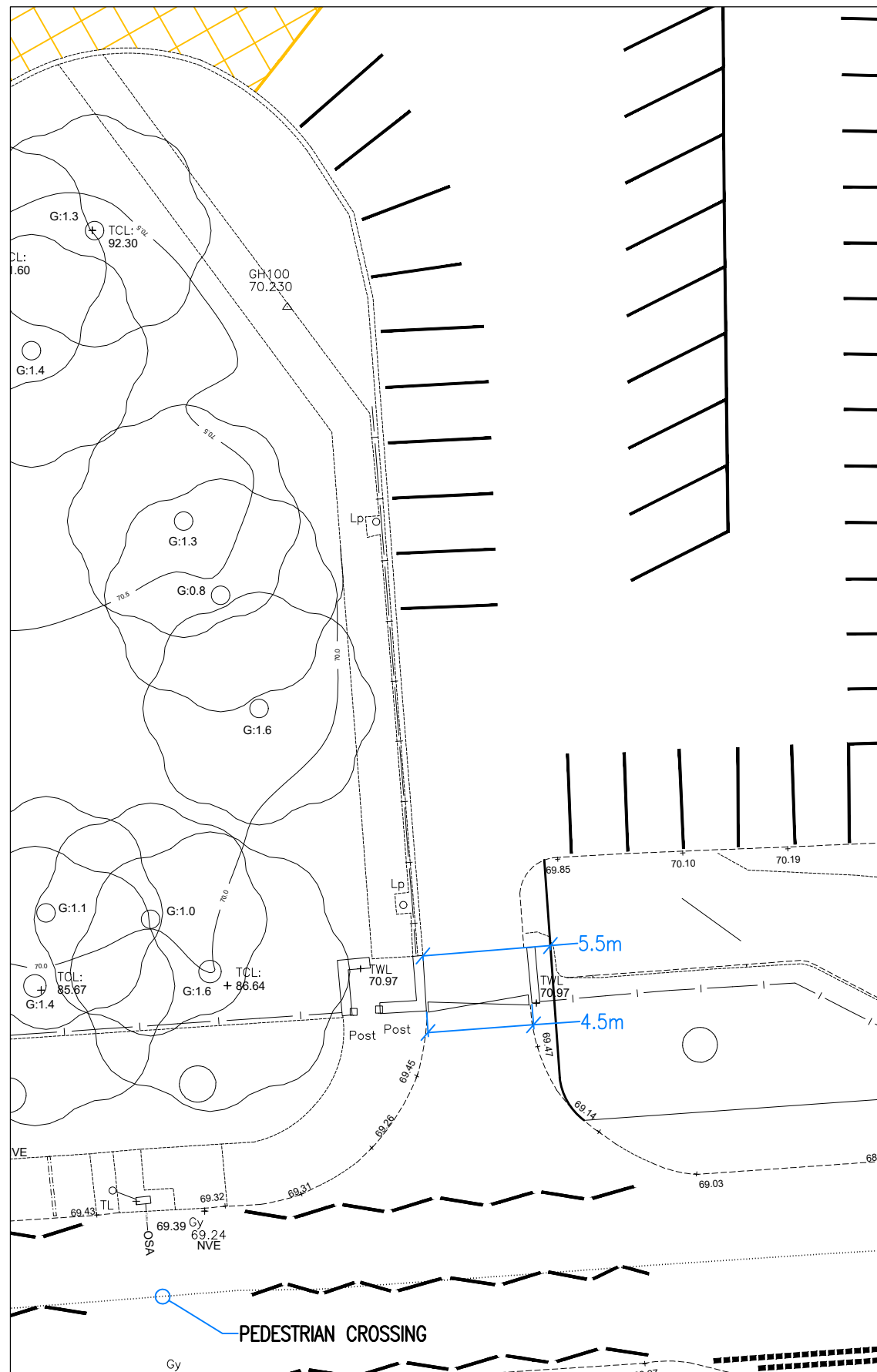
ID	RISK	MITIGATION	DATE MITIGATED

RESIDUAL PROJECT RISKS

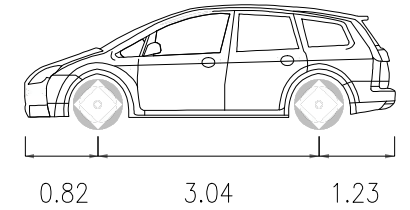


STATUS :	
S2 - For Planning	
	Ares Landscape Architects LTD Gatecrasher, 51 Eyre Lane Sheffield S1 4RB t: 0114 276 2000 e: hello@aresdesign.co.uk w: ares.eu.com
CLIENT :	
Morgan Sindall	
PROJECT TITLE :	
Star Radcliffe Academy, Bury	
DRAWING TITLE :	
Temps Whole Site Plan	
DRAWING SCALE :	DRAWN BY :
1:250	PH
PAPER SIZE :	APPROVED BY :
A1	BS
	ALA PROJECT CODE :
	ALA805
DRAWING NUMBER :	STATUS :
FS1013-ALA-EZ-XX-D-L-001	S2
	REVISION :
	P03

APPENDIX C: Site Access Arrangement



VEHICLE DIMENSIONS



LARGE CAR

LENGTH: 5.08 m
 MAX WIDTH: 1.80 m
 LOCK TO LOCK TIME: 4.0 s
 MAX STEERING ANGLE: 36.13°
 TURN RADIUS (CURB TO CURB): 5.90 m
 TURN RADIUS (WALL TO WALL): 6.36 m



VIASOLUTIONS

THE OLD COACH HOUSE
 1 CAMPBELL STREET
 PUDSEY
 LS28 6DP
 tel: 0113 3453957
 email: highwaymen@viasolutions.co.uk

STAR RADCLIFFE ACADEMY
 SPRING LANE BURY
 (TEMPORARY SCHOOL)

PROPOSED ACCESS ROAD IMPROVEMENTS

SCALE: 1:1000 @A3

DATE: JULY 2023

DRAWING NO: FS1013-VS-XX-XX-D-H-1001

STATUS: S2

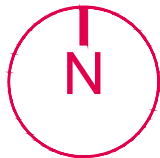
REVISION: P01

NOTES

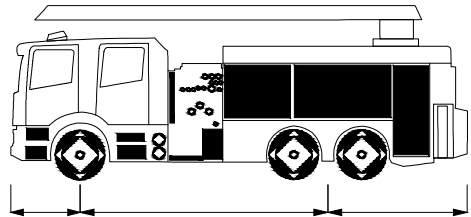
1. THIS DRAWING SHOWS THE PRELIMINARY LAYOUT ONLY (NOT TO BE USED FOR CONSTRUCTION) AND IS SUBJECT TO DETAILED DESIGN, FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND OWNERSHIP AND LOCAL AUTHORITY APPROVAL.

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APPENDIX D: Swept Path Analysis



VEHICLE DIMENSIONS



1.52 3.81 3.35

DB32 FIRE APPLIANCE

LENGTH: 8.68 m
MAX WIDTH: 2.18 m
LOCK TO LOCK TIME: 6.0 s
MAX STEERING ANGLE: 33.84°
TURN RADIUS (CURB TO CURB): 7.91 m
TURN RADIUS (WALL TO WALL): 8.62 m



VIASOLUTIONS

THE OLD COACH HOUSE
1 CAMPBELL STREET
PUDSEY
LS28 6DP
tel: 0113 3453957
email: highwaymen@viasolutions.co.uk

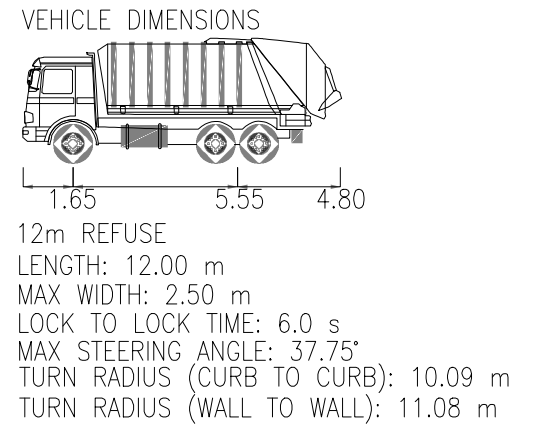
STAR RADCLIFFE ACADEMY
SPRING LANE BURY
(TEMPORARY SCHOOL)

SWEPT PATH ANALYSIS

SCALE: 1:500 @A3
DATE: AUGUST 2023
FS1013-VS-XX-XX-D-H-1002 TEMPS ACCESS
STATUS: S2 REVISION: P01

NOTES

- 1. THIS DRAWING SHOWS THE PRELIMINARY LAYOUT ONLY (NOT TO BE USED FOR CONSTRUCTION) AND IS SUBJECT TO DETAILED DESIGN, FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND OWNERSHIP AND LOCAL AUTHORITY APPROVAL.
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VIA SOLUTIONS

THE OLD COACH HOUSE
1 CAMPBELL STREET
PUDSEY
LS28 6DP
tel: 0113 3453957
email: highwaymen@viasolutions.co.uk

STAR RADCLIFFE ACADEMY
SPRING LANE BURY
(TEMPORARY SCHOOL)

SWEPT PATH ANALYSIS

SCALE: 1:500 @A3

DATE: AUGUST 2023

FS1013-VS-XX-XX-D-H-1003 TEMPS ACCESS

STATUS: S2 REVISION: PO1

- NOTES**
1. THIS DRAWING SHOWS THE PRELIMINARY LAYOUT ONLY (NOT TO BE USED FOR CONSTRUCTION) AND IS SUBJECT TO DETAILED DESIGN, FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND OWNERSHIP AND LOCAL AUTHORITY APPROVAL.
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APPENDIX E: TRICS Data

Calculation Reference: AUDIT-407201-230626-0608

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	SP SOUTHAMPTON	1 days
03	SOUTH WEST	
	DV DEVON	1 days
	SD SWINDON	1 days
04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
	WM WEST MIDLANDS	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 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: 560 to 900 (units:)
Range Selected by User: 500 to 1000 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 28/09/22

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

Selected survey days:

Monday	1 days
Tuesday	4 days
Wednesday	4 days
Friday	3 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	6
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	10
------------------	----

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	3 days - Selected
Servicing vehicles Excluded	9 days - Selected

Secondary Filtering selection:

Use Class:

F1(a)	12 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:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	4 days
25,001 to 50,000	5 days

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

Population within 5 miles:

25,001 to 50,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	5 days

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

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	4 days
1.1 to 1.5	6 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:

Yes	1 days
No	11 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	12 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	DV-04-B-04	SECONDARY ACADEMY	DEVON
	EARL RICHARD ' SRD SOUTH		
	EXETER		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	835	
	Survey date: TUESDAY	02/04/19	Survey Type: MANUAL
2	GM-04-B-03	SECONDARY SCHOOL	GREATER MANCHESTER
	MATTHEW MOSS LANE		
	ROCHDALE		
	MARLAND		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	780	
	Survey date: FRIDAY	23/09/16	Survey Type: MANUAL
3	LC-04-B-02	SECONDARY ACADEMY	LANCASHIRE
	TODD LANE NORTH		
	LOSTOCK HALL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	560	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
4	LN-04-B-02	SECONDARY SCHOOL	LINCOLNSHIRE
	RISEHOLME ROAD		
	LINCOLN		
	ERMINE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	852	
	Survey date: WEDNESDAY	04/10/17	Survey Type: MANUAL
5	NY-04-B-03	GIRLS' HIGH SCHOOL	NORTH YORKSHIRE
	GARGRAVE ROAD		
	SKIPTON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	800	
	Survey date: FRIDAY	08/03/19	Survey Type: MANUAL
6	PB-04-B-01	SECONDARY ACADEMY	PETERBOROUGH
	REEVES WAY		
	PETERBOROUGH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of pupils:	900	
	Survey date: WEDNESDAY	28/09/22	Survey Type: MANUAL
7	SD-04-B-01	SECONDARY SCHOOL	SWINDON
	ST PAUL'S DRIVE		
	SWINDON		
	COVINGHAM		
	Edge of Town		
	No Sub Category		
	Total Number of pupils:	874	
	Survey date: FRIDAY	23/09/16	Survey Type: MANUAL
8	SP-04-B-01	SECONDARY SCHOOL	SOUTHAMPTON
	MINSTEAD AVENUE		
	SOUTHAMPTON		
	Edge of Town		
	Residential Zone		
	Total Number of pupils:	565	
	Survey date: TUESDAY	24/11/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	TV-04-B-01 COAST ROAD MARSKE-BY-THE-SEA	SECONDARY SCHOOL	TEES VALLEY
	Edge of Town Residential Zone Total Number of pupils: 767 Survey date: WEDNESDAY 24/10/18		Survey Type: MANUAL
10	WK-04-B-01 BANBURY ROAD KINETON	SECONDARY SCHOOL	WARWICKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village Total Number of pupils: 839 Survey date: WEDNESDAY 25/09/19		Survey Type: MANUAL
11	WM-04-B-05 JEREMY ROAD WOLVERHAMPTON	SECONDARY SCHOOL	WEST MIDLANDS
	Edge of Town Residential Zone Total Number of pupils: 800 Survey date: MONDAY 14/11/16		Survey Type: MANUAL
12	WM-04-B-06 PARK ROAD WEST STOURBRIDGE WOLLASTON	SECONDARY SCHOOL	WEST MIDLANDS
	Edge of Town Residential Zone Total Number of pupils: 840 Survey date: TUESDAY 21/11/17		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/B - SECONDARY

TOTAL VEHICLES

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	784	0.051	12	784	0.013	12	784	0.064
08:00 - 09:00	12	784	0.164	12	784	0.126	12	784	0.290
09:00 - 10:00	12	784	0.015	12	784	0.015	12	784	0.030
10:00 - 11:00	12	784	0.012	12	784	0.010	12	784	0.022
11:00 - 12:00	12	784	0.011	12	784	0.011	12	784	0.022
12:00 - 13:00	12	784	0.010	12	784	0.012	12	784	0.022
13:00 - 14:00	12	784	0.015	12	784	0.016	12	784	0.031
14:00 - 15:00	12	784	0.047	12	784	0.036	12	784	0.083
15:00 - 16:00	12	784	0.060	12	784	0.101	12	784	0.161
16:00 - 17:00	12	784	0.042	12	784	0.072	12	784	0.114
17:00 - 18:00	12	784	0.025	12	784	0.029	12	784	0.054
18:00 - 19:00	12	784	0.023	12	784	0.020	12	784	0.043
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.475			0.461			0.936

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: 560 - 900 (units:)
 Survey date range: 01/01/15 - 28/09/22
 Number of weekdays (Monday-Friday): 12
 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.

APPENDIX F: Traffic Distribution

Population estimates - small area based by single year of age - England and Wales

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gender
age

Total
All Ages

			% allocation					% distribution				
2011 super output area - middle layer	2020	% population	Spring Ln (W)	Bridgefield Rd	Rectory Ln	Spring Ln (E)	Bury Rd	Spring Ln (W)	Bridgefield Rd	Rectory Ln	Spring Ln (E)	Bury Rd
E02001019 : Bury 001	8,806	5.48%				50%	50%	0.00%	0.00%	0.00%	2.74%	2.74%
E02001020 : Bury 002	5,737	3.57%	40%				60%	1.43%	0.00%	0.00%	0.00%	2.14%
E02001021 : Bury 003	7,428	4.62%	40%				60%	1.85%	0.00%	0.00%	0.00%	2.77%
E02001022 : Bury 004	7,893	4.91%					100%	0.00%	0.00%	0.00%	0.00%	4.91%
E02001023 : Bury 005	5,712	3.55%	50%				50%	1.78%	0.00%	0.00%	0.00%	1.78%
E02001024 : Bury 006	8,132	5.06%	50%				50%	2.53%	0.00%	0.00%	0.00%	2.53%
E02001025 : Bury 007	7,988	4.97%					100%	0.00%	0.00%	0.00%	0.00%	4.97%
E02001026 : Bury 008	10,790	6.71%					100%	0.00%	0.00%	0.00%	0.00%	6.71%
E02001027 : Bury 009	7,357	4.57%	50%				50%	2.29%	0.00%	0.00%	0.00%	2.29%
E02001028 : Bury 010	7,086	4.41%	70%				30%	3.08%	0.00%	0.00%	0.00%	1.32%
E02001029 : Bury 011	7,732	4.81%					100%	0.00%	0.00%	0.00%	0.00%	4.81%
E02001030 : Bury 012	5,887	3.66%	100%					3.66%	0.00%	0.00%	0.00%	0.00%
E02001031 : Bury 013	6,636	4.13%				100%		0.00%	0.00%	0.00%	4.13%	0.00%
E02001035 : Bury 017	6,918	4.30%			50%	50%		0.00%	0.00%	2.15%	2.15%	0.00%
E02001037 : Bury 019	6,933	4.31%	33%	33%	33%			1.44%	1.44%	1.44%	0.00%	0.00%
E02001038 : Bury 020	5,836	3.63%	33%	33%	33%			1.21%	1.21%	1.21%	0.00%	0.00%
E02001039 : Bury 021	8,523	5.30%	33%	33%	33%			1.77%	1.77%	1.77%	0.00%	0.00%
E02001040 : Bury 022	6,196	3.85%	33%	33%	33%			1.28%	1.28%	1.28%	0.00%	0.00%
E02001041 : Bury 023	7,665	4.77%	33%	33%	33%			1.59%	1.59%	1.59%	0.00%	0.00%
E02001042 : Bury 024	6,437	4.00%	33%	33%	33%			1.33%	1.33%	1.33%	0.00%	0.00%
E02001043 : Bury 025	5,458	3.39%	33%	33%	33%			1.13%	1.13%	1.13%	0.00%	0.00%
E02001044 : Bury 026	9,685	6.02%	33%	33%	33%			2.01%	2.01%	2.01%	0.00%	0.00%
TOTAL	160,835	100%						28.37%	11.76%	13.91%	9.01%	36.95%

100.00%



